



**Port Network Authority
of the Eastern Adriatic Sea**
Port of Trieste

EU – China Connectivity Platform Trieste Rail Integrated Hub “TRIHUB Project”

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**Port Network Authority of the Eastern Adriatic
Sea**

**PORT OF TRIESTE
(ITALY)**

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1. THE PORT OF TRIESTE SETTING



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TRIESTE, EU gate of the Maritime New Silk Road

The Region of FRIULI VENEZIA GIULIA and the Port of Trieste

«Where Mediterranean Sea meets Europe»

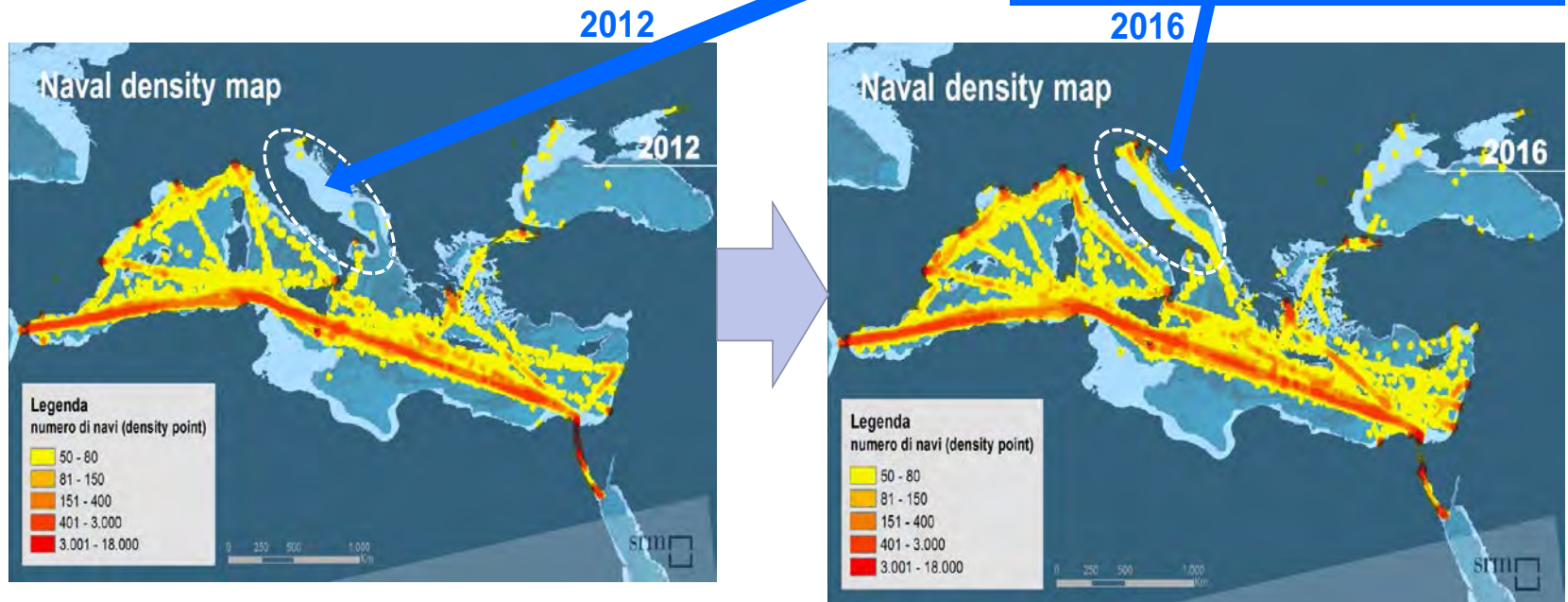


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The SUEZ/ADRIATIC route is emerging

The “Adriatic Sea” Route

Increase in traffic: an emerging Southern European route/gateway in the Northern Adriatic



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TRIESTE, the Leading Italian Port

