

#### MOLO VII CRANES UPGRADE

After the completion of the upgrading of two STS-cranes in 2014, during the past weeks work started at Trieste's Molo VII terminal for the upgrading of three cranes.

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#### FVG-BAVARIA AGREEMENT

The President of Friuli Venezia Giulia region and President of Bavaria signed an agreement to improve connections and reduce bureaucracy.

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#### PORT'S REGULATORY PLAN APPROVED

The Region of Friuli Venezia Giulia has approved the final version of the Regulating Plan for the Port of Trieste.

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#### PORT AUTHORITY-IRAN COLLABORATION

The collaboration between the Port of Trieste and Bandar Abbas has become reality following the missions organized by Iran's Government.

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# AdriaPorts

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July 2016

#### FRONT PAGE

## Monfalcone: Rise in displaced goods during first trimester

**MONFALCONE** – An increase in traffic and a confirmation of the strategic role towards USA's East Coast. The Port of Monfalcone responds during the first months of 2016, showing a positive trend which has managed closure for 2015 with +3,85% with an approx. 4,5 million tons moved and 9,7% traffic increase for the port of call, during the first three months of 2016. The transitioned goods from the port amount to a million and 167.060 tons, while an increase of 35,6% (relative data from a different type of flux related to the development of the port of call) for vehicle boarding and disembarking. Also, an increase of 130 thousand tons of metallurgic material shows a positive trend, in line with previous years.

In particular, traffic operated from 'Compagnia Portuale' which has attributed the port's strategical reference with the Spliethoff ships and their regular service to the east coast of the US and Mexico, continues positively. The export traffic initiated in 2014 is primarily based on sheet metal, destined for primarily for the automotive industry, as well as construction developments and singular uses. Based upon this traffic, the first few months of 2016 have seen the transportation of the metal elements for the Hudson Yards, (A tower) in New York city, US. The special cargo was embarked on a ship from the Dutch company, Spliethoff and managed at the dock by CPM (Compagnia Portuale di Monfalcone, part of TO Delta Group), alongside the metallurgic material and industrial machinery.



A Spliethoff ship at the port of Monfalcone

Trieste Marine Terminal commits to lengthen Molo VII

## TMT shows volume increase during first semester 2016



Port of Trieste's Molo VII and container terminal

**TRIESTE** – Uncertain market situation and Shipping Lines Alliances developing scenarios did not affect Trieste Marine Terminal's total volumes handled during the first semester 2016. The January-June period closed with a +5,9 % in Teu and +10,1% in containers compared to the same period of 2015. This positive result is mainly due to a significant +9,7% on the full containers moved (with +19% of import cargo) and an increase on the

transshipment cargo too. The traffic in units grows even more, showing a slight change in the cargo composition with 20' containers growth higher than the 40. The intermodal traffic contributes to the above mentioned growth with a +12,5 % (national and international trains) and represents around 33% of the total volumes moved via Trieste in the first 6 months of 2016. More details on the intermodal traffics are reported in a dedicated news.

#### FRONT PAGE

## Port of Trieste ready to sustain rail traffic growth

**TRIESTE** – Numbers clearly show an increase in intermodal container traffic. Six new train connections have become operational in the last six months with 12,5% increase in total volumes displaced by railroad, 42,7% for international railroad traffic and a short term prospective to activate new trains and connections by 2016.

Altogether the numbers are not huge at this point but with the continuing growth, questions arise for the Port's sustainability in the middle term time frame. Are the Port's infrastructures ready to handle such increase in volumes? The plans for 2017 from navigation companies and Adriatic services are not yet official but the responsible personnel forecasts an upgrade of the ships by the beginning of the year. Adriatic ports are always highly considered

as an efficient alternative solution for goods transported, to Central and Oriental Europe. In this picture, Trieste seems to be the only port in the Adriatic with the capacity to handle such volumes. The container terminal can handle over 800 thousand Teu, but in 2015, 450 thousand Teu were displaced. The railroad infrastructure can host over 7000 trains per year (5000 presently in operation). Different railroad operators are already working in Trieste and good performances of recent lines (Budapest to Burghausen) show positive signs of a trustworthy relationship with Trieste.

The investment plans to double the infrastructure capacity of the railroad system (the first developments will already be completed by summer 2016) will consent to double the shanting area.

#### LATEST

## Port of Trieste, begins upgrades of railroad infrastructures

**TRIESTE** – Italian Rail Network (RFI) announced that the upgrading works of the rail infrastructure in Trieste Campo Marzio have been started in these days. The plan includes the replacement of some railroad switches and the planimetric changes in order to improve the railway line for a total investment of 680 000 euros.

Work will take place in two phases. The first one will end in July and will allow the reopening of an additional rail link between the Pier VII of the Port of Trieste and the train station.

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Trains departing from the port of call

#### LATEST

## Port of Trieste has new venues for China and the Silk Road

**TRIESTE** – New Interests arise for China and Trieste's Port, after a visit organised by the Port Authority and principal operators, in occasion of "Transport Logistic China" meeting. "A harbour with many competitive advantages that we were not aware of. Trieste is on the Silk road and the 'One Belt One Road initiative', recently promoted by the Beijing's government, can bring a renewed interest from China's investors for the Port of Trieste."

