



Autorità Portuale di Trieste

Servola Infrastructure

Expansion Project



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Preface

Servola Infrastructure Expansion Project

Subject and starting point of the AMEM Austrian Marine Equipment Manufacturers proposal for the conversion of the former Ferriera Lucchini area forming part of Trieste's New Harbour into an intermodal container hub of intercontinental dimension, was the signing of a Memorandum of Understanding between the Russian (RŽD) and Austrian (ÖBB) Railways, together with partners in the Ukraine and Slovakia. The contract stipulates the extension of the broad gauge railway track (Transsib) from Košice in Slovakia to the Vienna-Bratislava region.

Vienna the Mega-Hub in Central Europe

This ambitious project of historical dimensions will transform Vienna into the most important European inland container hub at the crossroads from the North (Baltic Sea) to the South (Adriatic Sea) and from the Far East (Pacific Ocean) to Western Europe.

Under the aegis of ÖBB INFRA, two mega tunnel projects (Semmering base and Koralm) are already under construction. They will eliminate the bottlenecks of the Baltic – Adriatic axis in Austria and open a "Hinterland" of enormous magnitude and economic significance to the Port of Trieste!

Trieste the Mega-Hub in the South of Central Europe

Austria (Carinthia) and Italy plus the autonomous region of FVG will have to intensify their cooperation and discuss the radical changes of the intermodal infrastructure created by the extension of the "Breitspur" from Wladiwostok to Bratislava/Vienna and further on through the Semmering or Koralm tunnels to Villach, Pontebba and Trieste. It's a global dimension – and intermodal!

From the Pacific to the Adriatic Sea by rail and sea! Not a conventional solution! For sure! And it is containers primarily – no RoLa, no Motorways of the Seas, no TEN-T. Not at all an EU project!

It will be mostly Italy's respectively FVG's sovereignty and responsibility to bring Trieste more into effect, as Austria has already taken a big share in the project and is financially highly involved!

AMEM has the will and the capability to assist the Italian stakeholders in arranging a dialogue with Austrian authorities in due course and supply some background information necessary for a constructive and efficient dialogue.

This is the one side of the coin. The other is the technical solution.



Preface

VLFS Very Large Floating Structures

Again a pioneering approach! **Jobs secured in the FVG shipbuilding industry!**

Driven by the dramatic situation in worldwide shipbuilding, and taking into account that Trieste will have to make up time, the AMEM study proposes a very large floating structure for the Trieste deepwater container terminal.

Shipyards in Northern Italy have the capabilities to further develop VLFS technologies, the skill and capacities to build the caissons (puzzle like interlocked segments) with a very high level of flexibility. Terminals can be easily expanded and adjusted to changes in demand. The Port of Trieste will catch up with the competitors in Northern Europe – and might even stop the offshore plans of Venice – regardless of the never ending discussion about the ferriera's closure and future usage in Servola!

All you need is a flat surface for the construction site and hydraulic equipment to push the “caissons” into the water! Similar to the green field shipbuilding sites in China, where the big bulkers were built during the speculation driven shipbuilding hype in the recent past!

A good portion of knowhow can be taken from the offshore oil and gas industry – to a certain extend also from wind power. The missing expertise offers a chance for the development of new, highly sophisticated and future orientated solutions putting Trieste on the world's top with this unique technology!

VLFSSs are extremely environmental friendly, can be economically priced, will be earthquake resistant, and offer a serious alternative to conventional quays especially if sea levels are expected to rise. The caissons can be easily towed from – for example – Monfalcone to Servola.

The AMEM concept can't be affected by cumbersome, protracted processes of clarification, who owns the Lucchini area, who will clean the area, who will remove the thousands of tons of contaminated material, who is going to finance all that!



Preface

The ecological footprint

Intermodal transport in general and rail transport in particular is very environmentally-friendly. And so will the floating terminal be. Not a single truck loaded with sand and rocks – filling material for the conventional quays – will be driving along the “sopraelevata” , no pollution of the sea at all, full protection of the aquaculture farms in the Gulf of Trieste!

In order to improve the energy balance of the container terminal one could think about wave or tidal energy. After cleaning, the on-shore area can be used for more lucrative (high value) purposes than simple logistic structures.

The Servola floating container terminal could become a masterpiece of highest productivity and cost effectiveness paired with a unique ecological footprint by making use of what is called the on-ground shipbuilding method. The construction site for the production of the “caissons” could be an on-land building area in Servola and the finished segments of the VLFS could be simply pushed into the water by hydraulic skidding.

Deepwater port

Trieste – being an outpost of Central, not Southern Europe, has the unique chance to become the first deepwater container port as close as possible to the heart of Europe! A very attractive hub for containers shipped through the Suez Canal on board the ultra large container ships carrying 18000 TEU with draughts of more than 14.5 meters on the Far East – Europe route.

It should be noted in this context that the new generation of ultra large container vessels will not be able to traverse the new Panama Canal in 2015! The largest ship able to pass through on the route from Asia to the US East Coast will not be much larger than 10 000 TEU. That forces the Ultra Large Container Carriers ULCC to remain on the Asia – Europe route.

