



Autorità di Sistema Portuale
del Mar Tirreno Centro Settentrionale



PORTI DI ROMA E DEL LAZIO · CIVITAVECCHIA · FIUMICINO · GAETA

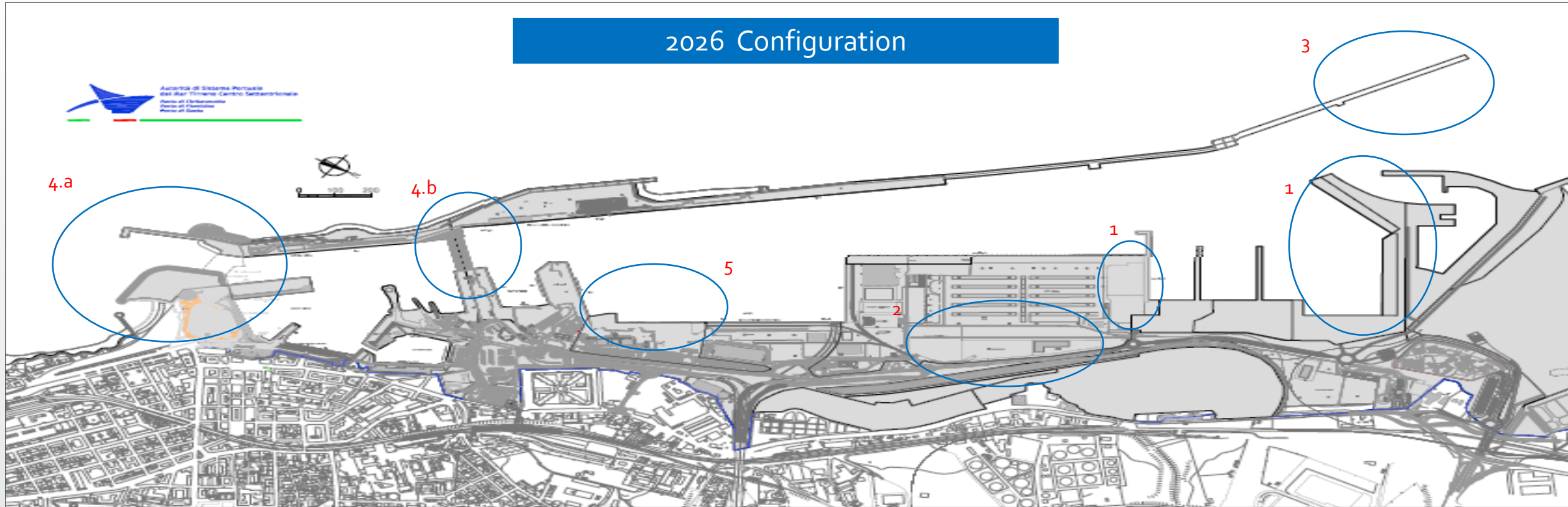


Co-financed by the Connecting Europe
Facility of the European Union

Fast Track to the Sea.
Implementing the upgrade of the last mile
rail connections port of Civitavecchia