Trieste

1st

port in Italy
for total
tonnage

1st

port in Italy
for rail traffic

1st

oil port in the
Mediterranean
Sea

11th

port in Europe
for total
tonnage



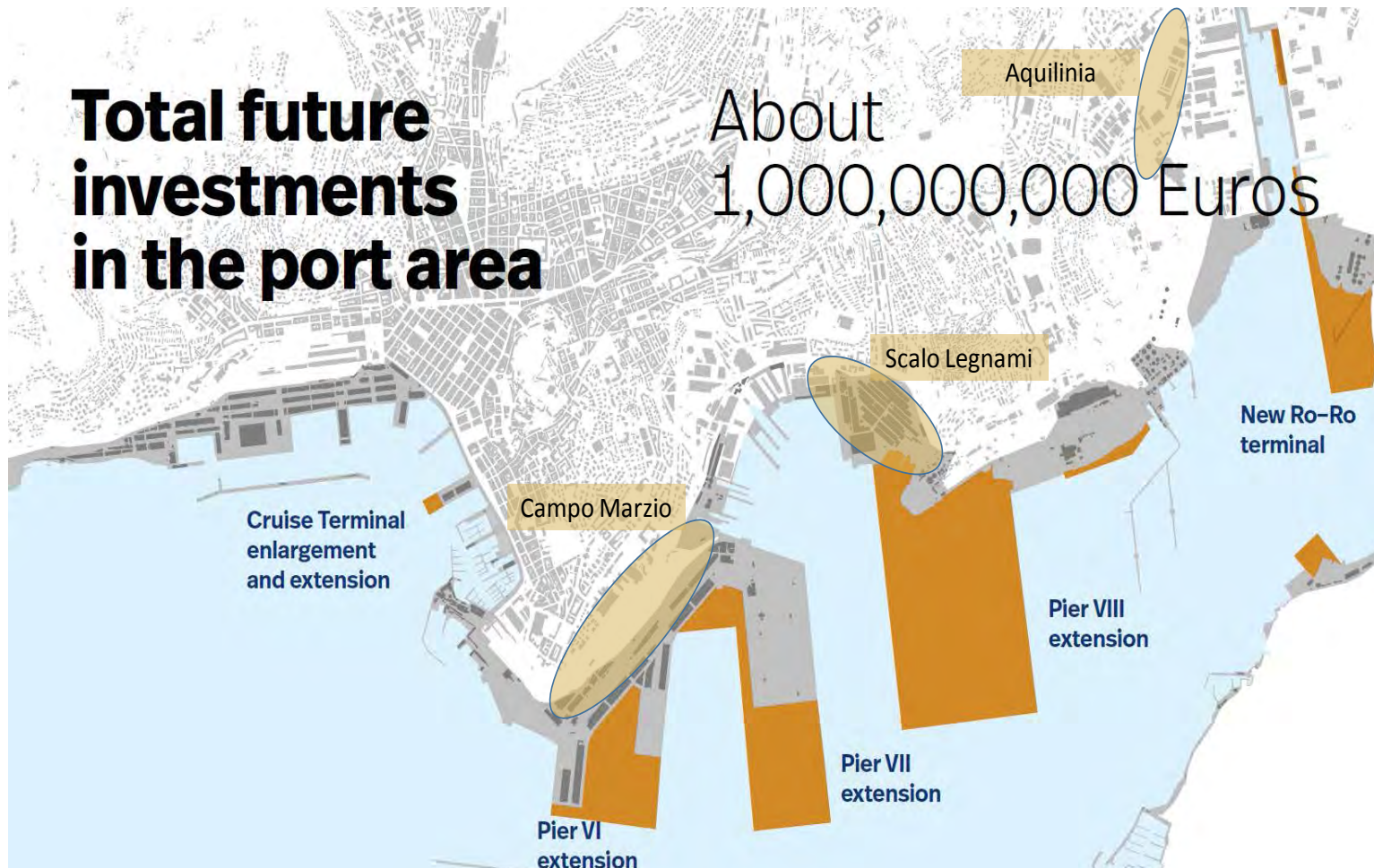
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A competitive European Port for China



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The Port of TRIESTE Masterplan



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Long Term Expected Growth

5,30% CAGR is expected on the “container transit” (international traffic) on the **2050 traffic scenario**.

Another recent official forecast by the Port Network Authority, proposed to the European Bank of Investment-EBI in 2018, refers to a **6,9% CAGR** on the **2030 scenario** of the port intermodal throughput.



Fast Growing Throughput and Railway Traffic

Statistics 2017

January / December

	2016	2017	%
Total tonnage	59,244,255	61,955,405	+4.58%
Liquid bulk	42,756,341	43,750,555	+2.33%
Dry bulk	1,971,001	1,639,595	-16.81%
General cargo	14,516,913	16,565,255	+14.11%
Number of vehicles <small>(semitrailer / private and commercial vehicles)</small>	302,619	314,705	+3.99%
Number of containers / TEUs <small>number of full containers / TEUs</small>	486,462 437,084	616,156 547,582	+26.66% +25.28%
Total TEUs* (TEUs, semitrailers, swap bodies)	1,158,329	1,314,953	+13.52%
Total trains (Industrial Port/New Free Port)	7,631	8,681	+13.76%

*Total TEUs are obtained by converting the RO-RO semitrailers and swap bodies traffic into equivalent TEUs and adding them to the maritime TEUs traffic.

