

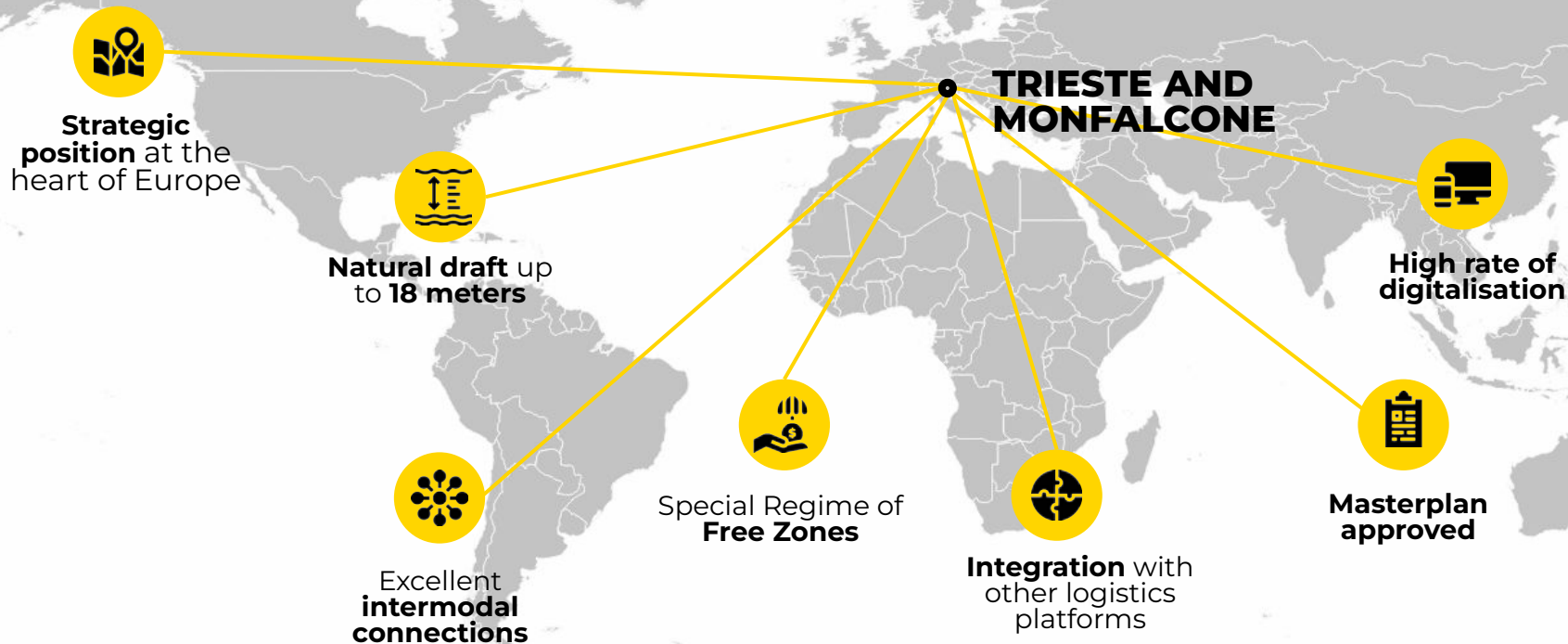
**PORT OF
TRIESTE**

Trieste at the top of national and European rankings



Source: Eurostat on 2021 data.

Competitive advantages



An outstanding performance in the last years

January/December	2018	2019	2020	2021	2022
Number of containers (TEU)	725,500	790,000	776,000	757,200	877,800
Number of Ro-Ro units	299,400	227,800	243,500	305,800	320,300
Number of trains	9,700	10,000	8,100	9,300	9,500

Figures 2023

Port of Trieste

Total tonnage	55,624,925
Liquid bulk	37,345,812
Dry bulk	443,811
General cargo	17,835,302
Number of vehicles	324,208
Number of containers/TEUs	852,193

Trains handled in the railway network

12,400

Port of Monfalcone

Total tonnage	3,829,721
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One-stop-shop to make business

industrial development agency

Consorzio di Sviluppo Economico Locale dell'Area Giuliana (52%)

railway shunting company

Adriafer S.r.l. (100%)

inland terminals

Interporto di Trieste S.p.A. (20%)

Interporto Cervignano del Friuli S.p.A. (83,67%)

in-house service provider

Porto di Trieste Servizi S.r.l. (100%)

dock labour pool

Agenzia per il Lavoro Portuale del Porto di Trieste S.r.l. (35%)

multimodal transport operators

Alpe Adria S.p.A. (33,33%)

Adria Intermodale S.r.l. (100%)

cruise traffic management

Trieste Terminal Passeggeri S.p.A. (40%)

