

TRIESTE EXPANDS "FREE ZONES"

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MAERSK ALTAIR RECORD SHIP

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REGULATING PLAN APPROVED BY ROME

The Ministry of Environment and the Ministry of Cultural Heritage have expressed positive approval on the regulating plan for the port of Trieste.

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PORT OF TRIESTE STRATEGIC

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Shipping and Transport news from Northern Adriatic Sea

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FRONT PAGE

Agreement signed approving channel depth increase for the Port of Monfalcone

TRIESTE – The ministries of Cultural Heritage, Tourism and Environment, have signed an agreement to allow the increase in depth of the Monfalcone port channel, yesterday in Rome. This agreement will allow the channel depth of the port of Monfalcone to be increased at 12.50 meters. The operation will encompass relocating 885 thousand cubic meters in a cemented container.

The actual depth of 11.50 meters has proved inappropriate for the needs of commercial activities of the port of call. The proposal for the excavation was made in past years by "Azienda Speciale per il Porto di Monfalcone della Camera di Commerce di Gorizia". The long awaited intervention, will be crucial for the relaunch of the Port and for the access of larger vessels. Currently, two projects for deeper access channels (of which one will be 13.5meters deep). The projects operating procedure continue in parallel until a final decision is reached by the Azienda Speciale.. The Ministry of Environment also stated that the project will be implemented within five years. ■



Shipping operations at the Port of Monfalcone

New project to lengthen railroads in Trieste's Campo Marzio Station

Port railways, 50 million Euros for improvements



Railways in the Campo Marzio Station at the service of the Port of Trieste

TRIESTE – The Interministries Committee for Economic Programming(CIPE) has deliberated today the allocation of 22 million euros for the Campo Marzio Station which operates at the service of the Port of Trieste. The sum has been added to the already available 28 million euros for the RFI, (Rete Ferroviaria Italiana). The sum is destined for the increase in length up to 750 meters of the railways in conformity with the Core Corridors of the European Union and the improvement of connections between terminals, allowing for more efficient arrival and departure procedures. The RFI project will substantially reduce the costs and duration of operations.

"This is the largest intervention yet for the improvement of the Port of Trieste since the belt tunnel 35 years ago", said President of Friuli Venezia Giulia, Debora Serracchiani. This intervention was highly demanded and coordinated from the Region (FVG), unifying for this purpose several entities of the Port Authority. The new project has been strongly required by operators to confirm the leading position of The port of Trieste in the ranking for the percentage of freight passing

through Trieste by train (over 70%). The news is also important because the project pays serious attention to the environment, in line with the will of the institutions to reduce as much as possible trucks traffic and problems related to air pollution. The wide range of efficient rail connections allow the Port of Trieste to quickly and efficiently serve his markets: Central and Eastern European countries. The allocation of Cipe follows the decision of the regional assembly of Friuli Venezia Giulia to destine 500 thousand euros to the Port Authority of Trieste for the promotion of intermodal transport from and to the port of call. In this case it confirms that the Region is engaged in sustaining the port activity with particular attention to the promotion of combined transport services, which are aimed to consolidate commercial traffic with marine vectors that dock at the Port of Trieste. It is of greater importance that the action of the Port Authority expresses with efficiency alternative transport methods to the road system, said the regional Committee a few months ago. ■

LATEST

TMT receives best Italian container terminal award

TRIESTE – Trieste Marine Terminal received the "Italian Terminal And Logistic Award" last week in Piacenza, for its excellent container handling at Pier VII. The jury of experts assigned the award with the following criterium: "The container terminal in Trieste has witnessed a constant increase in traffic during the last 10 years until receiving at last, the services of 2M, Ocean Three and CKYHE, the three most recognised worldwide organisations. TMT has developed a plan to double the capacity of Pier VII thanks to an upcoming investment of 188 million Euro".

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Handling of containers at Molo VII

LATEST

New train connection to south Germany now active from the Port of Trieste

TRIESTE – A new train connection linking the Port of Trieste and southern Germany, has been active for the past few days. The link is between Pier VII, managed by Trieste Marine Terminal and Burghausen (KTB terminal), in Bavaria. The connection was developed to service the Wacker Chemie AG, one of the leading chemical industries in Bavaria which will be shipping from the Port of Trieste. Shipments will be made across the Mediterranean, the Middle East and the Far East utilising Cosco and Msc as the supporting companies. The train has a weekly frequency just like the other four trains to Munich and one to Ulm.