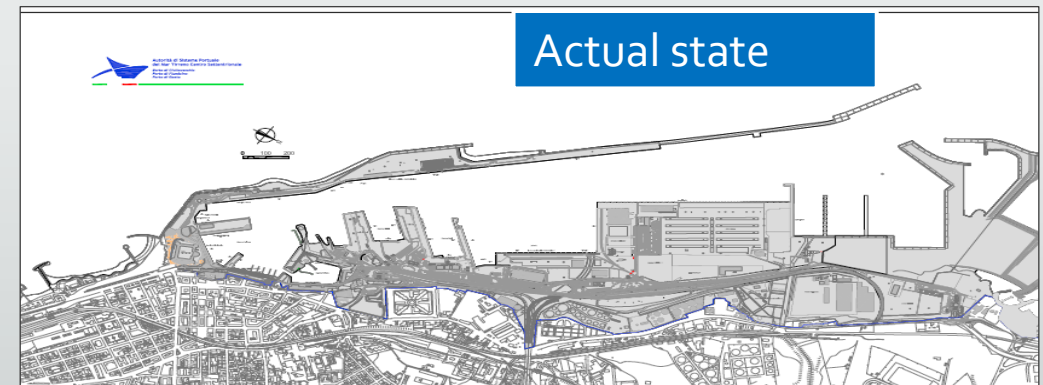
Action 2019-IT-TA-0034-M

2026 Configuration

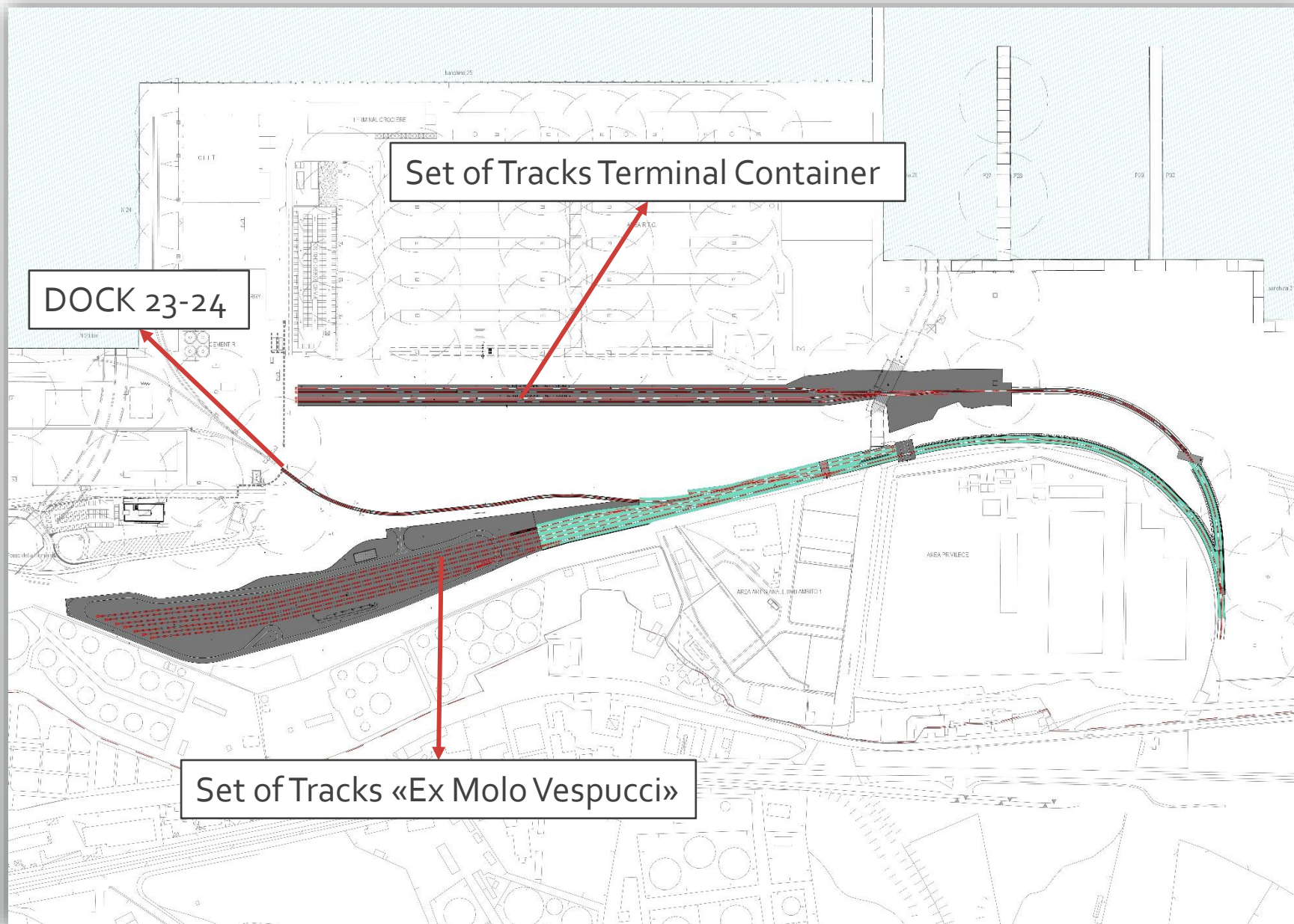


- 1) Reorganization of port roads (Includes urbanization and viability of squares behind docks 26-32-33-34).
- 2) Strengthening of railway connections serving the Commercial Terminal.
- 3) Antemural Extension.
- 4.a) Opening to the South.
- 4.b) Antemural connection.
- 5) Demolition of docks 20-21 and grinding of shore dock.