Friuli Venezia Giulia: an integrated logistic system



Railways in our DNA

+59%

trains handled since 2015

370,000

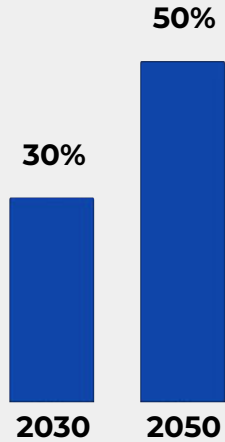
trucks we take off the road each year



**PORT OF
TRIESTE**

Ahead of the EU modal shift target

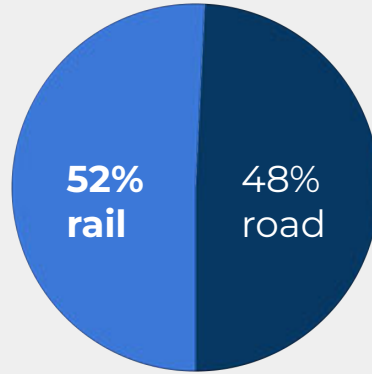
EU target



Modal shift of rail freight to achieve by 2030 and by 2050

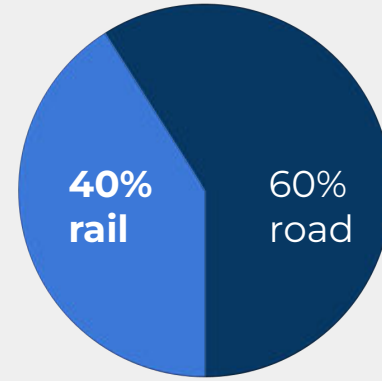
Port of Trieste (2022)

Container sector (TEUs)



EU target for 2050 achieved

Intermodal transport units



EU target for 2030 achieved

From Belgium to Lithuania via rail to the heart of Europe

Weekly train services

Austria

Kapfenberg, Linz, Salzburg, Villach, Wels / Lambach, Wien, Wolfurt
via Villach: Linz, Salzburg, Wien, Wolfurt

Belgium

Zeebrugge

Czech Republic

Mošnov, Ostrava

Germany

Burghausen, Giengen, Leipzig, Karlsruhe, Kiel, Köln, München, Nürnberg
via Duisburg: Kaunas
via München: Hamburg, Hannover, Köln, Ludwigshafen

Hungary

Budapest

Italy

Cervignano, Manoppello, Melzo, Milano, Padova, Pordenone
via Cervignano: Duisburg, Belgrade

Lithuania

Kaunas

Luxembourg

Bettembourg

Serbia

Belgrade

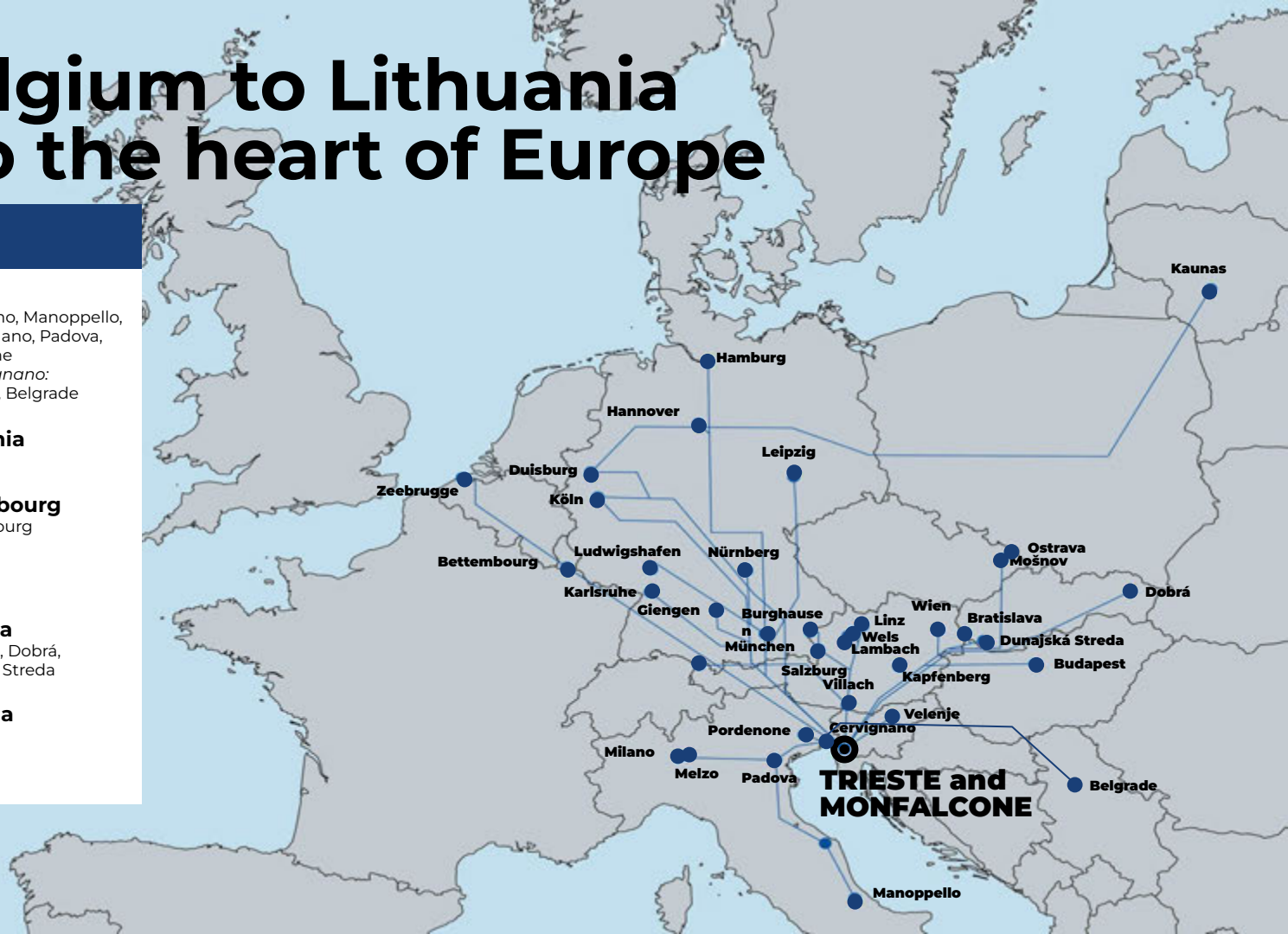
Slovakia

Bratislava, Dobrá, Dunajská Streda














Slovenia

Velenje

PORT OF
TRIESTE



International investments in the Trieste port system

Container terminal Pier VII	Switzerland		Multimodal terminal Pier VI	Turkey	
Ro-Ro terminal Pier V - Riva Traiana	Denmark		Oil Terminal	Germany, Austria	 
Ro-Ro multimodal Noghere Terminal	Hungary		Berths 47-48	Turkey	
Timber Terminal - Logistic Platform	Germany		Zaule Channel	Finland, Indonesia	 
Cruise terminal	Switzerland		FREEeste	United Kingdom	
Multipurpose terminal Adriaterminal	Netherlands				

