



e Interporto di Trieste Interporto di Trieste Int

Fernetti

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# History

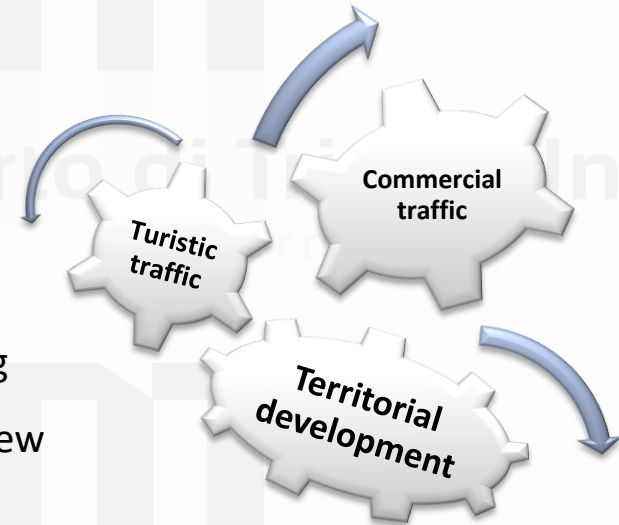
The Terminal was founded at the end of the 70's with the aim of dividing the touristic traffic from the commercial one and developing the area

In the 1982 the company started to modify its mission including new functions and logistic activities with the participation of new partners and customers.

The company became Intermodal Terminal of Trieste – Ferneti in 1997

The company became Interporto di Trieste in May 2015

New area of 272,000 sqm in Bagnoli della Rosandra: December 2017



## From “Border Terminal”...

Our infrastructure, as mentioned above, was born as a **Border Terminal** in a full sense.

In fact it had a specific and well defined role within the European traffics before the entry in European Union of those countries of the so called “Eastern Europe”



...to “Interporto di Trieste”



**INTERMODAL TERMINAL  
OF TRIESTE**



**INTERPORTO DI  
TRIESTE**



**IN WHICH THE INTERMODALITY AND THE LOGISTICS ARE  
GIVEN LARGE SPACE**

# Interporto di Trieste

Interporto is divided in two areas:

- ***Fernetti Area***: located close to the Italian-Slovenian border, this area offers intermodal services (parking area, warehouses, railway tracks) and has the fundamental role of inland terminal of the Port of Trieste
- ***Bagnoli Area (FreeEste)***: this area belongs to Interporto since December 2017. Here Interporto also offers intermodal services, with the development of new activities due to the International Free Zone Regime of the area.