Statistics 2015/2017

January / December

	2015	2016	2017	VAR % 2015/2017
Total tonnage	57,124,772	59,244,255	61,955,405	+8.46%
Number of containers / TEUs	501,144	486,462	616,156	+22.95%
Total trains (Industrial Port/New Free Port)	5,980	7,631	8,681	+45.17%



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Railway links as our “core business”

January - May	2017	2018	% change
Total tonnage	24,547,347	25,877,588	+5.42%
Liquid bulk	17,212,886	17,855,999	+3.74%
Dry bulk	630,705	708,726	+12.37%
General cargo	6,703,756	7,312,863	+9.09%
Number of vehicles (semitrailers/private and commercial vehicles)	129,962	134,344	+3.37%
Number of containers/TEUS of which number of full containers/TEUS	245,356 215,625	280,393 257,645	+14.28% +19.49%
Total TEUS* (TEUS, semitrailers, swap bodies)	534,904	580,350	+8.50%
Total trains (Industrial Port / New Free Port)	3,388	3,970	+17.18%



Railway links as our “core business”

Il porto di Trieste è inserito fra i nodi del Core Corridor Baltico-Adriatico e Mediterraneo, di cui ai Regolamenti europei 1315 e 1316 del 2013.



RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE



Tracciato italiano del Core Corridor **Mediterraneo**



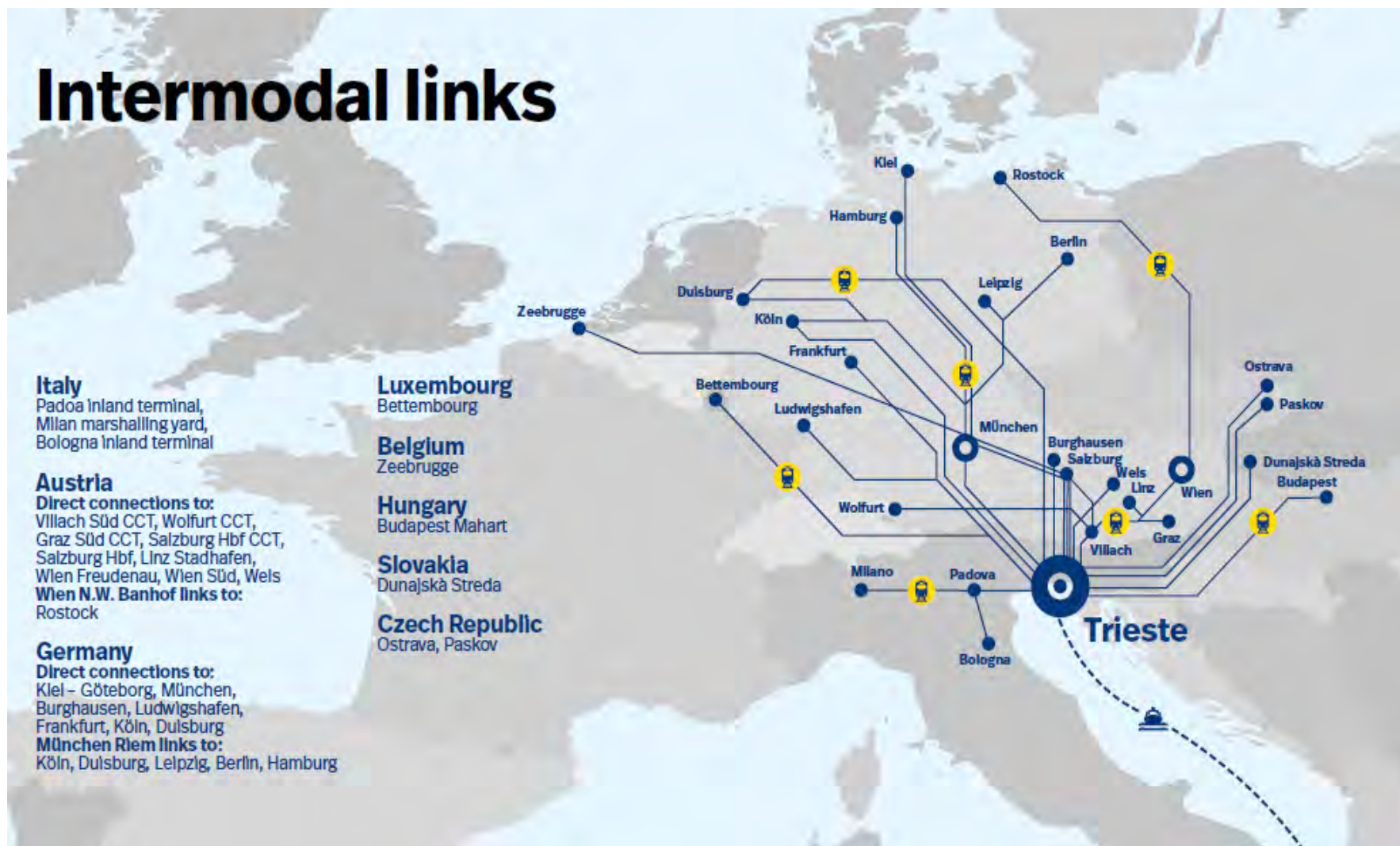
Tracciato italiano del Core Corridor **Baltico-Adriatico**