Concessions to foreign companies in the Trieste port terminals: MSC, DFDS, Adria Port, HHLA PLT Italy, Evergreen Group, EMT, Ekol, Steinweg Group, Wärtsilä, Java Biocolloid Europe, British American Tobacco.

The port of Trieste today



2.3M sqm
total port area

1.8M sqm
Free port area



12 km
port berths



925,000 sqm
storage areas



FREEeste
New inland
Free Zone



Industrial Free
Zone



Old Port
Free Zone

Timber Terminal
Free Zone



Mineral and Oil
Terminal Free Zone



New Port
Free Zone

The port of Trieste tomorrow

Total future investments in the port area
about **2,000,000,000 Euro**

- first step
- second step
- ongoing projects

Enlargement
and extension
of the cruise
terminal

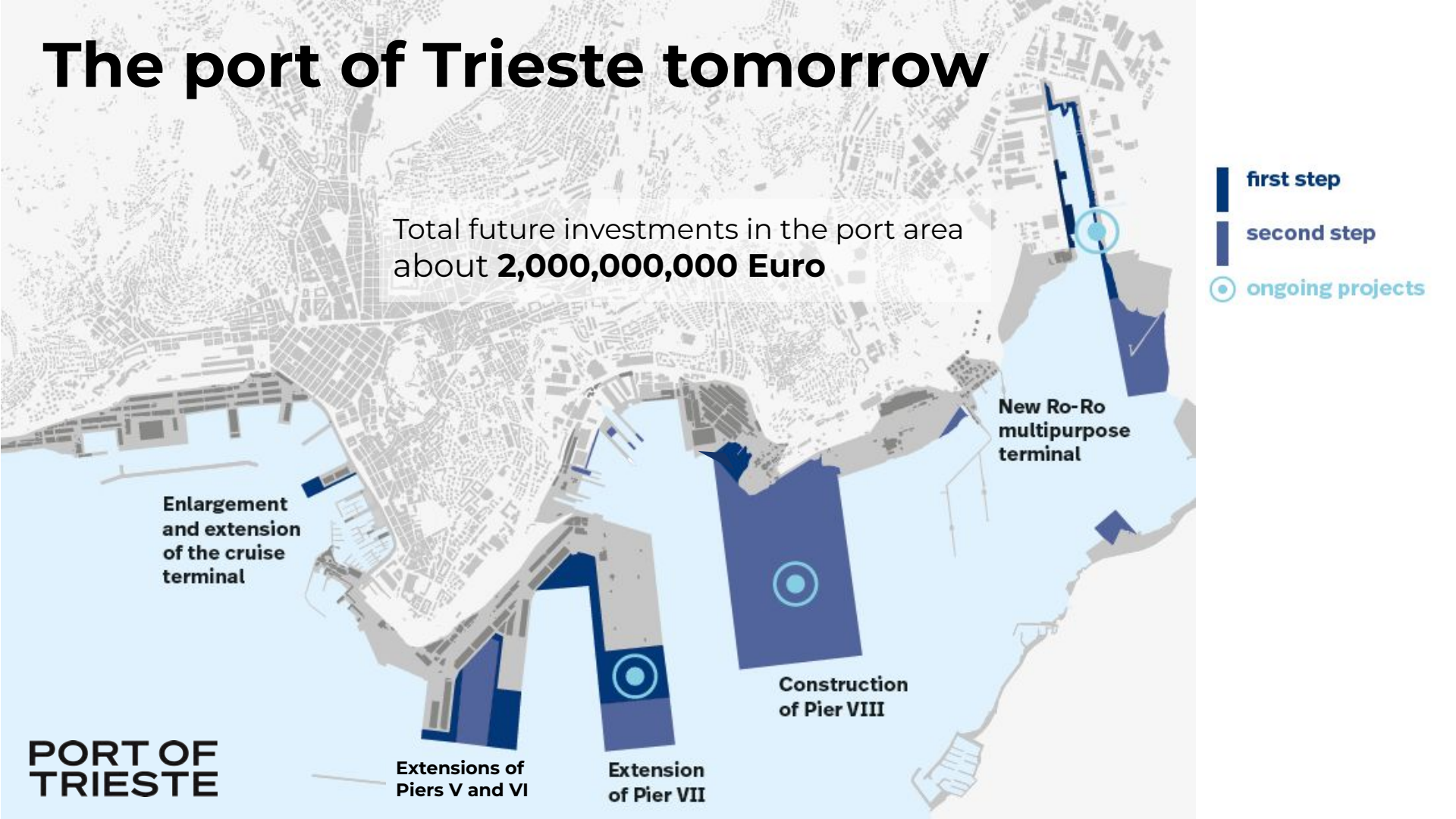
New Ro-Ro
multipurpose
terminal

Construction
of Pier VIII

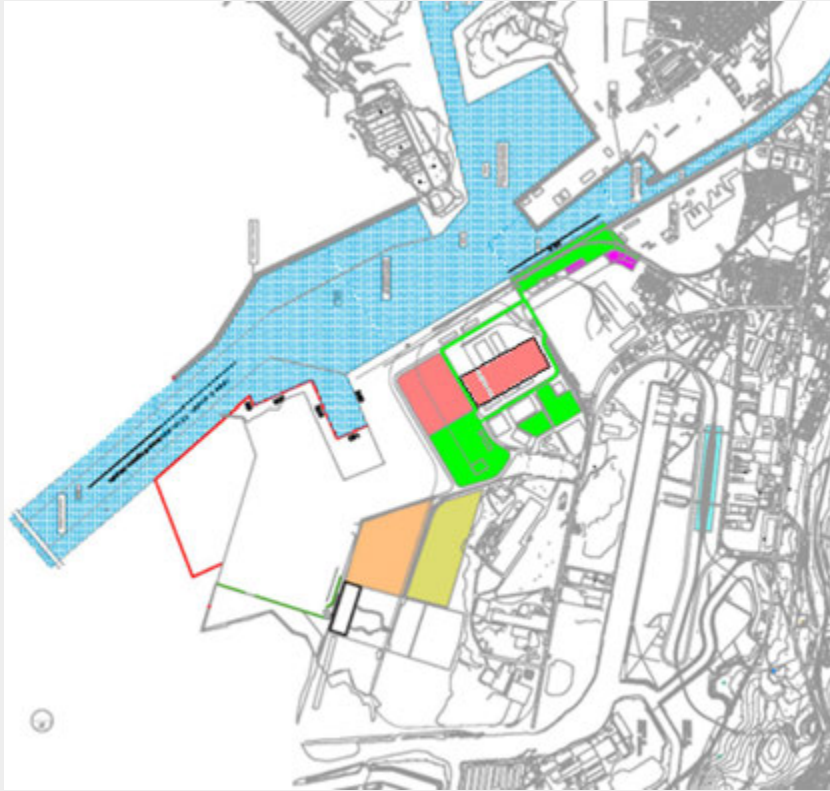
PORT OF
TRIESTE

Extensions of
Piers V and VI

Extension
of Pier VII



The port of Monfalcone



1,500 m of quay



9 berths



-9,5m / -11.7m water depth

- Ro-Ro dedicated areas 165,000 m²
- Shunting yard: 40,000 m²
- Available development areas: 105,000 m²
- Immediately available infrastructure: 16,500 m²
- Other infrastructure potentially available: 135,000 m²
- Other areas potentially available: 100,000 m²

Recovery and Resilience Plan funds for the ports of Trieste and Monfalcone

€416,500,000

Total RRP funds

€409,500,000

for the port of Trieste

€7,000,000

for the port of Monfalcone

extensions of common infrastructures for the New Port development

180,000,000€

modernisation of Pier VII

100,500,000€

partial docking of Noghère terminal

45,000,000 €

preparatory works for the settlement in the Noghère area

60,000,000€

**PORT OF
TRIESTE**

Trieste, an International Free Port

Major characteristics

All kinds of goods (both EU and non EU) may be stored

No time limit in the storage of goods

Non EU goods stored in the Free Port are free of import duties, VAT and other import charges. No bank guarantee is due as long as the goods are in the Free Port

The customs origin of goods can be retained

The Free Port can be home to any kind of industry, trade or ancillary activities

If extra EU goods are imported, they may benefit from a 180 day delay in the payment of customs duties, VAT and excise duties