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LATEST – continued from page 1

## Port of Trieste, begins upgrading of railroad infrastructures



Locomotives at Trieste's Campo Marzio station. In the background Molo VII's cranes

Interventions focused on railway improvements at the Campo Marzio station

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Work will take place in two phases. The first one will end in July and will allow the reopening of an additional rail link between the Pier VII of the Port of Trieste and the train station. The second phase will end in the fall. The project will speed not only the transfer of rail wagons between the dock and the station, but also the train formation with the consequent increase, in terms of trains per year, of the system capacity. ■

New developments after 2014 conclusion

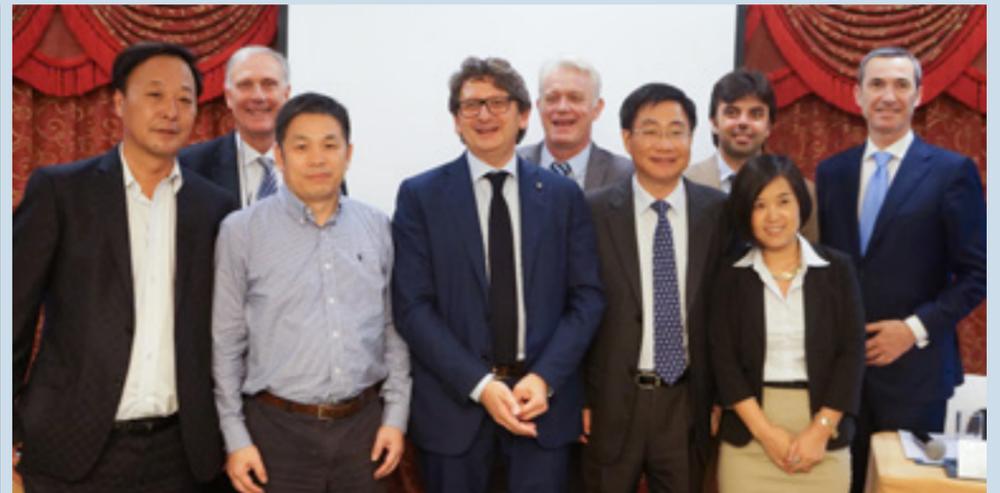
## Port of Trieste improves three cranes at Molo VII

**TRIESTE** – After the completion of the upgrading of two STS-cranes in 2014, during the past weeks, work started at Trieste's Molo VII terminal for the upgrading of additional three cranes. The total costs of around 12 million euros will make cranes capable of working on ships with 21 rows of containers on deck (so on vessels up to 16000 teu capacity). The interventions will include the

electronic control, while the Siemens electronic group will be renewed with the installation of a "smart landing system", for a better control of loading and unloading of the containers. Work on the three cranes, which will be completed within one year, will be conducted by Cimolai Technology from Padova, in temporary association (ATI) with Port Cranes srl from Reggio Emilia. ■



Molo VII, one of the cranes in operation



Group photo with operators of Port Authority and Transport Logistic China, from Shanghai

LATEST – continued from page 1

## Port of Trieste has new venues for China and the Silk Road

**TRIESTE** – New Interests arise for China and Trieste's Port, after a visit organised by the Port Authority and principal operators, in occasion of "Transport Logistic China" meeting. "A harbour with many competitive advantages of which we were not aware. Trieste is on the Silk Road and the One Belt One Road initiative". Recently promoted by Beijing's government, it can bring a renewed interest from China's investors for the Port of Trieste.

These important words were pronounced by Jin Yu-Lai, from the Kai-Rong Law Firm, Shanghai's primary maritime legal studio, which introduced an event organised during the visit in the chinese metropolis. TMT's president Fabrizio Zerbini, illustrated the characteristics of the port of call, with its 18 meters natural depth, capable of serving the largest transoceanic ships as well as the capability to handle the intermodal connections directed to Central and Oriental Europe.

The strong interest from Chinese operators

for some of the best qualities of Trieste's port, have induced the Port Authority's Commissioner, Zeno D'Agostino to undertake the following step which includes a Chinese initiative to consolidate the recently terminated operation.

"The Chinese corporations, have in fact shown a great interest to increase European traffic through Trieste. Especially, the valorisation of the Free Port is a new industrial-logistical key which has a potential that must be taken advantage from."

The initiative denominated "The Port of Trieste meets the Logistic Community of Shanghai", has seen the participation of over 60 operators and 40 international and local corporations in the shipping and logistics sectors, including MSC, CMA, Evergreen, COSCO, and Sinotrans.

A wide focus was kept on the advantages and peculiarities of Trieste's Free Port, by Alberto Pasino from the legal studio of Zunarelli & Asc. ■

## ECONOMY AND INSTITUTIONS

## FVG agrees with Bavaria on transportation and competitiveness

**TRIESTE** – Today, the President of the region of Friuli Venezia Giulia Debora Serracchiani and President of Bavaria Horst Seehofer signed an agreement to improve connections and reduce bureaucracy related to cargo handling.