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TRIESTE, RAILWAY PORT OF EU

Intermodal links



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2. THE TRIESTINTEGRATED RAILWAY (“TRIHUB”) PROJECT



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RAILWAY SERVICES MEDIUM TERM GROWTH PLANS

Expected railway demand (trains/year)		
Year	Trains	Δ %
2018	9.983	15%
2019	10.981	10%
2020	11.860	8%
2021	12.809	8%
2022	13.833	8%
2023	14.940	8%
2024	16.135	8%
2025	17.426	8%



THE TRIHUB PROJECT KEY DEVELOPERS



RFI - Rete Ferroviaria Italiana is the company of the Ferrovie dello Stato Italiane Group with the public role of Infrastructure Manager, responsible for management and for safety of the rail traffic on the whole national network, track, stations and installations.



THE TRIHUB PROJECT - IMPROVING RAILWAY CONNECTIVITY PORT/EU MARKETS

The vision of the TRIHUB project is to create, in the PORT REGION of TRIESTE, an optimal intermodal system pivoted:

A. on different “Port Freight Railway Stations” :

1. most of them already exist, but require improvements and further development of “local links”;
2. Some new ones have planned to serve new terminal developments planned in the Masterplan.

B. on two key intermodal “inland railway platforms”
(intermodal terminal and railway stations/shunting yards)
outside the port area, in the “Port Region”



HIGH RAILWAY CAPACITY AVAILABLE ON MAIN LINES



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THE TRIHUB PROJECT



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THE TRIHUB PROJECT - PORT OF TRIESTE