Goods may be subject to industrial processing

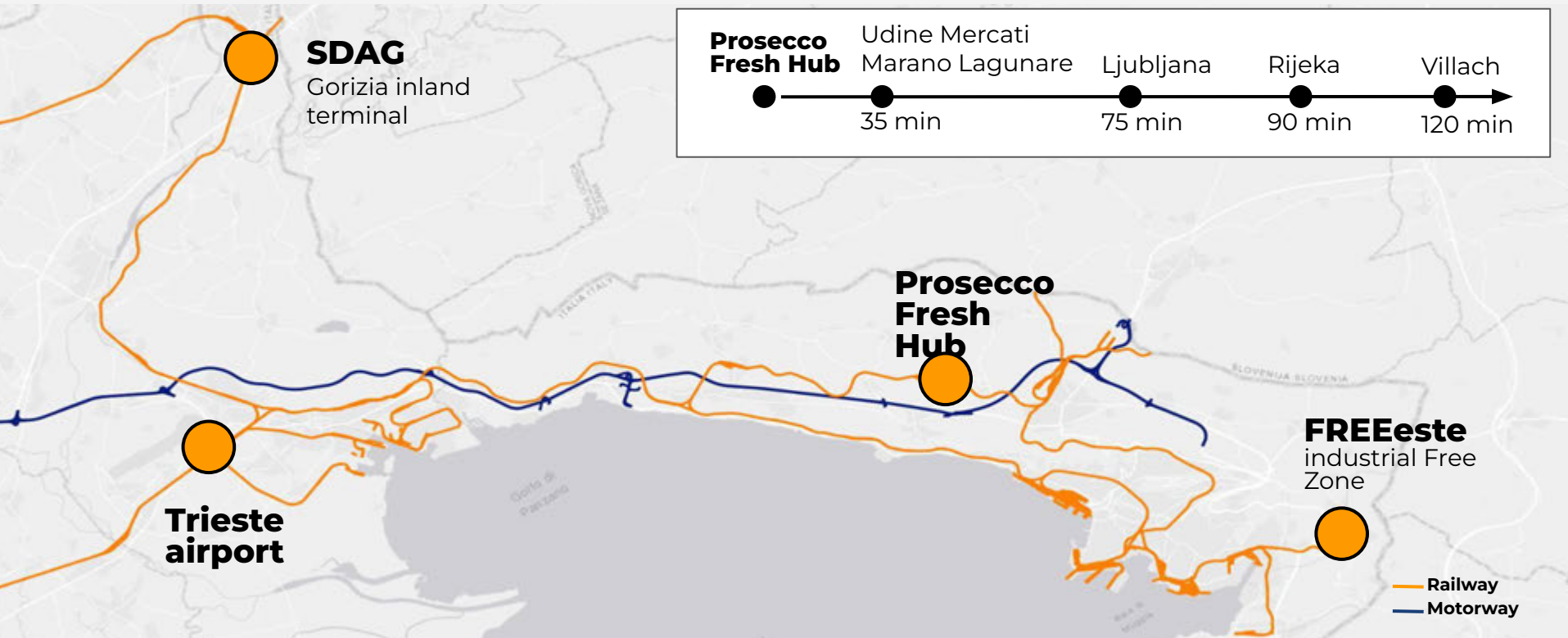
Further advantages

Harbour duties lower than in other Italian ports

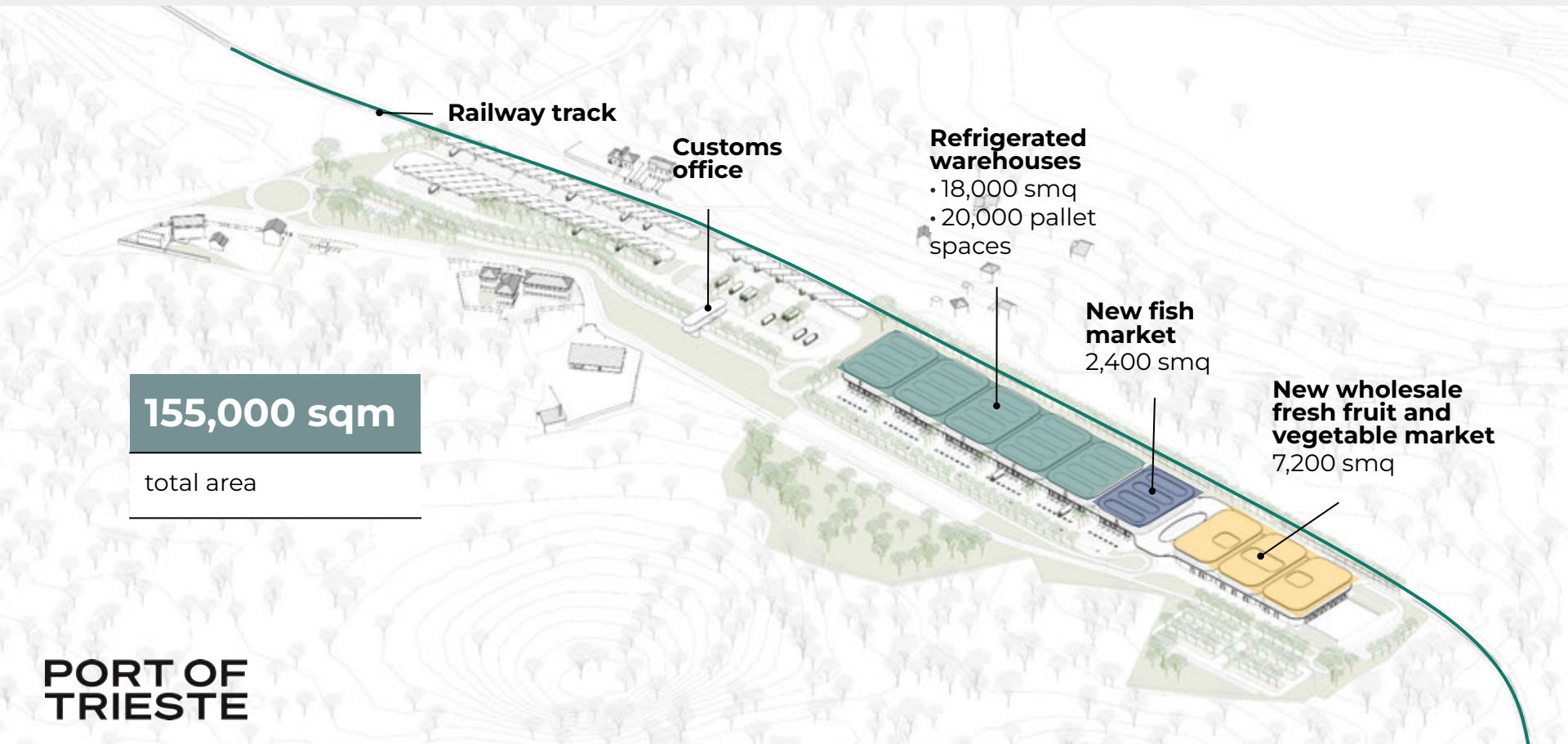
Simplified transit for commercial vehicles directed abroad