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LATEST – continued from page 1

TMT receives best Italian container terminal of the year award



Panoramic shot of Molo VII: the container terminal of the Port of Trieste, managed by TMT

TRIESTE – Trieste Marine Terminal received the “Italian Terminal And Logistic Award” last week in Piacenza, for its excellent container handling at Pier VII. The jury of experts assigned the award with the following criterium: “The container terminal in Trieste has witnessed a constant increase in traffic during the last 10 years until receiving at last, the services of 2M, Ocean Three and CKYHE, the three most recognised worldwide organisations. TMT has developed a plan to double the capacity of

Pier VII thanks to an upcoming investment of 188 million Euro”. “TMT is the only Italian container terminal with international traffic”, said TMT President Fabrizio Zerbini, during his speech relevant to the award. “The terminal’s range of operation extends 5-600 km to the North and the East from Trieste. This requires efficient harbour services and an important network of railways and for this reason Trieste Marine Terminal has different characteristics than terminals that serve national markets. TMT

also faces more complex problems, and requires to present services in line with Northern European standards”. Meanwhile the main international shipping companies confirm their interest for the Adriatic Sea and, in particular for the Port of Trieste. It is also one of the few ports in Italy that have been chosen to receive the vessels of the new alliances. A few days ago, arrived and berthed at Molo VII the 11,200 teu megaship Maersk Altair. Built in 2007, the 335 metres long and

46 metres wide vessel, is the largest boxship to ever call at an Adriatic port. The strategical geographical location in respect to the Southern and Eastern european markets, the intermodal links by road and sea, the natural draft of 18 meters and the port’s infrastructure of the container terminal make the Port of Trieste suitable to receive megaships. In addition TMT’s managed Molo VII, is able to berth and handle two big transoceanic ships contemporaneously. ■

FINANCIAL FACILITIES

Trieste expands “free zones” with new Ports of Call



The new free zone in Trieste's Port area

Port Authority to search for new areas aiming to attract international venues.

TRIESTE – The Port Authority is choosing new areas around the city with the goal to attract new venues, thanks to recent financial facilities from the government. Of particular interest are the customs area of Ferneti, a few kilometres from the town, the previous railroad station of Prosecco, the Noghère valley in the industrial area near Muggia, the Zaule Channel in the south area of the Port and the terrains of previous refinery of Aquilinia. In the later, the possibility to diverge most of the RO-RO traffic arriving from Turkey. The decision to increase the Ports of Call is related to the availability of 60 hectares of the Old Port to Trieste’s municipality resulting in the reduction of the actual Port of Call to the seaside only. With new Ports of Call with fiscal advantages, the Port Authority intends to relaunch the Port in favour of new manufacturing companies in the national and international sector now permitted by customs. The areas are still under evaluation at

this time for the concreteness of the fiscal allowances and pollution related issues to be resolved. The road and railroad connection for the chosen areas are well served and should not delay decisions. At this time, Trieste’s Harbor comprises five Ports of Call: three for commercial activities, (Porto Vecchio, Porto Nuovo and Scalo Legnami) and two destined for industrial activities (Punto Franco Olii Minerali and Punto Franco del canale di Zaule). The primary goal of the fiscal ease, is to ensure that Trieste’s Port and cargo vehicles be used with the same conditions as european and international standards of operations dictate. Trieste’s Port of Call is part of the political territory of the Italian Republic. State or municipal norms cannot restrict customs freedom and operation, which are guaranteed by the Peace Treaty (Paris, 1947). In substance the treaty allows maximum freedom of access and transit as well as extraterritorial customs. ■