Actual state



CONFIGURATION OF THE NEW RAILWAY INFRASTRUCTURE



Focus – Works Amount



Project Value
23 Mln€

% Private Contribution
0 %

Amount Financed
23 Mln€

- 4 Mln€: EU Financing «Fast Track to the sea» (CEF Transport 2019 Program)
- 14 Mln€: Lazio Region Funds (BEI Loan)
- 5 Mln€: AdSP Funds (BEI Loan)

Focus – Project Data

- Construction of a new track bundle taking / delivery inside the Port
- Direct connection to the terminals on the quay
- Iron-Rubber bimodal tractors (Beam without spindle and longer useful length of track)

Civitavecchia Railway first excerpt – Key Data

Commercial Terminal Connection

Presence of tracks of over 600 meters

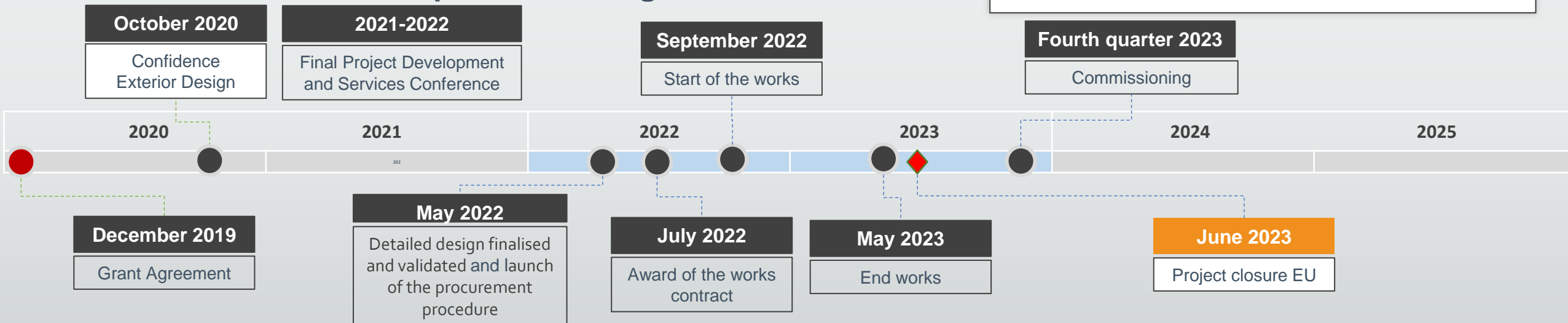
Service of General Interest Railway



The unpredictable and uncontrolled increase in the costs of raw materials has led to the double revision of the executive project.

The first revision in February 2022, following the update of the reference price lists (Lazio Region and RFI) and a second revision following the further adjustment of the RFI tariffs in April 2022.