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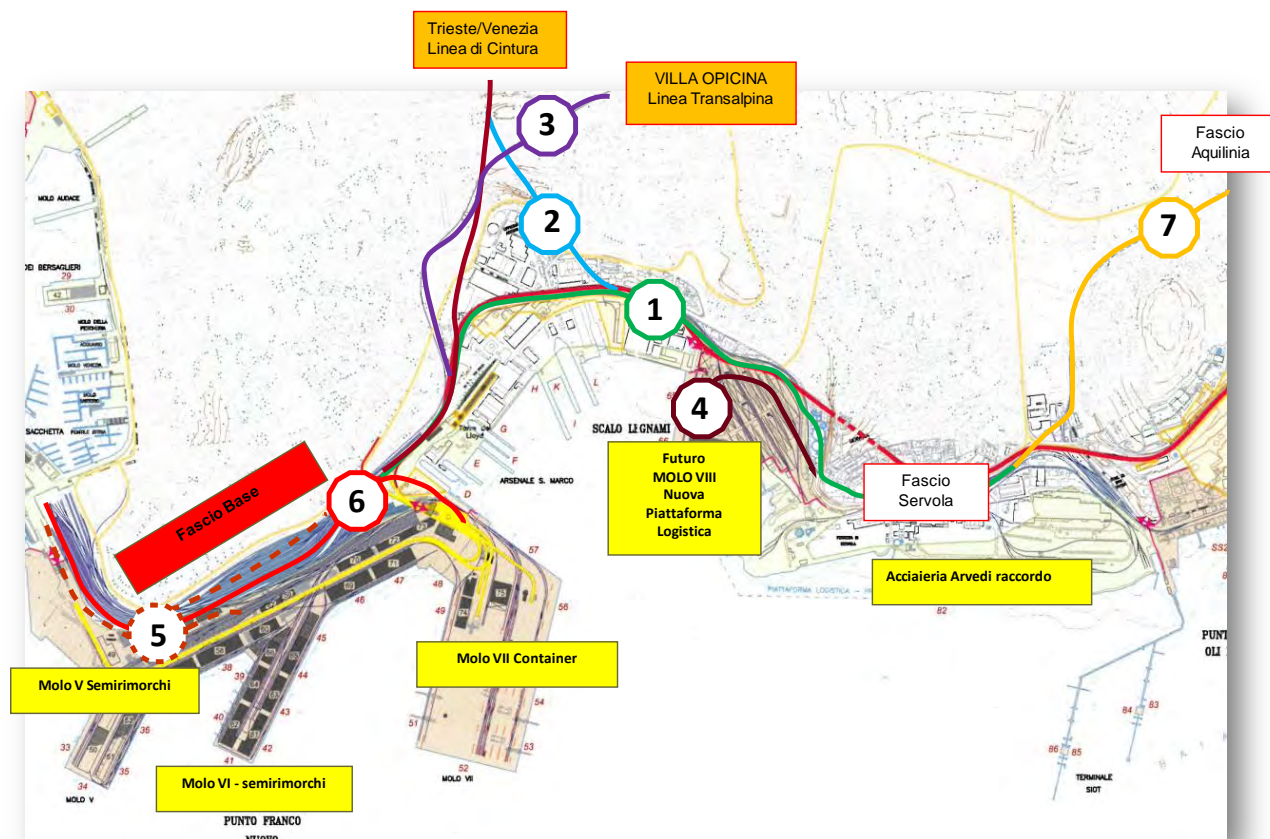
THE TRIHUB PROJECT - PORT OF TRIESTE

Insieme degli interventi di potenziamento su TRIESTE Campo Marzio

Gli interventi prevedono la realizzazione a Trieste Campo Marzio di un fascio per arrivi/partenze di 10 nuovi binari di cui 4 di lunghezza pari a 750 m.

È inoltre prevista la realizzazione di un nuovo apparato tecnologico, il rifacimento complessivo dei binari afferenti il molo V, VI, VII, la revisione degli impianti di Aquilinia e di Servola ed il loro collegamento diretto alla linea Trieste - Venezia.

Attraverso queste azioni si attraggono nuovi operatori logistici determinando un incremento del traffico merci



Opportunities of financing

Item	Responsible entity	Cost (euros)	Funded (euros)
Upgrade of the railway last mile connection	RFI S.p.A.	67,000,000	67,000,000
Infrastructural upgrade for the reactivation of the railway line connecting Aquilinia station to Campo Marzio	RFI S.p.A.	28,000,000	18,000,000
Upgrade of the existing infrastructure and new railway station at Scalo Legnami	Not defined yet	50,000,000	0,00
Infrastructural and technological upgrade of the port marshalling yard – Campo Marzio	Port Authority	32,400,000	0,00
TOTAL		177,400,000	85,000,000