Vehicle tax exemption for international vehicles

Fresh Hub



Prosecco Fresh Hub



Railway track

Customs office

Refrigerated warehouses

- 18,000 smq
- 20,000 pallet spaces

New fish market
2,400 smq

New wholesale fresh fruit and vegetable market
7,200 smq

155,000 sqm

total area

PORT OF
TRIESTE

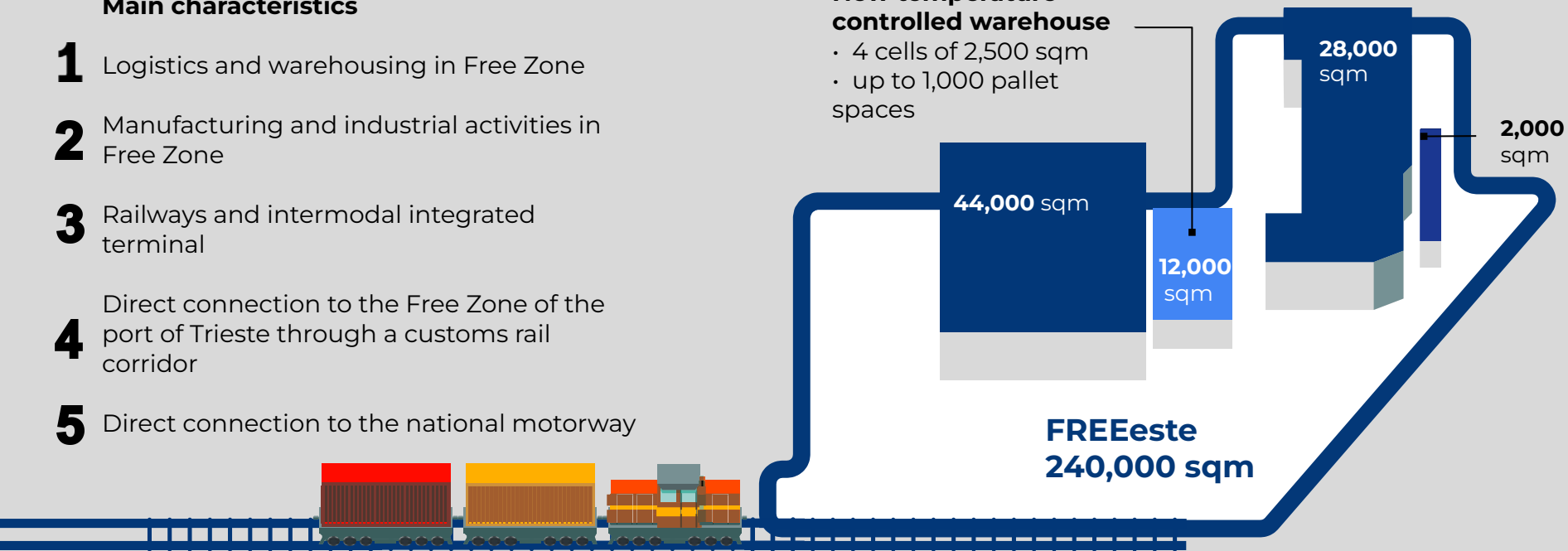
FREEeste: the new industrial Free Zone in Trieste

Main characteristics

- 1 Logistics and warehousing in Free Zone
- 2 Manufacturing and industrial activities in Free Zone
- 3 Railways and intermodal integrated terminal
- 4 Direct connection to the Free Zone of the port of Trieste through a customs rail corridor
- 5 Direct connection to the national motorway

New temperature controlled warehouse

- 4 cells of 2,500 sqm
- up to 1,000 pallet spaces

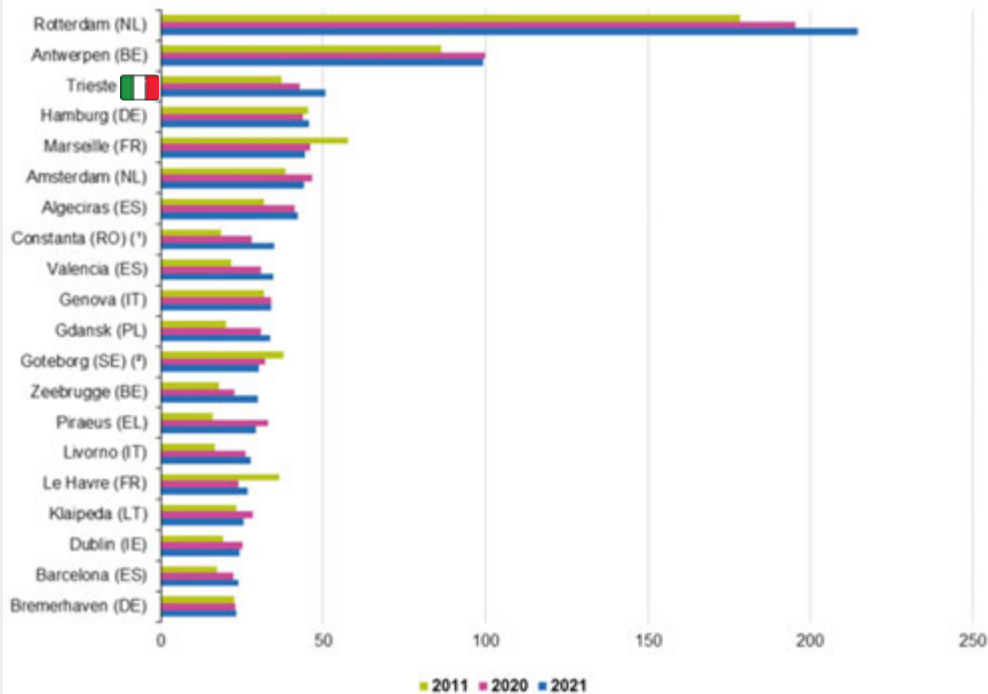


**PORT OF
TRIESTE**

Top short sea shipping EU ports

Top 20 short sea shipping EU ports, 2011, 2020 and 2021

(million tonnes)

