

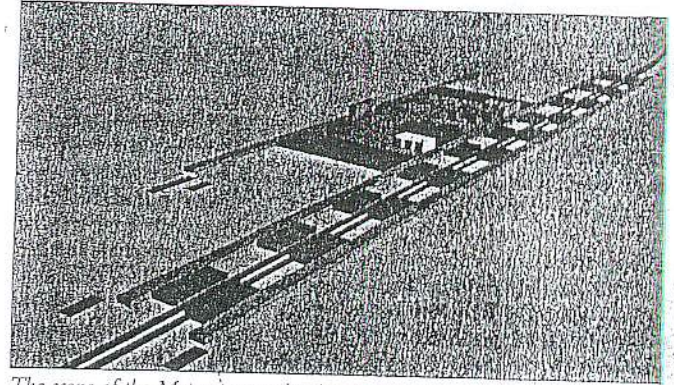
# Metrocargo on the horizon

A modal shift project of (potentially) gargantuan proportions has been unveiled in Italy by a Genoa-based company, Iniziativa Logistiche Srl (i.log).

Called Metrocargo, the concept received the 2004 environmental innovation award sponsored by the Lombardia regional government. A prototype installation is due to be set up by the end of 2006.

Metrocargo uses the existing rail infrastructure, but loading units - swap bodies and containers - are transferred horizontally between (short haul) truck and (main haul) rail via a flat platform, using conveyor and/or roller technology.

No technical details are currently available but, according to Guido Porta, managing director of Serfer (Servizi Ferriviarie), Metrocargo is entirely consistent with the national modal shift objectives as currently expressed through the Motorways of the Sea project and will interface with island-mainland and wider Mediterranean-Italian shipping flows.



*The scope of the Metrocargo project is nationwide*

Serfer, an arm of FS Cargo SpA, operates a fleet of 130 locos and is responsible for some 400,000 wagon shipments annually. Porta envisages a Metrocargo network with 25 terminals located on the main Tirrenian and Aegean

north-south rail axes and on three strategic east-west transversal axes (north, centre and south), influencing 90 per cent of the land mass of the Italian peninsula, at an investment cost of €12 mill per terminal.