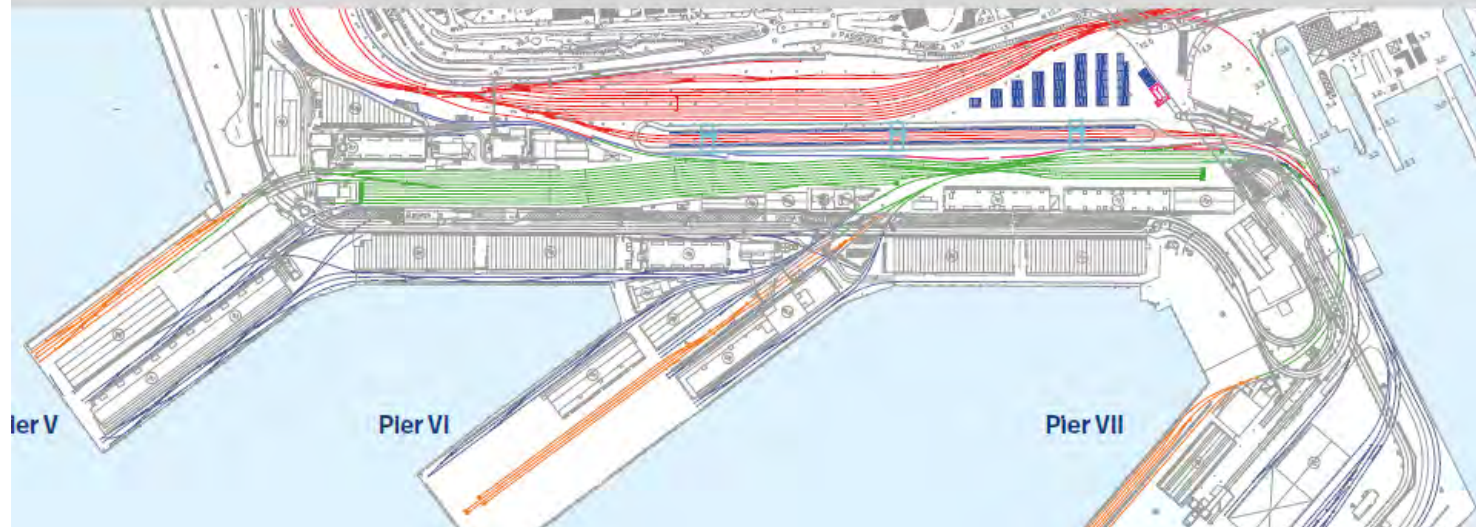


1. Improvement of the key railway port station and related links (“Campo Marzio” – Euro 50M)

The New Port railway station at Trieste Campo Marzio

Major features:

- Independent movements of trains from each pier
- direct connection from Pier VII (container terminal) to the railway station
- full automation of the marshalling yard
- ability to compone longer trains using six 750 m long tracks



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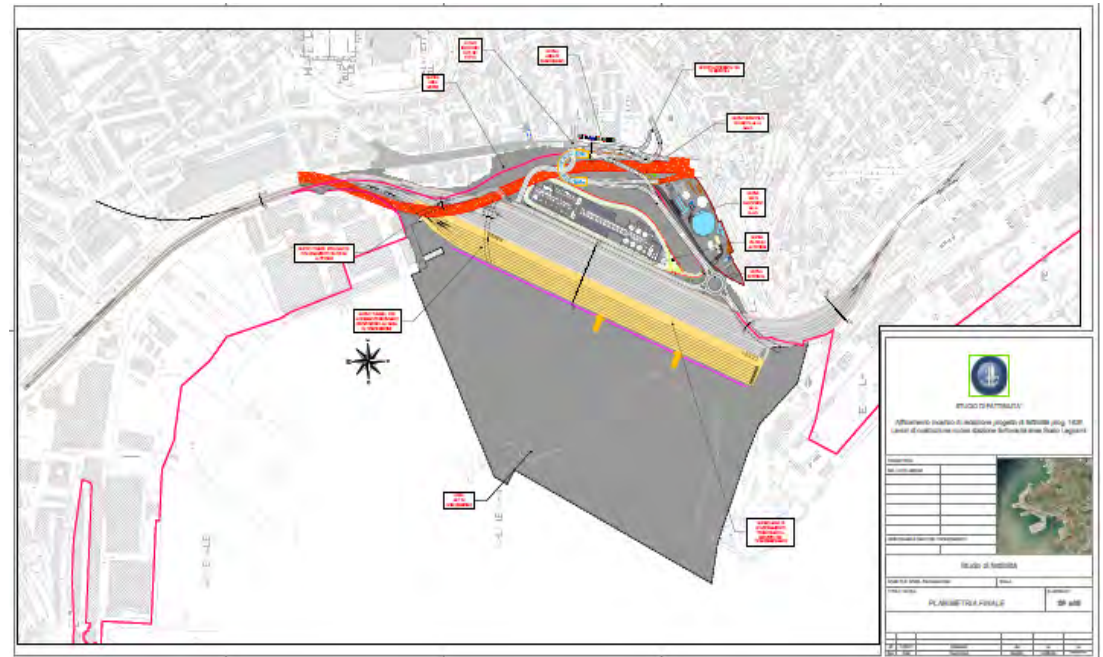
“Campo Marzio Station improvement project” economic impact assesment

Index	
Economic Rate of Return (ERR)	23,3%
Economic Net Present Value (€‘000)	138.457
Benefits to Costs ratio (B/C)	5,07



2. New “Piattaforma Logistica” - Scalo Legnami (new terminal station – Euro 50 M)

New terminal under construction (to be completed in 2019) – New station required (also for further terminal extension)
PPP is possible!



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Thank you for attention



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