Even if the political situation in Egypt worsens and the Suez Canal gets closed – the Transsib will become with one single shot much more attractive and again the Port of Trieste will benefit! Container ships will be forced to go around Africa which will result in excessive costs and prolonged travel times. Not to mention the risk of being pirated.



Preface

Operators of ultra large container carriers ULCCs

There is a trend towards mega container ships carrying 18000 TEU and more in the future because of cost savings for carriers and their customers. And there is a trend towards forming alliances on three of the busiest trade routes Asia – Europe, trans-Pacific and transatlantic. To give only one example: the P3 Alliance of the three largest container operators all headquartered in Europe:

- Maersk, Denmark www.maerskline.com
- MSC, Switzerland www.msclive.com
- CMA CGM, France www.cma-cgm.com

The market share in the Asia – Europe trade has never been as concentrated as it is today – the P3 carriers control roughly half of that market! Rates have been brutal this year for the carriers, despite much idling or scrapping of vessels, as there is still simply too much capacity versus container volume.

And Maersk will not have the final word on ship size, either. There are already talks about developing 22 000 TEU capacity ships.

The stakeholders in the North Eastern Adriatic Sea would be well advised to start rethinking the role of Trieste and enter into negotiations with “The Big Three” immediately!

“A project for the growth and the development of the area.”



Prefazione

Servola – progetto di espansione dell' infrastruttura

Tema e punto di partenza della proposta di AMEM - Austrian Marine Equipment Manufacturers per la riconversione dell'area ex Ferriera Lucchini, facente parte del Porto Nuovo di Trieste, in un hub intermodale container di dimensione intercontinentale, è stata la firma di un Memorandum d'intesa („Breitspur") tra le ferrovie russe (RŽD) e austriache (ÖBB), con il coinvolgimento die partner dell' Ucraina e della Slovacchia. L' accordo prevede il prolungamento della linea ferroviaria a scartamento largo (Transsib) da Košice (in Slovacchia) alla regione di Vienna – Bratislava.

Vienna: mega - hub dell' Europa centrale

Questo ambizioso progetto di dimensioni storiche trasformerà Vienna nel più importante hub container nell' entroterra europeo , crocevia degli assi Nord (Mar Baltico) Sud (mare Adriatico) e Est (Estremo Oriente-Oceano Pacifico) Ovest (Europa occidentale). Sotto l'egida di ÖBB INFRA, sono già in costruzione tunnel progettati rispettivamente con base a Semmering e a Koralm. Essi potranno eliminare i colli di bottiglia dell' asse Baltico-Adriatico in Austria e aprire un "Hinterland" di enorme portata e rilevanza economica per il Porto di Trieste!

Trieste: mega - hub del Sud Europa

Austria (Carinzia) e Italia (in primis la Regione Autonoma del FVG) devono intensificare la loro cooperazione e discutere i cambiamenti radicali delle infrastrutture intermodali conseguenti alla estensione del „Breitspur" da Vladivostok a Bratislava-Vienna e, in prosecuzione , attraverso il tunnel Semmering o quello di Koralm verso Villach, ossia verso Pontebba e Trieste. E' una dimensione globale e intermodale, dal Pacifico al Mar Adriatico per ferrovia e via mare! Non e' certamente una soluzione convenzionale ed e' dedicata soprattutto al trasporto dei container, ma soprattutto: non e' un progetto UE.

E' piuttosto compito e responsabilita' dell' Italia e della Regione FVG portare Trieste a beneficiare degli effetti del progetto come l' Austria ha fatto assumendosi una grossa quota del progetto e del finanziamento. AMEM ha la volontà e la capacità di assistere i soggetti italiani a organizzare - a tempo debito - un dialogo con le autorità austriache e di fornire alcune informazioni di base necessarie per un approccio costruttivo ed efficacie.

Questo è un lato della medaglia. L' altro è la soluzione tecnica .



Prefazione

VLFS – Very Large Floating Structures

Anche in questo caso un approccio pionieristico, che porta lavoro certo nel settore navale FVG! Spinta dalla drammatica situazione della cantieristica mondiale, e tenendo conto di questo, Trieste dovrà recuperare il tempo. Lo studio AMEM propone una grande struttura galleggiante per il terminal container di Trieste che consenta di sfruttare i fondali disponibili.

I cantieri navali del Nord Italia hanno la capacità di sviluppare integralmente le tecnologie VLFS , l'abilità e la capacità di costruire i cassoni (gigantesco puzzle di segmenti intrecciati tra loro) con un altissimo livello di flessibilità. Si tratta quindi di strutture che possono essere facilmente ampliate e adattata al variare delle esigenze.

In questo modo il Porto di Trieste puo' recuperare il ritardo accumulato nei confronti dei concorrenti del Nord Europa - e potrebbe anche fermare i progetti off-shore di Venezia - a prescindere dagli esiti del dibattito senza fine sulla chiusura della Ferriera e sul futuro utilizzo di Servola !

Tutto ciò che serve è una superficie piana per il cantiere e adeguate attrezzature idrauliche per spingere i "cassoni" in acqua! Una soluzione simile al cantiere navale realizzato in Cina, dove sono state costruite le grandi bulkers .