## Actual shareholders

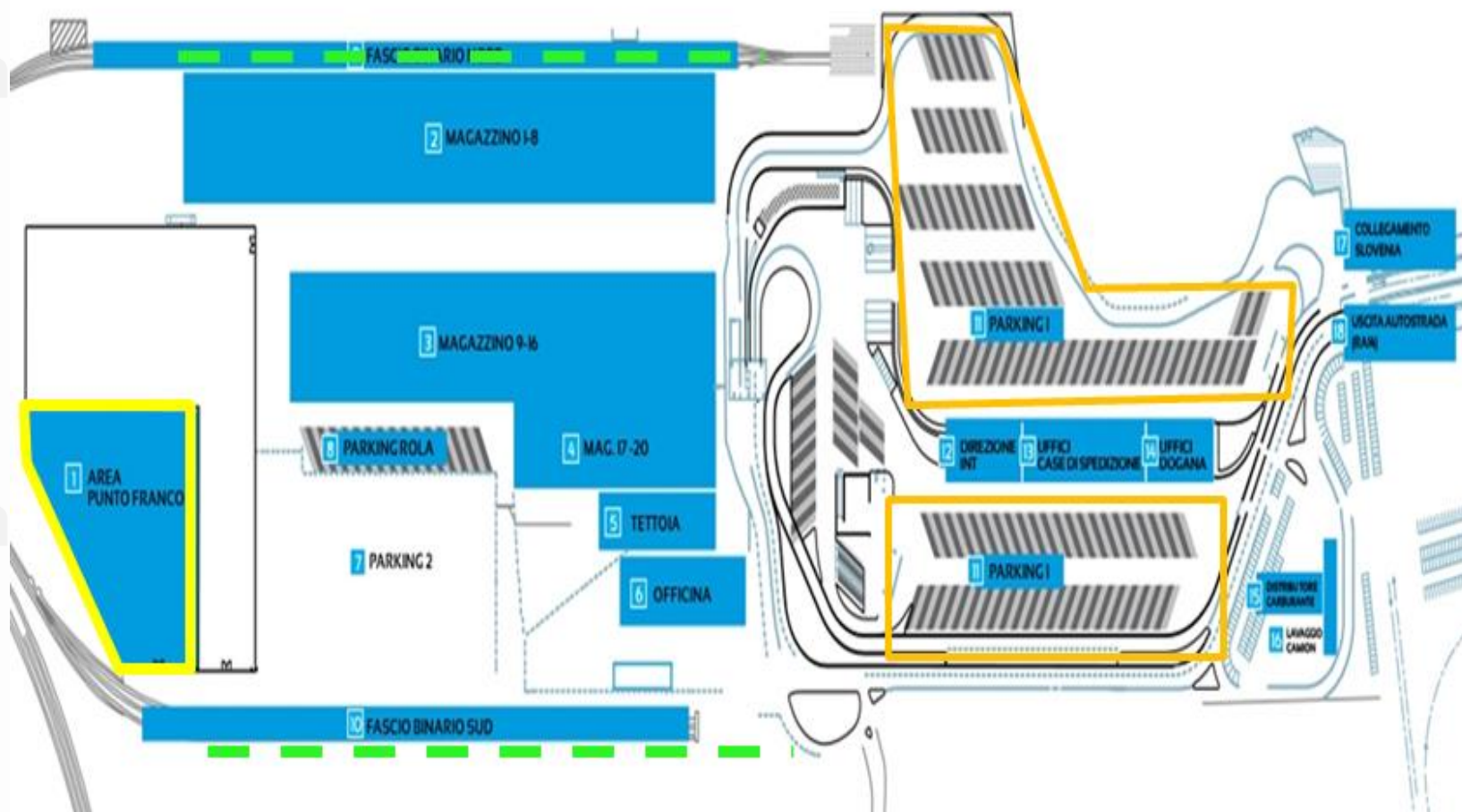
- 39.99% Friulia S.p.A. (public finance company Region FVG)
- 22.64% Trieste Port Authority
- 18.61% Chamber of Commerce of Venezia Giulia
- 12.51% Municipality of Trieste
- 6.25% Municipality of Monrupino



# Connections



## Fernetti area





## Warehouses services – Ferneti area

Interporto offers 130,000 sqm of open space, 33,000 sqm of covered warehouses and 3,000 sqm of roofed area.

