



Port Network Authority  
of the Eastern Adriatic Sea  
Ports of Trieste and Monfalcone

## PRESS RELEASE

### **THE FIRST CARGO TRAINS ARE NOW RUNNING ON THE TRANS-ALPINE LINE AFTER ITS RECENT RE-ACTIVATION**

#### **The integration of the Port of Trieste's rail infrastructure continues: direct link between Campo Marzio and Villa Opicina**

Trieste, 4 April 2020 – The railway system serving the Port of Trieste continues to be expanded.

The Port of Trieste, now one of the EU's top ten ports according to Eurostat, will receive an additional boost. Starting on 1 March 2020, RFI has once again opened the Trans-Alpine line between Villa Opicina and Trieste Campo Marzio to train traffic. This 14 km line has a maximum gradient of 2.5%, and trains will be routed through Rozzol. The old Hapsburg line is thus once again operational, and endows the Port of Trieste, which has invested heavily on developing existing infrastructure and making it more efficient, with an additional outlet.

Adriafer will be responsible for cargo train haulage along the line. This wholly owned subsidiary of the Trieste Port Authority was authorized by RFI to transport cargo trains for 40-foot High Cube (HC) containers along the route, with two locomotives: Siemens E191 electric and Vossloh D 100 diesel. Two runs have already been made in the last few weeks, including one yesterday with a train comprising 20 wagons and a cargo of 48 containers from Dunajska Streda, Slovakia to Pier VII.

“Another major project to re-open Trieste's historic rail lines is underway and implemented by RFI, - stressed Port Network Authority President Zeno D'Agostino – which will allow cargo trains to boost the links of the Port of Trieste's system of logistics, especially with the Ferneti terminal”.

The section of the Trans-Alpine line that has been re-opened, in spite of some limits on its use, will provide an alternative for cargo trains heading for Trieste, which currently prefer to use the coastal line. This establishes an important direct link between Opicina and the Campo Marzio rail station, which makes it possible to avoid using the Trieste-Venice line up to Bivio d'Aurisina.

President D'Agostino would also like to thank RFI Trieste's executive management and the Adriafer team, which in spite of the COVID-19 emergency has managed to run the first trial trains along the Italian stretch of the old Hapsburg line. These trains will be followed by others in the coming weeks, to the extent that the ongoing situation will allow it.