LATEST – continued from page 1

New train connection to South Germany now active from the Port of Trieste

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services offered by Trieste Marine Terminal as well as the railroad services of TO Delta towards southern Europe are widened, said TMT president Fabrizio Zerbini. Moreover, started a few days ago, the unique railroad freeway connecting the short distance from Molo V’s Ro-Ro services, to the Intermodal Terminal of Trieste Ferneti, is viable. The relevant Authority, Region FVG and representatives of customs, Intermodal Terminal of Trieste, Samer Shipping, Alpe Adria and Trenitalia, underlined at the presentation of the project how important this apparently simple operation really is, with great strategic value. The railroad service has been built on existing railways and was developed for the purpose of transferring large trucks and semi-trailers (such as Ro-La trains). The concept includes freeing space in proximity of the sea to facilitate port operations. “Some areas of our country aren’t devoid of infrastructure, if anything, they don’t communicate well”, underlined president of Friuli Venezia Giulia Region, Deborah Serracchiani. The approximately 400 metres trains will carry 20 semi-trailers each and will be in service 5 days a week with two trains. Hopes are to increase service to four trains 7 days a week in a brief period. ■



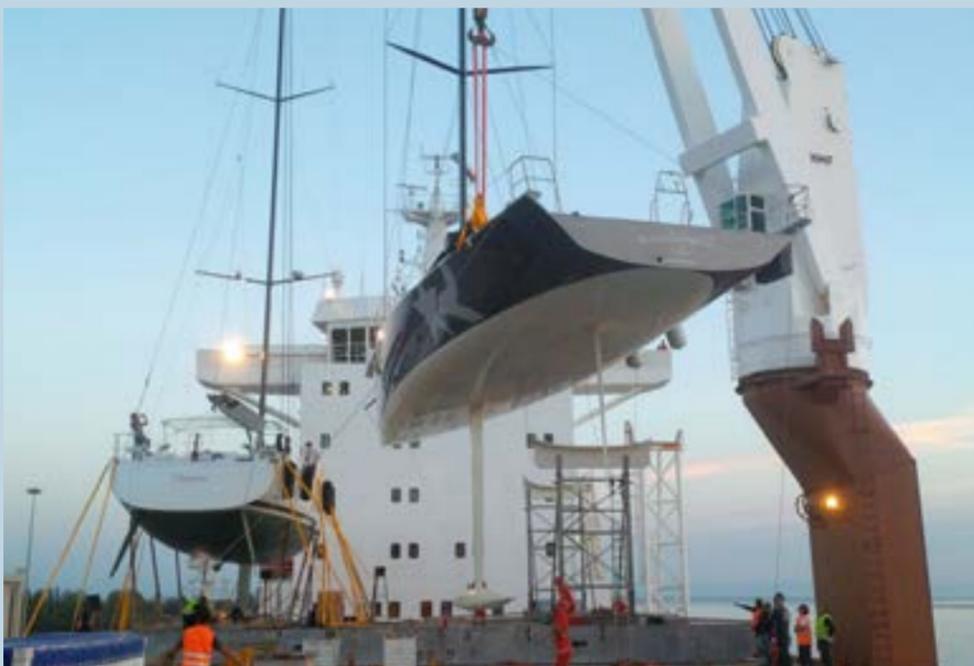
The convoy departing from KTB terminal in Burghausen, Germany

PROJECT CARGO

CPM embarks Barcolana winner to Palma de Mallorca

MONFALCONE – Robertissima III, the 72 foot winning sailing boat of the prestigious Barcolana regatta, was shipped in the last few weeks from the Port of Monfalcone to Palma de Maiorca, Spain. The shipping operation was conducted by the experienced personnel of CPM, (Compagnia Portuale di Monfalcone) The superb sailing boat was loaded on Statengracht”, a cargo

ship from “the Spliethoff Group. During the last few months, CPM was also responsible for the loading operations of the new structures for the Bayonne Bridge of New York. The Bayonne bridge will be raised in order to allow navigation for the new mega container ships on the Kill Van Kull straits, between Staten Island and New York. ■



Loading Robertissima III at the Port of Monfalcone

FREE ZONES

Authority signs agreement with customs to discuss preclearing and financial facilities



TRIESTE – The Port Authority of Trieste has signed an agreement to address a series of issues in relation to the free Port. Mainly the pre-clearing of customs from incoming cargo ships before they unload their cargo. The document was signed by Commissioner of the Port Authority Zeno D’Agostino, Inter Regional Agency director Maurizio Montemagno with the presence of Customs Director Giuseppe Peleggi, director of Technology and Innovation for the Agency Teresa Alvaro and Regional President Debora Serracchiani. “It is fundamental for a free port of call, to have an immediate response with Customs agencies” said Commissioner D’Agostino. ■