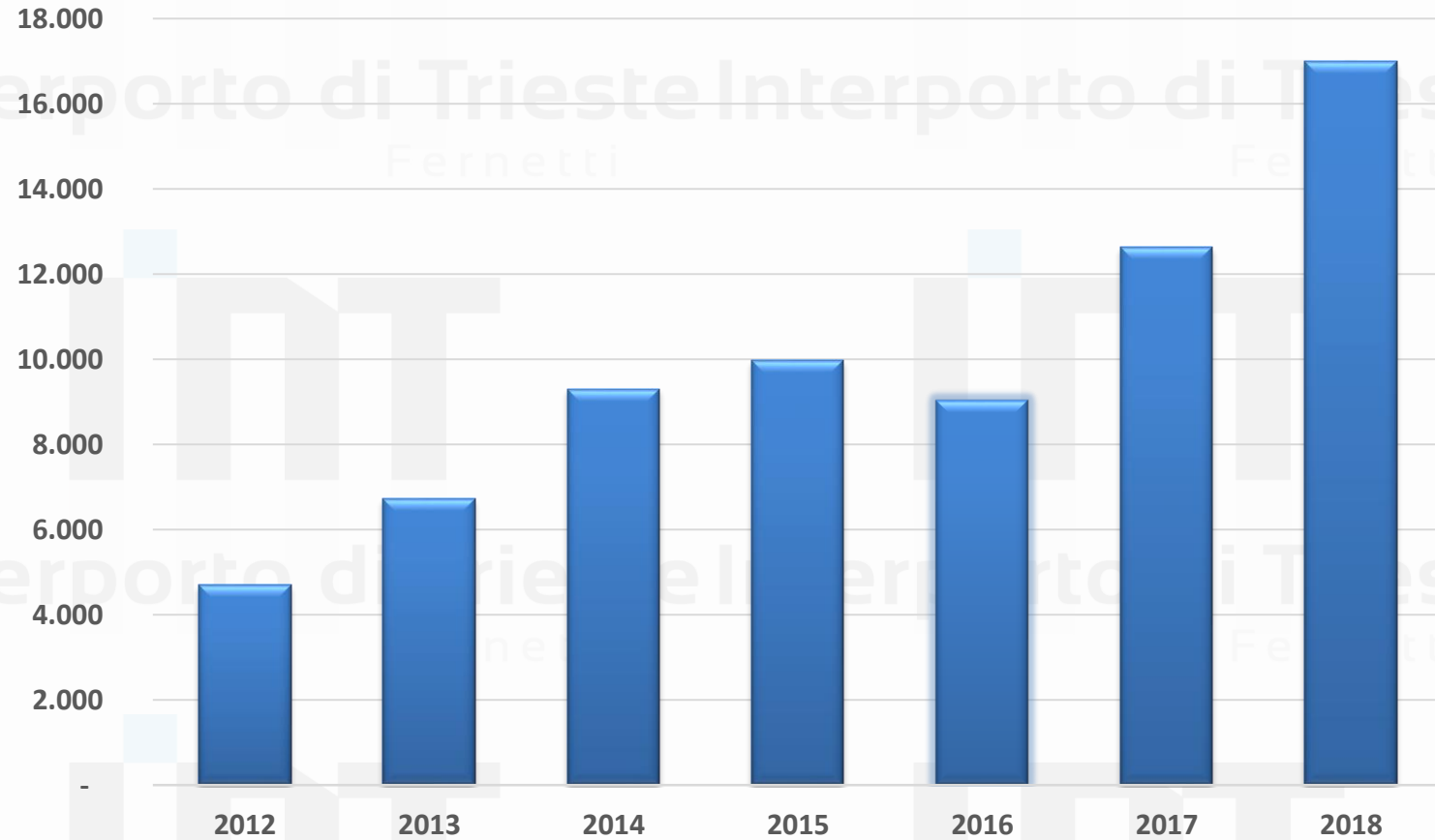
### *Our services:*

- ✓ Warehouses: National, bonded, ADR, food and beverage, VAT
- ✓ Consolidation and deconsolidation groupage
- ✓ Handling containers, swap body, megatrailer, heavy lift
- ✓ High level security 24h