Tecnologia e know how possono essere in buona parte derivate dalla progettazione delle strutture offshore per ricerca ed estrazione di petrolio e gas - in certa misura anche dalle strutture che sfruttano fonti eoliche in mare. Anche questo aspetto offre una possibilità di sviluppo di nuovi sistemi altamente sofisticati e di applicazione di soluzioni innovative che farebbero diventare Trieste leader in un settore di sicuro sviluppo negli anni a venire.

I VLFSs sono estremamente rispettosi dell'ambiente e si possono costruire con costi economicamente sostenibili. Sono antismisici e sono in grado di offrire una seria alternativa alle banchine convenzionali, anche in previsione di modificazioni climatiche che determinino progressivi innalzamenti del livello del mare o in considerazione di significative escursioni di marea. I cassoni possono essere facilmente rimorchiati (ad esempio dal cantiere di Monfalcone a Servola).

Il concetto alla base della soluzione proposta da AMEM non e' condizionato da ostacoli che nascono per i lunghi processi decisionali sul futuro dell' Area Lucchini, ne' sulla individuazione del chi e come eseguire la bonifica del sito, o del come si eliminaranno migliaia di tonnellate di materiale contaminato, nemmeno sulla definizione di chi dovrà sostenere i costi di tutto questo!



Prefazione

L' impronta ecologica

Il trasporto intermodale, in generale, e il trasporto ferroviario, in particolare, sono molto rispettosi dell'ambiente. E così sarà anche il terminale galleggiante. Non un solo camion carico di sabbia e scogli e pietrisco usati per il riempimento delle banchine convenzionali – percorrerà la Grande Viabilità sopraelevata , ne ci sarà il pericolo di qualsivoglia forma di inquinamento del mare. Pertanto: piena tutela della aziende che operano nel settore dell' acquacoltura e della pesca nel Golfo di Trieste!

Al fine di migliorare il bilancio energetico del terminal container si potrebbe pensare allo sfruttamento delle onde o delle maree. Dopo la bonifica, l'area in terraferma retrostante il VLFS potrà essere utilizzata per scopi più redditizi (alto valore) rispetto a quelli della destinazione a soli scopi logistici.

I fondali del Porto

Trieste - essendo da sempre un avamposto dell' Europa Centrale e non di quella Meridionale - ha l'opportunità unica di diventare il primo ed unico porto container che disponga di acque profonde e che sia il più vicino possibile al cuore dell'Europa! Un hub molto attraente per i container spediti attraverso il Canale di Suez a bordo delle super - navi porta container che trasportano più di 18.000 TEU ma hanno una immersione di più di 14,5 metri e fanno rotta dal Far East all' Europa.

Va notato a questo proposito che la nuova generazione di navi di grandi dimensioni ultra portacontainer non sarà in grado di attraversare il nuovo canale di Panama nel 2015! La più grande nave in grado attraversare Panama sulla rotta dall'Asia alla costa orientale non potrà superare le i 10.000 TEU. Ciò costringe le ultra portacontainer ULCC a rimanere sulla rotta Asia - Europa.

Se la situazione politica in Egitto dovesse peggiorare e il Canale di Suez venisse chiuso – la Transsib diventerebbe, in un solo unico colpo, molto più attraente e ancora una volta sarebbe il nuovo porto di Trieste a beneficiarne! Le navi portacontainer saranno costrette al periplo dell'Africa che si tradurrà in costi eccessivi e tempi di viaggio prolungati. Senza parlare del rischio della pirateria marittima.



Prefazione

Gli operatori di mega-navi portacontainer

Vi è una nuova tendenza verso la messa in mare di navi portacontainer che trasportano 18.000 TEU e anche di più in futuro, cio' a causa della riduzione dei costi per i vettori e dei loro clienti . Vi è anche una tendenza verso la formazione di alleanze su tre delle più trafficate rotte commerciali Asia - Europa, trans-Pacifico e trans-atlantiche. Per fare solo un esempio: l'Alleanza P3 dei tre operatori di container più grandi tutti con sede in Europa:

- Maersk (Danimarca) www.maerskline.com
- MSC (Svizzera) www.msccgva.ch
- CMA-CGM (Francia) www.cma-cgm.com

La quota di mercato del traffico Asia - Europa non è mai stata così concentrata come oggi. I vettori P3 controllano circa la metà di quel mercato!

I tassi sono stati brutali quest'anno per i vettori, con conseguente disarmo o demolizione di molte navi e di converso la scelta di grandi volumi delle nuove costruzioni. E Maersk non avrà l'ultima parola sulla dimensione della nave. C'è già chi parla di progetti per navi capaci di trasportare 22 000 TEU.

Per questo i soggetti interessati a rinforzare l' economia dell' area del Nord Est e dell' Alto Adriatico farebbero bene ad ripensare il ruolo di Trieste e di avviare subito negoziati con the Big Three!

“Un progetto per la crescita e lo sviluppo dell’area.”