IN SHORT

The concession to extend the maritime concession of the oil terminal to Siot for the next 50 years was signed today in Trieste
The Italian firm for the transalpine oil pipeline, (TAL) will continue in its role as the prime oil terminal in the Mediterranean. SIOT has been providing energy source to the countries of central Europe for the last half century. The economic systems of: Austria, Germany and the Czech Republic, are dependent on the services provided by the TAL group, without whom it would not be possible to manage refueling oils for industry and population. “SIOT is the engine of our port of call, not only because it represents 75% of the total traffic volume, but also because of the direct influence on economic fluctuation in our territory”, said the Commissioner of Trieste Port Authority, Zeno D’Agostino. “This 50 year agreement with SIOT allows us to maintain in Trieste the presence of the most important Italian terminal promoting new investment venues” said the President of Friuli Venezia Giulia Region, Debora Serracchiani. ■

The regional assembly of Friuli Venezia Giulia has destined 500 thousand euros to the Port Authority of Trieste for the promotion of intermodal transport from and to the port of call.

The region is engaged in sustaining the port activity with particular attention to the promotion of combined transport services, destined to consolidate commercial traffic with marine vectors that dock at the Port of Trieste. It is always of greater importance that the action of the Port Authority expresses with efficiency alternative transport methods to the road system, this is the directive of the regional committee. ■

MARKETING AND DEVELOPMENT

New regulating plan approved for the Port of Trieste

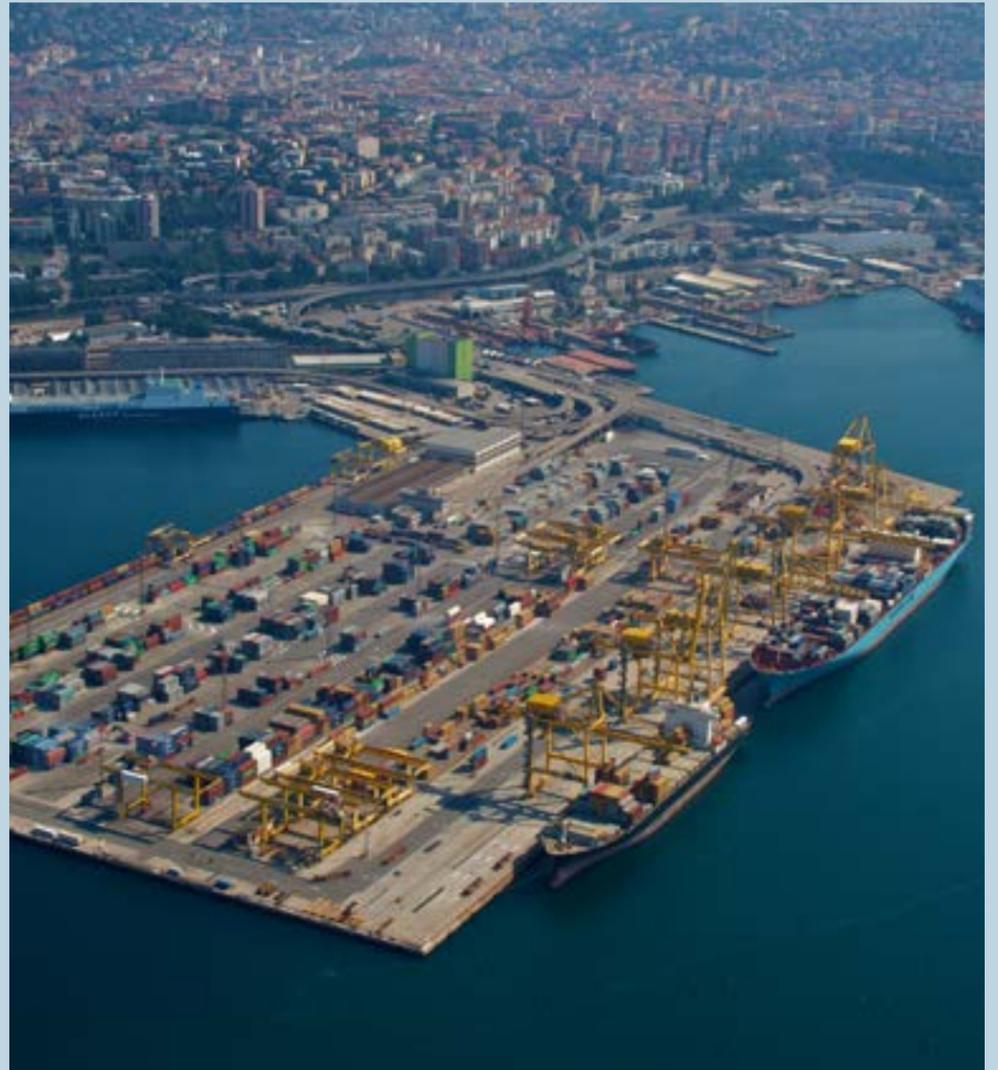
The Port can now turn a new page” said De Agostino, the Commissioner of Trieste's Port Authority.