The document signed also includes a cooperation to increase economic competitiveness, sustainable development and innovation within the Alpine Region of Europe (EUALP). The signing of the agreement has been attended by some members of the regional government, the Mayor of Trieste, Roberto Cosolini, the Port Commissioner Zeno D'Agostino and the Bavarian Minister of Federal Affairs Marcel Huber.

As far as cargo transportation is concerned, the decision was made to establish a working group between the port of Trieste, the Logistics Competence Centre (LKZ) of

Prien, customs authorities, local Chambers of Commerce, industrial systems and railways. Bavaria, in fact, refers to the Mediterranean ports - and the Port of Trieste in particular - as more advantageous for commercial trading with Asia.

Within the framework of the Action Plan of the Alpine (EUSALP Region), sponsored by the European Union to increase competitiveness and social solidarity, initiatives are expected to develop research and innovation, improve the adaptation of the labor market, education and training in strategic sectors and to promote intermodality in passenger and freight transport.

The implementation path of the agreement will be monitored by the Presidency Office of the Region Friuli Venezia Giulia and the Bavarian State Chancellery, with a general audit in the summer of 2018.



Port Authority's commissioner with Bavaria's president

## Final approval arrives for the Port's regulating Plan

**TRIESTE** – The Region of Friuli Venezia Giulia has approved the final version of the Regulating Plan for the Port of Trieste. It was the last bureaucratic passage needed to make the revolutionary urbanistic instrument operational.

Starting today in fact, it will be possible to define the expansion and realization of the area for the future Port, the commercial and industrial port that may attract new investments. According to the Port Authority it will be possible to intensify the

international marketing project already launched in the past few months. "The plan allocates a long term asset for the entire port area, encompassing a development vision for the next 20-25 years" commented Debora Serracchiani, President of the Region, continuing that "the new Regulating Plan adds maximum value to the natural and historical potential of the port of call, both for its strategic position and the adequate areas for moving and allocating goods". ■



Panoramic view of Trieste's Port

## INTERNATIONAL AGREEMENTS

## Port of Trieste signs agreement with Iran's Bandar Abbas

**TRIESTE** – Sharing of State Property management models, Concessions and Free Zone as well as the Know-how exchange of terminal and railway integration were the main points covered by Trieste's Port Authority during the last visit to Iran. These were the issues discussed for the agreement with the port of Bandar Abbas, on the Strait of Hormuz.

The collaboration between the two ports has become reality following the missions organized by Iran's Government with the participation of Friuli Venezia Giulia region during the past few weeks. "We are pleased to have already started the second step of the agreement with the port of Bandar Abbas," said Commissioner of Trieste's Port Authority, Zeno D'agostino. "This mission allowed us to discuss new business opportunities which are opening up in the Persian Gulf and to deepen the knowledge of the port sector and logistics between the two ports of call. The support and attention of the Government and the Friuli Venezia Giulia region have been crucial at this stage". Agreements of collaboration had already been sealed with IRSL (Islamic Republic of Iran Shipping Lines) and the Port & Maritime Organization (government operated, with coordination tasks for Iranian ports)

## IN SHORT

## Ocean 3: new direct port of call in Jeddah

**TRIESTE** – The "Ocean 3" alliance announced that Jeddah (Saudi Arabia) will be added as direct port of call on the weekly service to Far East offered by CMA CGM, Uasc and China Shipping from Trieste.

The first departure with the direct call is scheduled for March 15th. With a transit time of 13 days the service will improve current possibilities via Trieste to the Middle East region, providing another quick and competitive solution for markets in Central and Eastern Europe. ■

## Evergreen and CMA CGM share service for Asian-Adriatic route

**TRIESTE** – End of April, the Asia-Adriatic service of Evergreen (ADR) is going to call the Adriatic ports for the last time. The closure of the ADR also affects Cosco, K-Line, Yang Ming, Hanjin and MOL that had slot allocations on the service. Last arrival in Trieste is scheduled for April 23th. In alternative, Evergreen is going to share the Far East service offered by CMA CGM, China Shipping and UASC within the "Ocean 3" Alliance. The new joint Asia-Adriatic service will follow the rotation of the existing O3 service, connecting Trieste on weekly basis with Malta, Jeddah, Port Kelang, Tanjung Pelepas, Nansha, Shanghai, Ningbo, Busan and Chiwan. Cosco and MOL have confirmed allocations on the joint service, while K-Line, Hanjin and Yang Ming have still to announce their final alternatives. ■

## Adriports

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Trieste Marine Terminal

COMPAGNIA  
PORTUALE S.r.l.  
A SOCIO UNICO

DELTAUNO

TO Delta spa is the holding company controlling Trieste Marine Terminal spa (the concessionaire of the container terminal in the Port of Trieste), Compagnia Portuale di Monfalcone srl, an expert in commodity traffic, and Deltauno, committed to loading and discharging. All the companies together represent a hub in the North Adriatic Sea, which is able to handle the growing traffic request, above all coming from the Asian routes.