**Ton/Year**



## Average ton/Month



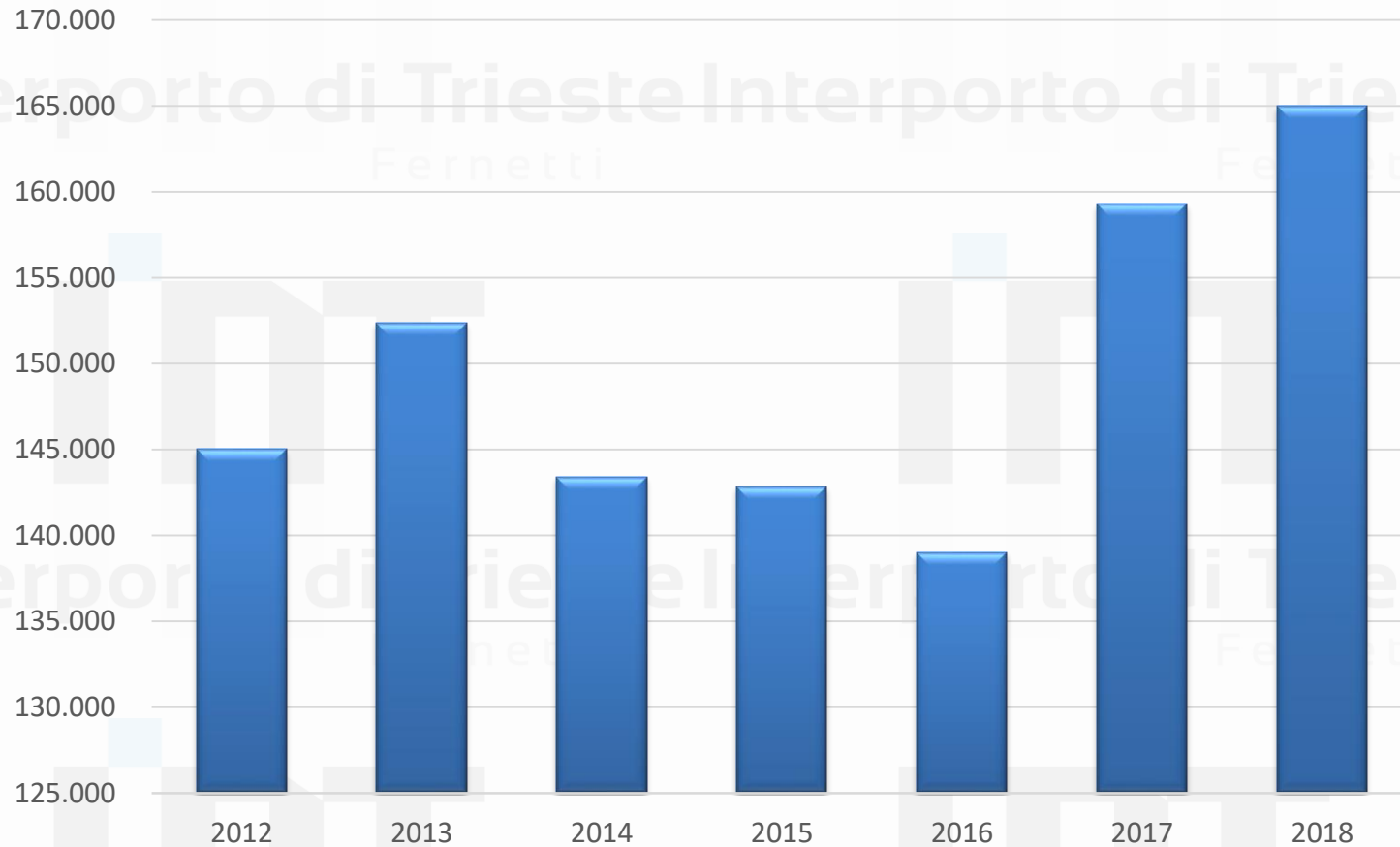
## Parking service – Fernetti area

- Direct connection to Italian and Slovenian highway
- Huge parking area

*Services to the drivers:*

Restaurant, Internet Point, Bazar Shop, ATM, Fuel Station, Truck maintenance, Tyre repair, Truck washing

## Trucks/Year





## Train services – Ferneti area

### *Connections:*

- Private railway
- Connection to international railway
- North railway: 3 tracks
- South railway: 3 tracks

### *Our train services:*

- RO-LA services from/to Salzburg
- Receiving/sending general cargo or intermodal trains from/to European Countries
- “Shuttle” service from/to Port of Trieste
- R2I service from/to Worth am Rhein

## Special services – Fernetti area



## FreeEste project

The overall project foresees about 21 mln € invested considering the takeover and the reconversion of the area in order to create a modern logistic hub.

- the share capital from 5.3 mln € increased to 12.7 mln €
- 14.5 mln € of bank loan with Unicredit (15 years loan)

### Investment

- 12 mln € for the area
- 8.5 mln € for the renewal of the infrastructure: 2.5 mln € for the renewal of the old industrial railway tracks; 6 mln € for all the infrastructural works needed to create a modern and flexible intermodal area able to face different kind of business opportunities

# **FreeEste project: logistics opportunities and advantages of the International Free Zone of Trieste**

- The available area of the ex Wartsila plant has been evaluated for its location, its dimension and for the availability of good road and rail connections. These characteristics are fundamental for Interporto in order to realize the projects of infrastructural strengthening and operative development.
- The area, owned by Interporto, consists of three warehouses of 44,000 sqm, 28,000 sqm, 2,000 sqm, and a yard of 100,000 sqm, possibility of building up 65,000 sqm new infrastructures.
- This operation aims to a dimensional and qualitative improvement as well as making more valuable the whole Regional Logistic System by increasing and consolidating the offer of the inland terminal services.