TRIESTE – The Ministry of Environment and the Ministry of Cultural Heritage have expressed positive approval on the regulating plan for the Port of Trieste. The plan proposed by the Port Authority of Trieste (APT) and thus confirming environmental compatibility. The planning of the port will now undergo long term perspective in the development of new strategic infrastructures, in turn attracting new investments and promoting logistical and industrial activities. The new urbanistic instrument will increase the credibility of the port of call in international marketing agreements.

Within this context, the port will become a link in a much larger and more complex

logistical scale. From a bureaucratic point of view, after the acceptance of the plan from the ministries, remains a last step from the Friuli Venezia Giulia region to confirm a protocol of port activities to consolidate the relevant issues in the agreement. Moreover, in recent months, the Commission VIA (Evaluation of environmental impact) and VAS (strategic environmental evaluation) of the Ministry of Environment has reviewed the strategic local Plan for the Port of Trieste for a unanimous decision.

“The Port can now turn a new page” said Zeno D’Agostino, the commissioner of Trieste’s Port Authority. Finally after 58 years since the last regulating plan the Port of Trieste will be able to develop and expand infrastructures towards modernisation attracting new venues and investments. The Plan will be effective after it is signed by the Ministry of Environment as well as the Ministry of Cultural Assets and by the Port Authority and the Region. The bureaucratic procedure, before the entry into force of the Plan, provides for one more step by the Region, which is to be done in the coming weeks. ■



Molo VII managed by Trieste Marine Terminal

PORT AUTHORITY

Trieste to be leader in Port authorities and reform projects



The container terminal's cargo area at the Port of Trieste

Strategic Plan for port logistics, published by the Government, is destined to reinforce connections.

TRIESTE – The Port of Trieste will become leader of the system authority, and assume control of all stops in Friuli Venezia Giulia according to the new version of the “National Strategic Plan for port logistics.” Positive comments on behalf of Region FVG president, Debora Serracchiani and Triestina Authority Commissary, Zeno D’Agostino who said that the plan is to be considered of great importance in this strategic sector. It is destined to reinforce transport connections with the European Union. Updates to the plan will be introduced in manner of nautical services, and customs facilitation and will reflect operations of other major

Northern European Ports. Only a few days ago, the Italian minister of transportation, Graziano Delrio, had emphasised that the government was intent on valorising the Port Trieste in virtue of its strategical position in the Adriatic-Baltic corridor but also because of its logistical capacity to accept very large ships in the port and for its efficient railway system. The Strategic Plan has been published on the “Official Gazette” on 27 October 2015 providing the Port’s System with logistic competitiveness improvement. The plan also provides the incentive to commercial traffic growth, rationalizing the current Authority. The direction taken by the government between ports and railway transport, with a specific attention to the intermodal sector. The aim is to bring Italy to play a role of high visibility in the European context, remedying to the excessive bureaucracy. Several operators believe that this purpose may be achieved also through a greater deregulation of the railway system. By allowing private companies to guarantee greater and steadier traffic, the whole Italian system will become more competitive. ■

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Trieste Marine Terminal

COMPAGNIA
PORTUALE S.r.l.
A SOCO 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.