Vorwort

Servola – Infrastruktur-Erweiterungsprojekt

Die Unterzeichnung einer Absichtserklärung (Memorandum of Understanding) durch die Russische Eisenbahngesellschaft (RŽD) und die Österreichische Bundesbahnen Holding (ÖBB), zusammen mit Partnern aus der Ukraine und der Slowakischen Republik Anfang Juli 2013, war der unmittelbare Anlass und Gegenstand für eine Studie von AMEM Austrian Marine Equipment Manufacturers, welche den Vorschlag zur Nutzung des Geländes der ehemaligen Kokerei und Gießerei Lucchini im Neuen Hafen von Triest als intermodalen Container-Umschlagplatz von Weltgeltung zum Inhalt hat. Der Vertrag legt die Verlängerung der Breitspurtrasse der Transsibirischen Eisenbahn von Košice im Osten der Slowakischen Republik in den Großraum Bratislava-Wien fest.

Wien – intermodaler Hauptumschlagplatz in Zentraleuropa

Dieses ehrgeizige Projekt von historischer Dimension wird Wien – am Schnittpunkt der Nord- Süd (Ostsee – Adria) und Ost-West Magistrale (Pazifik – Atlantik) zum bedeutendsten Container- Umschlagplatz am europäischen Festland machen!

Unter der Schirmherrschaft der Österreichischen Bundesbahnen (ÖBB INFRA) , sind gegenwärtig zwei Groß-Tunnelprojekte (Semmering Basistunnel und Koralmahn Tunnel) in Arbeit. Sie werden den Flaschenhals auf der Strecke von der Ostsee zur nördlichen Adria beseitigen und den Zugang zu einem Hinterland von außerordentlicher Dimension und wirtschaftlicher Bedeutung öffnen.

Triest – intermodaler Hub im Süden Mittel- und Zentraleuropas

Österreich – hier vor allem Kärnten und Italien mit der autonomen Region Friaul Julisch Venezien – werden die bestehende Zusammenarbeit im Lichte der radikalen Veränderungen der intermodalen Infrastruktur , ausgelöst durch die Verlängerung der Breitspurtrasse bis in den Raum Bratislava-Wien und weiter durch Semmering und Koraltunnel, bis Villach und von dort über Pontebba bis Triest, wesentlich zu verstärken haben!

Containertransport vom Pazifischen Ozean bis in das Adriatische Meer per Schiff und Bahn! Bei weitem keine konventionelle Lösung! Das steht fest! Der Schwerpunkt liegt eindeutig auf dem Transport von Containern. Keine rollende Landstraße, keine „Motorways of the Seas“ kein TEN-T. Kein Projekt der Europäischen Union!

Es wird vor allem eine Frage der Souveränität und Verantwortung Italiens und der Provinz Friaul Julisch Venezien sein, auf den Tiefwasserhafen Triest verstärkt hinzuweisen. Österreich ist bereits dabei einen beachtlichen Anteil in das Projekt einzubringen!

AMEM ist gerne bereit einen Beitrag zu leisten, den Dialog zwischen den italienischen und österreichischen Interessensvertretern zu verstärken und entsprechende Netzwerkinformationen für eine konstruktive Zusammenarbeit bereit zu stellen. Die Zeit drängt! Dies ist die eine Seite der Medaille. Die andere ist die technische.



Vorwort

VLFS Very Large Floating Structures

Auch der technische Ansatz ist bahnbrechend und zukunftsweisend!
Und er sichert Arbeit für die Werften in der Provinz Friaul Julisch Venezien!

Angesichts der dramatischen Auftragslage im weltweiten Schiffbau und des Zeitfaktors, sieht die AMEM Studie für den Hafen von Triest einen schwimmenden Tiefwasser-Containerterminal vor.

Die Werften in der nördlichen Adria haben das Potential, die Technologie großer, schwimmender Plattformen weiter zu entwickeln und die Kapazitäten, die einzelnen Puzzle-artig anzuordnender und miteinander zu verbindender Pontons herzustellen. Der hohe Grad an Flexibilität erlaubt es, schwimmende Container-Terminals an Schwankungen der Nachfrage anzupassen.

Diese Technologie würde den Hafen von Triest in die Lage versetzen, den Vorsprung der Tiefwasserhäfen im Norden Europas aufzuholen und die Offshore-Expansionspläne Venedigs zu stoppen. All dies weitgehend unabhängig von der endlosen Diskussion um die Schließung der Kokerei und Gießerei in Servola und eine mögliche zukünftige Nutzung des Geländes!

Ein großer Teil des Know Hows für die Konstruktion des Tiefwasser Terminals kann von der Offshore Öl- und Gasindustrie abgeleitet werden, zum Teil auch von der Offshore-Windkraft- Industrie. Das noch zu erarbeitende Wissen stellt eine Herausforderung für die Schiffbau-industrie und den maritimen Cluster ganz Italiens dar und böte die Gelegenheit, den Hafen von Triest technologisch an die Weltspitze heran zu führen!

VLFSs sind besonders umweltfreundlich, können sehr wirtschaftlich hergestellt werden, sind erdbebensicher und stellen eine ernst zu nehmende Alternative zu konventionellen Hafenanlagen dar, vor allem auch im Hinblick auf einen steigenden Wasserspiegel. Die Pontons können problemlos, mit geringem Energieaufwand, beispielsweise von Monfalcone nach Servola geschleppt werden.