## FreeEste project: area



The area is located in Bagnoli della Rosandra, 10 km far from the Port of Trieste



# FreeEste project: business and activities

- Warehouses activities:
  - 72,000 sqm of warehouses for logistics and possibility of building up 65,000 sqm new infrastructures
  - Container Freight Station of the Free Zone of Trieste Port
  - Cold store of 2,000 sqm
- Yard of 100,000 sqm with railway connection:
  - Empty depot for containers
  - Intermodal services
- Special projects of industrial activities in International Free Zone Regime:
  - Manipulation and stocking of the goods

# FreeEste project: International Free Zone

- The Free Port of Trieste was established by the Austrian Emperor Carlo VI in 1719
- The Free Port of Trieste is the only real free port in the European Union as its regime is confirmed by an international Treaty (Paris Peace Treaty -1947) signed before the creation of the EU. For this reason many of the benefits of the Trieste's free Port are not available in the EU Free zones especially because of the EU Rules concerning state aid that severely restrict the creation of special economic zones and their regime.

## FreeEste project: International Free Zone

- The free Port of Trieste is not comparable to an EU Free Zone
- The management of this special regime (enlargement, transfer, new areas) has been given by law to the President of the Port Authority.
- Customers can benefit from special conditions for both import, export and transit operations, customs procedures and fiscal regime.

# FreeEste project: International Free Zone

Competitive advantages of the free port regime

- Free access granted to ships, trains and trucks of all the flags and Countries
- Harbour taxes
- Goods in transit from non-EU country to non-EU countries or without a destination at time of discharge
- Goods destined to be imported in the European Union
- Processing of goods in the free port areas

# The mission

- The mission of the Company is to consolidate the function of inland terminal, being a focal point from/to Far East and Mediterranean Sea from/to Austria, Czech Republic, Slovakia, Poland, Hungary, Romania and ex Sovietic Union Republics
- Increasing the capacity of impact on the territory in the interest of the public shareholders. The Best Practice of Padova.
- Able to face the operations necessary to the development



# The strategic lines of development

- The Terminal has changed during this years from a monomodal structure to a multimodal one
- The most relevant strategic lines of the development operation are:
  - Engineering, development and upgrading of rail connections and infrastructures
  - New lines of business
  - Clean energy improvement
  - Commercial development
  - European Projects

# The strategic lines of development

- Engineering, development and upgrading of rail connections and infrastructures
  - Electrification and modernization of the railway connection in Ferneti and Bagnoli
  - New areas for increasing the activities
  - Infrastructure development to increase the competitiveness
  - ICT development
- New business lines
  - Food and beverage: implementation of warehouses area into a controlled-temperature area
  - Consolidation of export facilities for wooden goods (paper/pulp/timber)

# The strategic lines of development <sup>(3/4)</sup>

## Clean energy improvement

- New LED system for warehouses and yard lighting
- Solar energy of 1mWatt
- Building up a cleantech wood pellet power plant for energy production
- Revamping of the directional building for an improvement of energy saving
- Energy improvement for an economically sustainable management

# The strategic lines of development

## Commercial development

- Start relationships with similar national infrastructures (Padua, Verona, Novara, Bologna and Marcianise) as well as international (Munich, Salzburg, Wien, Prague, Bratislava, Budapest, Belgrade, Chop etc.)
- Joint Venture agreements with fleet management companies for truck stop in the parking area
- Repositioning of the terminal in the framework of the regional, national and Central East Europe logistic platform

# The strategic lines of development

## European Projects:

- Adri-up, CEF Programme (Connecting Europe Facility):
  - Partners: ANCONA PORT AUTHORITY, TRIESTE PORT AUTHORITY, REGION OF EPIRUS, BIOTEXNIKO PARKO THESPROTIAS S.A., INTERPORTO DI TRIESTE S.p.A, MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI
  - Infrastructures financement: 3,000 sqm of warehouse and electrification on railwaylines
- FER-NET, POR-FESR:
  - Partners: Infoera and Interporto di Trieste
  - Infrastructures and studies: study on the possibility of having Free Zone connections between the Porto and INT, financement of the gate infrastructures



# Gateway to Europe





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**THANK YOU**



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