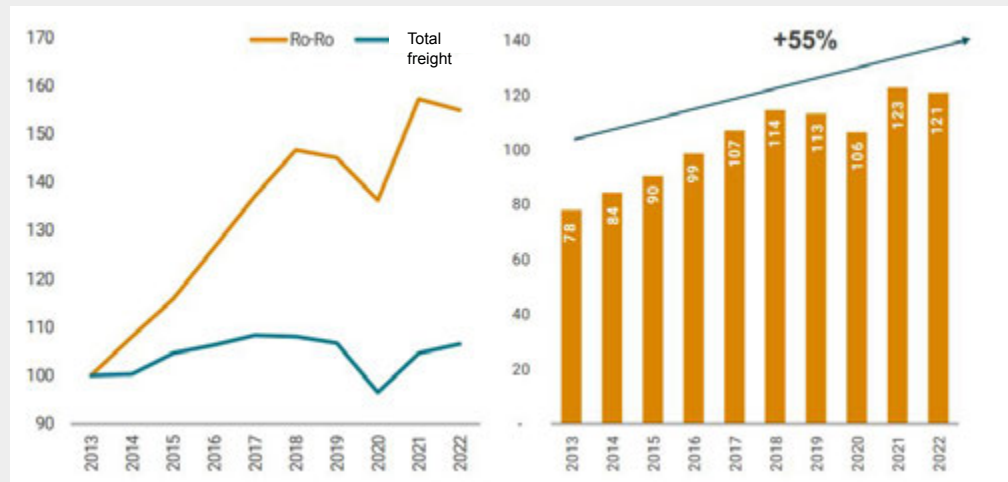


Source: Eurostat.

The top 20 ports accounted for **41%** of the total short sea shipped goods handled in the main EU ports in 2021

Ro-Ro traffic in Italy keeps its leading position in the Med

Comparison of Ro-Ro traffic trend and total freight in Italy 2013-2022 (2012=100) and Ro-Ro in million tons

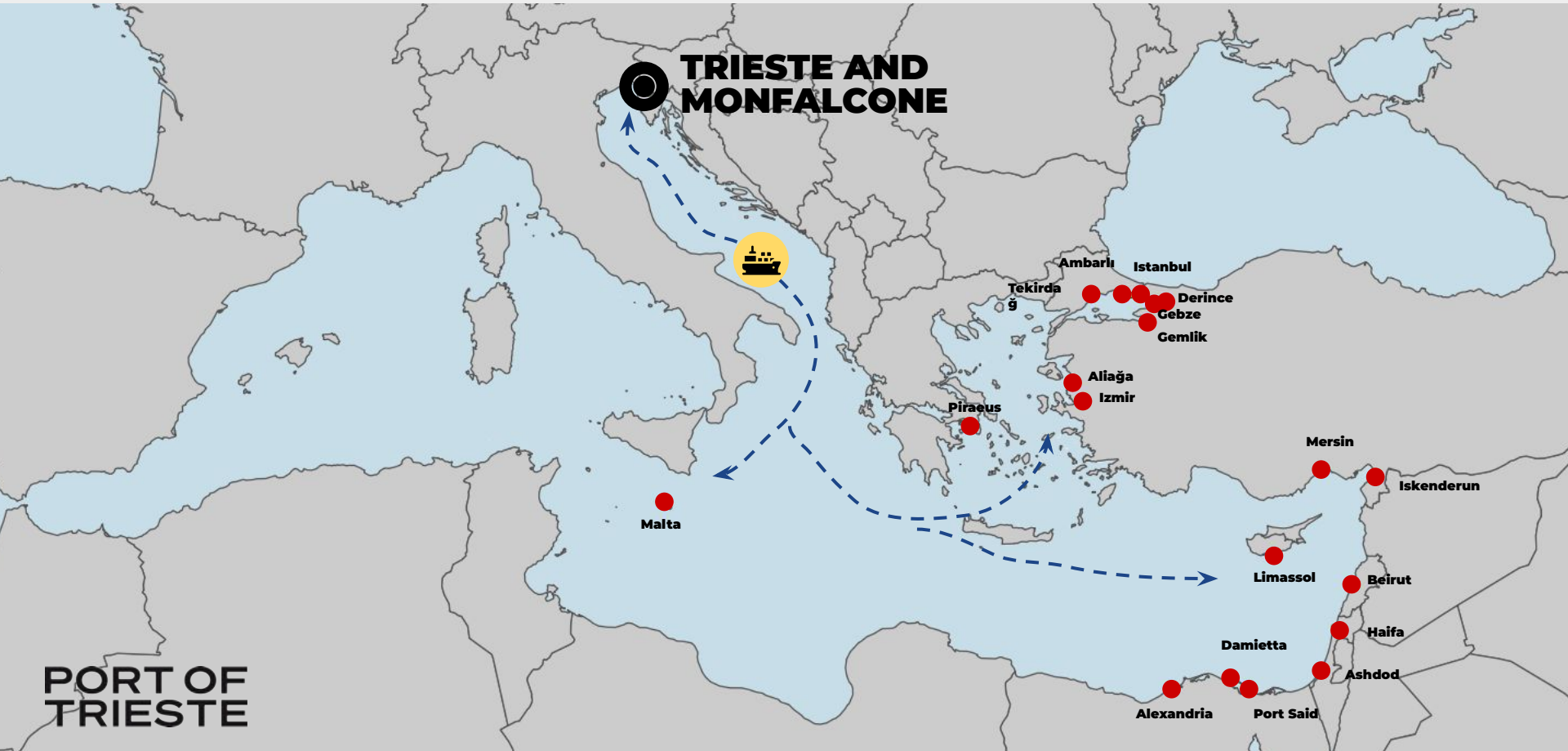


Source: SRM on Assoporti and Eurostat.