Das von AMEM entwickelte Projekt, ist auch technisch gesehen, weitgehend resistent gegen die nicht enden wollende Diskussion über die Schließung des Werks in Servola, die Debatten über die Eigentumsverhältnisse, das Thema Umweltschutz – allen voran die Entsorgung, den Abtransport des kontaminierten Materials und die Frage der Finanzierung dieser Maßnahmen!

 **Vorwort****Der ökologische Fußabdruck**

Intermodaler Transport im Allgemeinen und Bahntransport im Besonderen sind in hohem Maße umweltschonend. Das hat auch Gültigkeit für den schwimmenden Tiefwasser Container Terminal im Neuen Hafen von Triest! Kein einziger LKW wird, beladen mit Füllmaterial für konventionelle Kaianlagen über die Stelzenautobahn im Stadtteil Servola donnern! Die Verschmutzung des Meeres im nordöstlichen Teil des Golfs von Triest wird gering gehalten, eine Gefahr für die Aquakulturen weitgehend ausgeschlossen!

Um die umweltfreundliche Energiebilanz des neuen Container Terminals von Servola noch zu verbessern, sollte man die Nutzung von Gezeiten- und Wellenenergie prüfen.

Nach einer gründlichen Reinigung des Industriegeländes in Servola würde sich zumindest eine teilweise Nutzung für höherwertige und ertragreiche Investitionen als in reine Logistik anbieten!

Tiefwasser-Hafen

Triest ist bei weitem nicht ein Außenposten Südeuropas, sondern Mittel- und Zentraleuropas, mit der einzigartigen Chance, der erste Tiefwasser-Hafen zu werden, der dem industriellen Herzen Europas ganz nahe liegt! Ein gefragter Hub für den Transport von Containern an Bord von sehr großen Schiffen mit einer Kapazität von 18000 TEU und einem Tiefgang von 14.5 Metern und mehr auf der Route von Asien über den Suezkanal nach Europa und vice versa!

Es sollte in diesem Zusammenhang festgehalten werden, dass der Einsatz der neuen Generation von ultra-großen Containerschiffen – ULCCs Ultra Large Container Carriers – auf die Asien – Europa Route beschränkt bleiben wird, weil diese Schiffe den Panama-Kanal auch nicht nach der Erweiterung und Inbetriebnahme 2015 passieren können. Die größten Schiffe auf der Route Asien-US-Ostküste werden nicht viel mehr als 10000 TEU transportieren können.

Selbst wenn sich das soziale und politische Umfeld in Ägypten dramatisch verschlechtern und der Suez Kanal unpassierbar werden sollte, würde sich die Attraktivität der Transsibirischen Eisenbahn mit einem Schlag verbessern und Triest könnte daraus einen Vorteil ableiten! Containerschiffe müssten die teure und zeitaufwendige Route um Afrika nehmen, vom Risiko der Piraterie gar nicht zu sprechen!

 **Vorwort****Betreiber von ULCCS**

Sinkende Frachtraten und steigende Energiekosten samt Umweltschutzauflagen, verstärken den Trend zu ultra/mega-großen Containerschiffen mit 18000 TEU und mehr, was zu erheblichen Kostenersparnissen für die Betreiber und deren Kunden führen kann. Um die Wettbewerbsfähigkeit und die Überlebenschancen zu erhöhen, schließen sich die größten Betreiber von ULCCs in Allianzen auf den meist frequentierten Strecken – Asien-Europa, Transpazifik und Transatlantik – zusammen. Um nur ein Beispiel zu nennen: die P3 Allianz der drei größten Container Schifffahrtslinien, alle mit Hauptsitz in Europa:

- MAERSK, Dänemark www.maerskline.com
- MSC, Schweiz www.msclgva.ch
- CMA CGM, Frankreich www.cma-cgm.com

Der Marktanteil dieser Allianz auf der Asien – Europa Route liegt bei fast 50 Prozent ! Die Frachtraten sind im Keller, trotz der Stilllegung und Verschrottung zahlreicher Containerschiffe, weil einfach die Überkapazitäten enorm sind.

Und selbst MAERSK wird nicht das letzte Sagen haben. In der Industrie spricht man schon von 22000 TEU Schiffen.

Die Interessensvertreter im Nordosten des Adriatischen Meeres wären gut beraten, die Rolle von Triest zu überdenken und mit den „Big Three“ (P3 Allianz) in Verhandlungen zu treten!

“Ein Projekt für Wachstum und Entwicklung der Region.“

GENERAL “Hinterland”



The successor states of the **Austro-Hungarian Empire** form a major part of the CEE Central Eastern European States, today; also called the “emerging markets”.

Remark: The Austro-Hungarian Empire was Trieste's “Hinterland” for more than 500 years.

L'Impero austro-ungarico era "Hinterland" di Trieste per più di 500 anni!

Propelled by its steadily growing economy and infrastructure the **“Russian Empire”** plus the Commonwealth of Independent States CIS have the potential to become Trieste's new “Hinterland”!

Remark: **Plus – the CEE Central Eastern European States**

Spinto dalla sua costante crescita dell' economia e delle infrastrutture **“l'Impero Russo”** più la Comunità degli Stati Indipendenti **CSI** hanno il potenziale per diventare il nuovo “Hinterland” di Trieste!