Civitavecchia Railway first excerpt – Operational Programme

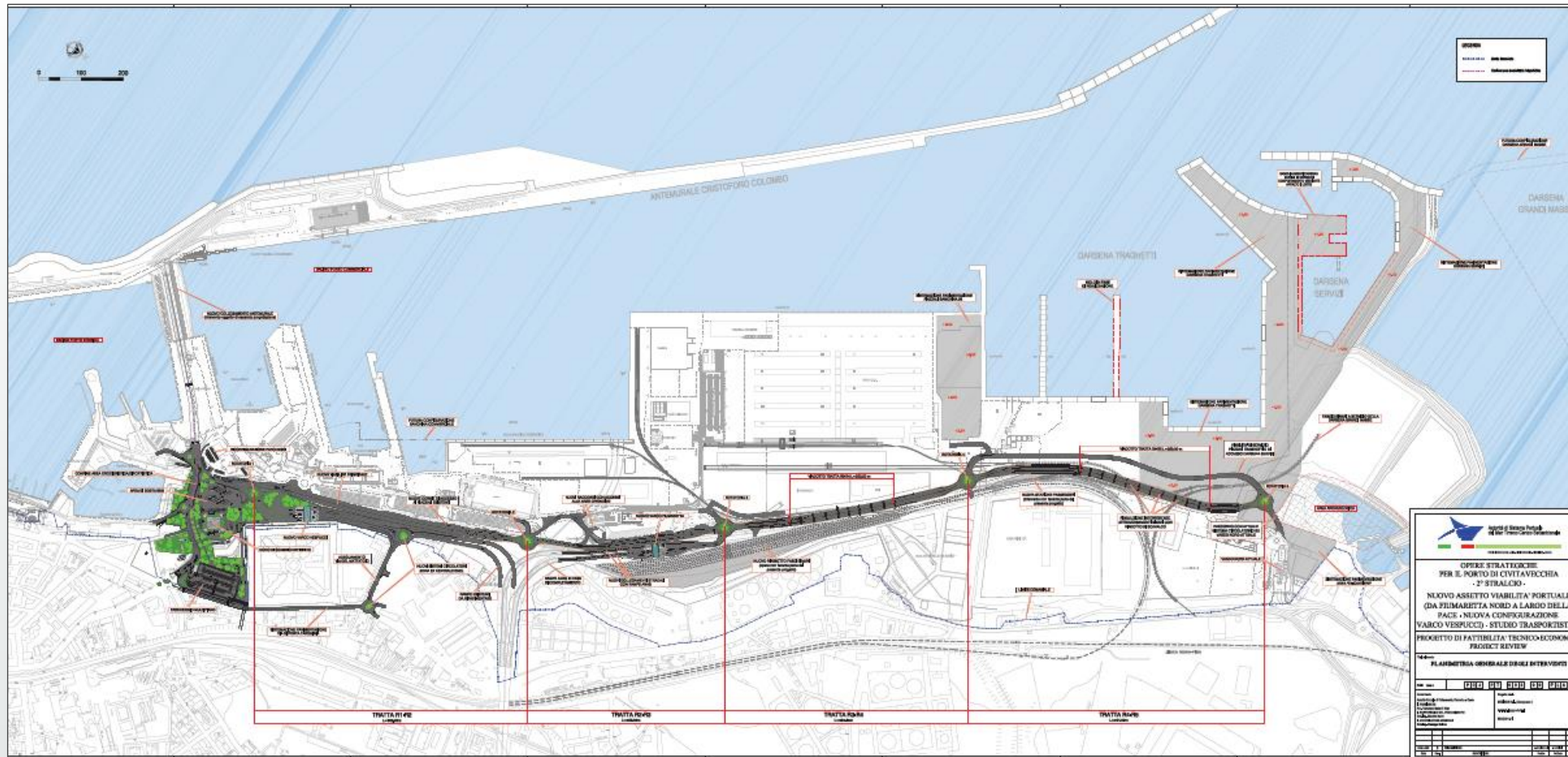


INTERFERENCE MANAGEMENT - NEW PORT ROAD STRUCTURE

The efficiency of the railway infrastructure and the reconfiguration of the port viability, will allow to enhance commercial traffic, allowing their movement towards the northern area of the port.

Important is the construction of a new railway link that will allow the direct connection between the national network and the port terminals (T. Container, T. Automotive, T. Vegetable).

The intervention of modification of the viability, with the creation of a fixed and definitive main backbone that develops from the entrance called "Varco Vespucci" to the current "Varco Nord", adjacent to which all the related roads can be modified and varied according to the needs, will guarantee the complete elimination of the current railway interferences.



NUOVO ASSETTO VIABILITA' PORTUALE

Cost of works

€ 97.844.496,45

Amount from economic framework

€ 102.097.146,38

A first functional lot is co-financed by MIT for about € 69 million from the Infrastructure Fund and the works will be started in the second half of 2022. The overall schedule is spread over 5 years.

Fast Track to the Sea

Stakeholder involvement

Terminal operators

The continuous dialogue with the terminal operators has led to the development of a project that responds to the logistical and management needs of users, ensuring the creation of a railway infrastructure as flexible as possible, able to adapt to the possible needs of additional potential and reliable users.

The connection contract with R.F.I.

The signing of a connection contract with the company RFI (national railway infrastructure manager) is preparatory to the activation of the railway yard. The Administration has already started specific discussions following the signing of an agreement for the development of the railway network in port.

The identification of the Concessionaire of the maneuvering service

At the same time, the procedure for the concession of the siding service will be initiated. After the test of the works, the railway infrastructure will be managed in a connecting arrangement by the concessionaire.

Fast Track to the Sea

The tender phase and the executive phase

To recover the protracted time due to the design revisions, made necessary by the increase in the costs of raw materials, the Administration has already prepared the tender documentation in order to quickly start the procedures at the end of the validation of the executive project.

THE TENDER PHASE FOR THE ASSIGNMENT OF THE WORKS

- Start of the tender procedure: May 2022
- Tender procedure deadline: July 2022
- Type of tender procedure: Open

THE AMOUNT OF THE WORKS

- Amount from economic framework: 23.111.315,45 €
- Cost: 20.148.731,99 €

THE TENDER PHASE FOR THE ASSIGNMENT OF THE WORKS MANAGEMENT SERVICE

- Start of the tender procedure: May 2022
- Tender procedure deadline: July 2022
- Type of tender procedure: Open

THE AMOUNT OF THE SERVICE

- Basic tender amount: 288.226,92 €

THE EXECUTIVE PHASE

Start : July 2022

End: May 2023

Duration: 313 days

Thank you for your attention

*Ing. Maurizio Marini
Il Responsabile Unico del Procedimento*

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