Top 10 RO-Ro ports in the Med area



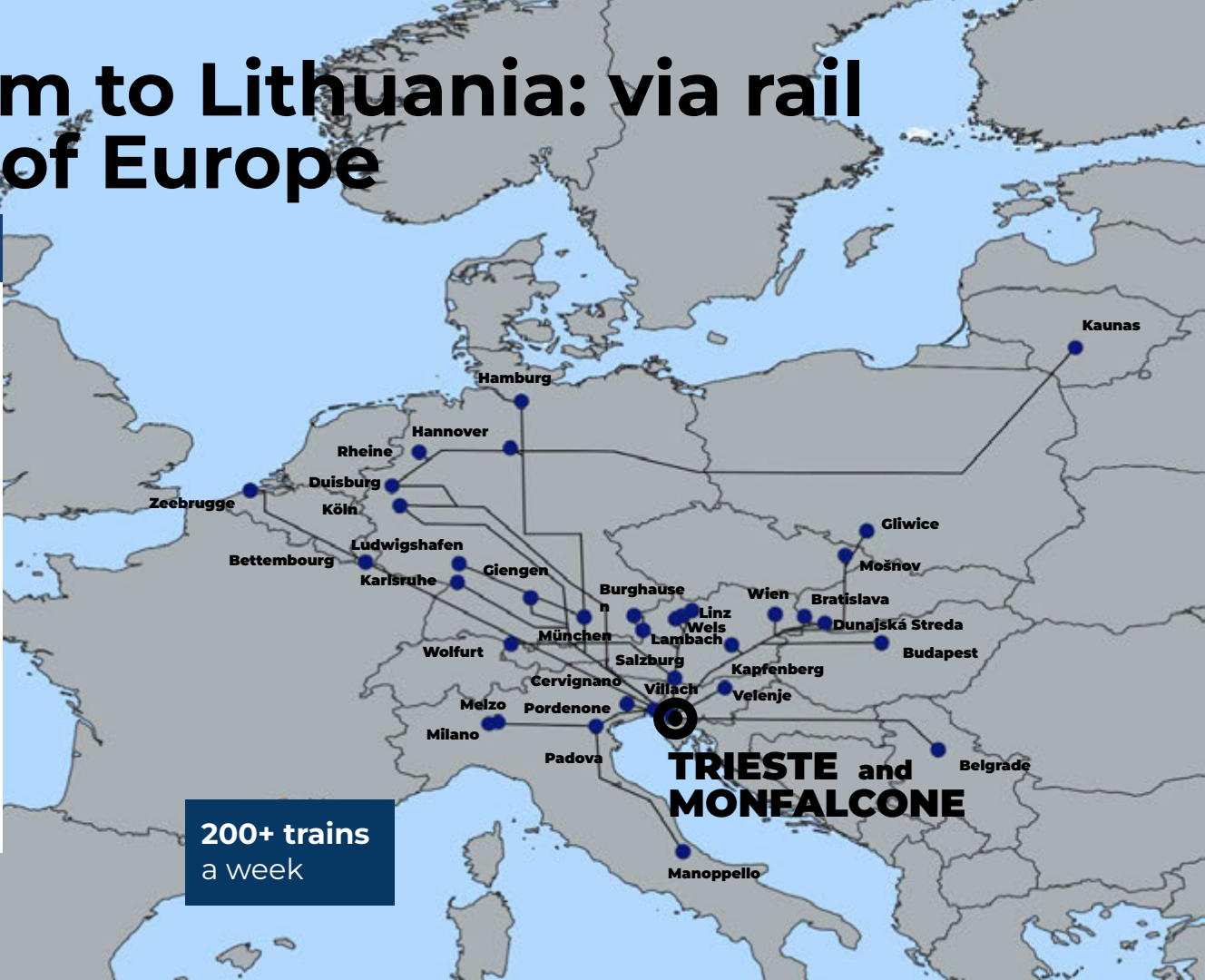
Med lines to / from the port of Trieste



From Belgium to Lithuania: via rail to the heart of Europe

Weekly train services scheduled

Austria Kapfenberg, Linz, Salzburg, Villach, Wels / Lambach, Wien, Wolfurt <i>via Villach:</i> Linz, Salzburg, Wien, Wolfurt	Italy Cervignano, Manoppello, Melzo, Milano, Padova, Pordenone <i>via Cervignano:</i> Duisburg, Belgrade
Belgium Zeebrugge	Lithuania Kaunas
Czech Republic Mošňov	Luxembourg Bettembourg
Germany Burghausen, Giengen, Karlsruhe, Köln, München, Rheine <i>via Duisburg:</i> Kaunas <i>via München:</i> Hamburg, Hannover, Köln, Ludwigshafen	Poland Gliwice
Hungary Budapest	Serbia Belgrade
	Slovakia Bratislava, Dunajská Streda
	Slovenia Velenje



200+ trains
a week

PORT OF TRIESTE

We're working to expand our network even more



**PORT OF
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Beyond numbers



**Blue
growth**



**Research &
Development**



**Future
oriented
agenda**

**Cultural
heritage**



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