INTERMODAL FREIGHT TRANSPORT

Intermodal freight transport involves the transportation of freight in one and the same loading unit (primarily containers) or a vehicle, using multiple modes of transportation (rail, ship and truck), without any handling of the freight itself when changing modes. Intermodal transport is a concentrated business which is mainly carried out on a few selected corridors. Ten per cent of all services cover eighty per cent of the transported volume.

Combined surface transport techniques include the following modes:

- road-rail
- rail – maritime
- rail – waterway

and vice versa.

The combined transport segment in general is still growing most rapidly compared to other freight businesses. Between 1988 and 2008 international unaccompanied combined transport (in tonnes) increased by 215 per cent and between 2002 and 2015 it is expected to grow by 135 per cent. Contrary to the general trend of rail freight. The European Commission has published a White Paper speaking about an increase in intra-European transport, all modes included, of 38 per cent in ten year time.

The potential for both the North-South and the East-West intermodal freight transport in FVG and Austria is much bigger and there is and will be sufficient infrastructure capacity in both countries as Austria is investing an enormous amount of money in the Southern Railway System at present following an aggressive strategy where intermodal transport plays an important role.

Railway and deep sea transport offer two types of intermodal freight transport – accompanied and unaccompanied transport. The difference is that with accompanied transports is the whole truck loaded on the railway wagon ("rolling road") meanwhile the unaccompanied transports are primarily based on the use of containers.

Modern approaches combined with a more active regional interaction will have a tremendous development potential in areas like intermodal freight transport.

Remark: Trieste could take a due place in the transport services market in a situation of stiff competition via regional (Austria) and international (Russia) cooperation.

INTERMODAL FREIGHT TRANSPORT

Il potenziale del trasporto intermodale **Europa Nord-Europa Sud e l'Estremo Oriente - Europa Ovest** attraverso FVG ed Austria sara' tanto maggiore quanto piu' sviluppate ed efficienti saranno le infrastrutture dei due paesi.

L' Austria sta investendo grandi quantita' di denaro nel suo Sistema Ferroviario Meridionale e al momento sta attuando una strategia aggressiva dove il trasposto intermodale assume il ruolo principale.

Ferrovie e alti fondali marini offrono due modi di sfruttare al meglio il sistema intermodale sia che si parli di trasporto *accompagnato* che *non accompagnato*.

La differenza sta nel fatto che l' *accompagnato* prevede che l' intero autotreno sia caricato sul vagone ferroviario (*rolling road*) viceversa si tratta di caricare soltanto il container.

Approcci moderni accompagnati da forte interazione trans regionale avranno un enorme influenza sullo sviluppo del traffico intermodale e sulle sue ricadute economiche.

Trieste puo' riprendere il ruolo che le e' dovuto nel mercato dei servizi di trasporto e imporsi ai suoi competitori grazie alla possibile cooperazione regionale con l' Austria e internazionale con la Russia.

Broad Gauge Railway Track Extension Košice – Bratislava – Vienna

Austrian, Russian, Ukrainian and Slovakian railway companies founded Breitspur Planungsgesellschaft in 2009, a joint venture registered in Vienna. The partners began a preliminary feasibility study on constructing the rail infrastructure, with a justification of the investment costs and a fundraising model. The proposed railway track from Košice in Eastern Slovakia to the Bratislava – Vienna region offers the potential to create jobs and provide economic benefits to four countries, according to a pre-feasibility study undertaken by Roland Berger Strategy Consultants.

An extension of the 1 520 mm gauge network from Košice to Vienna – minimum 390 maximum 430 km long, is 'technically and legally feasible', the study found, suggesting that 'by creating a non-interrupted and efficient transport chain from Russia, China and other Asian countries to central Europe' the line would offer 'a new dimension for time-competitive and environmentally sustainable rail transport in Eurasia.' The line would largely run in parallel to the existing 1 435 mm gauge railway between Košice and the Bratislava-Vienna area. The cost is put at € 6.3 bn, plus € 240 m for terminals and € 130 m for additional rolling stock.

Annual trade between Europe and Asia is estimated at USD 600 billion, but less than 1% is shipped by rail. Direct exchange of goods is hampered by different gauges of the various railway systems – the rail gauge is 1435 mm in Europe and Asia and 1520 mm in Russia,

the CIS, Finland and Mongolia. Significant disparities in the legal and regulatory systems plus various customs systems add up to the technical problems resulting in massive trade barriers.

Despite all these problems, Christian Kern, CEO of the ÖBB-Holding AG said: "The broad gauge project to Vienna is a most ambitious railway infrastructure development undertaking."

Straight-through cargo movement will provide faster and easier access for European goods not only to the growing markets in Russia, the Ukraine and Kazakhstan but also to China and even Korea. However, in order to carry out this project, a large-scale effort is needed to attract commodity traffic and investments. In addition, corresponding political and administrative decisions need to be made by the countries participating in the project.

The European Union has rejected the funding of the broad gauge project via Slovakia into Austria in June 2012 for political reasons and wants to continue focussing on the funding of the standard narrow gauge lines in Europe. Slovakia will have to lure alternative sources of financing.

Remark: Whatever the gauge is, Trieste should become a major hub for rail based container transport from Europe to the Far East and vice versa!

Broad Gauge Railway Track Extension Košice – Bratislava – Vienna

Società ferroviarie austriache, russe, ucraine e slovacche hanno sottoscritto il Breitspur Planungsgesellschaft una joint venture registrata nel 2009 a Vienna.I partner hanno iniziato uno studio preliminare di fattibilità per costruire l'infrastruttura ferroviaria, con una valutazione dell'investimento e un modello di raccolta fondi.

La linea ferroviaria proposta da Košice nella Slovacchia orientale a Bratislava e a Vienna offre la possibilità' di creare posti di lavoro e fornire benefici economici a quattro paesi.

Lo studio di pre-fattibilità e' stato elaborato condotto da Roland Berger Strategy Consultants.

Un' estensione della rete a scartamento da 1. 520 millimetri da Košice a Vienna, lunga minimo 390 massimo 430 km, è "tecnicamente e giuridicamente fattibile" lo studio suggerisce di creare una efficiente catena di trasporto senza interruzioni da Russia, Cina e altri paesi asiatici verso l'Europa centrale. La linea offre una nuova dimensione in termini di time-competitive e un trasporto ferroviario ambientalmente sostenibile in Eurasia.

La linea sarebbe posata in gran parte in parallelo a quella da 1.435 mm di scartamento già esistente tra Košice e l'area Bratislava-Vienna.

Il costo è stimato in € 6,3 miliardi, più € 240 m per i terminali e € 130 m per ulteriori materiale rotabile.

Nonostante tutti questi problemi, Christian Kern, CEO della ÖBB-Holding AG, ha dichiarato: "Il progetto a scartamento largo a Vienna è la più ambiziosa impresa di sviluppo dell' infrastruttura ferroviaria. "

Permetterà infatti di fornire un più semplice e veloce accesso per le merci europee non solo ai mercati in crescita in Russia, Ucraina e Kazakistan, ma anche in Cina e persino Corea.

Al fine di realizzare questo progetto, un grande sforzo per attirare traffico di merci e investimenti e corrispondenti decisioni politiche e amministrative devono essere fatte dai paesi partecipanti al progetto.

Qualunque sia lo scartamento, Trieste dovrebbe diventare un importante hub per contenitori per il trasporto ferroviario basato dall'Europa all'Estremo Oriente e viceversa!



STAKEHOLDERS Austria Public Sector Authority



Bundesministerium
für Verkehr,
Innovation und Technologie

Bundesministerium für Verkehr, Innovation und Technologie

Federal Ministry for Transport, Innovation and Technology

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STAKEHOLDERS Austria

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STAKEHOLDERS Austria ÖBB-Holding AG



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ÖBB-Holding AG, the holding company of the ÖBB Group, was established and incorporated on 20 April 2004 in accordance with the provisions of the Federal Railways Structure Act 2003 (Bundesbahnstrukturgesetz 2003). The Republic of Austria holds 100% of its shares, management of the share rights is incumbent upon the Austrian Federal Ministry of Transport, Innovation and Technology. The main tasks of ÖBB-Holding AG, which holds all shares in the subsidiary companies of the ÖBB Group, include exercise of the share rights and uniform strategic alignment of the ÖBB Group.

The ÖBB Group has started to operate on 1 January 2005. The previous ÖBB Company was replaced by a group structure with ÖBB-Holding AG at the very top of the Group and individual stock corporations (AG) and limited liability corporations (GmbH) which are responsible for their own business results. With this structure the competitiveness of the railway shall be safeguarded in the future.

Management



Christian Kern
Chief Executive Officer
Spokesman of the Board of Management



Franz Seiser
Chief Operational Officer
as per March 1, 2014:
Franz Seiser will serve as COO of ÖBB Infra



Josef Halbmayer
Chief Financial Officer



STAKEHOLDERS Austria

ÖBB-Holding AG



ÖBB-Holding AG, la società del Gruppo ÖBB detenzione, è stato costituita e registrata il 20 aprile 2004 ai sensi delle disposizioni della Struttura Ferrovie Federali Act 2003 (Bundesbahnstrukturgesetz 2003).

La Repubblica d'Austria detiene il 100% del suo azioni, la gestione dei diritti di condivisione spetta al Ministero federale austriaco dei trasporti, dell' innovazione e della tecnologia.

I compiti principali di ÖBB-Holding AG, che detiene tutte le azioni della società controllate del Gruppo ÖBB, comprendono l'esercizio della quota diritti e uniforme allineamento strategico del Gruppo ÖBB.



STAKEHOLDERS Austria ÖBB INFRA



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ÖBB INFRA is a subsidiary of the state owned Austrian railway company ÖBB. Its core business is the steady improvement of passenger and container rail transport and the permanent adaptation to market demands not only in a European but far beyond in a global context – stressing on two “Magistralen”:

- from France's Atlantic coast in the West to the harbours in Russia's Far East and China – the Pacific Region and
- from the Baltic Sea to the Mediterranean.



ÖBB INFRA è una filiale della statale compagnia ferroviaria austriaca ÖBB. Il suo core business è il miglioramento costante del servizio passeggeri e del trasporto container, ma anche l'adattamento permanente alle richieste del mercato, non solo nel contesto europeo ma anche in quello globale, operando su due linee "magistrali":

- dalla costa atlantica della Francia in Occidente per i porti Estremo Oriente della Russia e la Cina la regione del Pacifico
- dal Mar Baltico al Mediterraneo .



STAKEHOLDERS Austria

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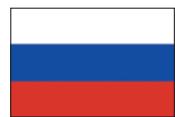
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- Ilya Levitskiy
UZ



Breitspur Planungsgesellschaft was established by the railway companies of Austria, Russia, the Ukraine and Slovakia in 1990. The expansion of the broad-gauge track from Košice to the Twin City Region Vienna-Bratislava will result in a unified rail system that will link Eastern European and Asian markets directly with the European market and remove associated time delays, as well as giving a green light to the environmentally friendly transportation of the future.

The extension of the broad-gauge track systems to Vienna means that containers can be transported by rail without technical barriers or diversions, thereby creating growth and jobs in the hubs.



STAKEHOLDERS Russia

RŽD Joint Stock Company Russian Railways



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Viktor Popov, Vice President
 Railway Transport Safety
 Sergey Ivanov
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 Vladimir Starostenko
 Head of Public Relations



STAKEHOLDERS Russia

RŽD Joint Stock Company Russian Railways

General

Founded in October 2003, when a decree was passed to separate the railway system from the Ministry of Transport, state-owned Russian Railways is the third largest transportation company in the world and among the largest enterprises in Russia. The company's mission is to meet effectively an ever increasing demand for transport services, enhance overall competitiveness, achieve financial stability and ensure the social responsibility of the business.

RŽD is a Russian vertically integrated company, managing both – infrastructure and operating freight and passenger train services.

A vital and highly developed railway system is vital to Russia, because of the country's huge territory and the enormous natural resources. Rail is the key mode of transportation in Russia with a share of over 85 % of the total volume – pipelines excluded.

One of RŽD's main strategic goals is to expand the East-West freight service corridors from Russia's Far East (Sea of Okhotsk) to Europe (Vienna, Austria) in the West.

What is missing from the present concept is a

- a container railroad track from the Baltic Sea (Estonia, Lithuania, Poland) to the Adriatic Sea (Trieste) and
- a container railroad track from Vienna, Austria to the Adriatic Sea (Trieste)

Remark: Trieste should become the number one candidate for a final destination of the Eurasia Railway Network in the Mediterranean!



STAKEHOLDERS Russia

RŽD Joint Stock Company Russian Railways

Key highlights of Russian Railways (RŽD) as per December 2012

- RŽD owns and operates the world's third largest rail network with more than 85.000 km
- RŽD holds a dominant position in the freight transportation segments of Russia
- RŽD, together with its subsidiaries, is the largest owner, operator and lessor of freight rolling stock with about 260.000 units
- RŽD is well positioned to benefit from the continuous growth of the Russian economy in the medium term
- RŽD is one of the largest companies in Russia in terms of assets. Their value is estimated at about 142.6 billion US dollars (4.3 trillion ruble)
- RŽD is one of the largest contributors to the GDP Gross Domestic Product
- RŽD is the number one employer in Russia with close to 1.0 million employees
- RŽD has a strong financial profile and a low percentage in leverage
- RŽD enjoys high financial stability due to 100 per cent government ownership and predictable regulation on tariffs and subsidies
- RŽD is participating in cross-border railway joint ventures as well as railway construction and management projects in Asia (Armenia, China, Mongolia) and Europe (Germany, Finland)
- RŽD has been and still is working hard to raise the accuracy of dispatching freight trains on schedule in order to increase customer satisfaction
- RŽD is systematically increasing the number of freight trains operating at tight timetables
- RŽD is stressing on safety and security – armed guards of the Russian Ministry of the Interior are safeguarding all passenger and freight trains



STAKEHOLDERS Russia

RŽD Joint Stock Company Russian Railways

Principali risultati delle Ferrovie Russe (RŽD) dati dicembre 2012

- RŽD possiede e gestisce la terza rete ferroviaria al mondo con più di 85.000 km
- RŽD detiene una posizione dominante nei segmenti dei trasporti merci della Russia
- RŽD, insieme alle sue controllate, è il più grande proprietario, operatore e locatore di materiali rotabili con circa 260.000 unità
- RŽD è ben posizionata per beneficiare della crescita continua dell'economia russa nel medio termine
- RŽD è una delle più grandi aziende in Russia in termini di attività. Il loro valore è stimato a circa 142,6 miliardi dollari (4,3 trilioni di rubli)
- RŽD è uno dei maggiori contributori al PIL Prodotto Interno Lordo
- RŽD è il numero uno tra i datori di lavoro in Russia, con quasi 1,0 milioni dipendenti

- RŽD ha un profilo finanziario forte e una bassa percentuale di leverage
- RŽD gode di alta stabilità finanziaria dovuta al 100 per cento di proprietà del governo e la regolamentazione prevedibile sulle tariffe e sussidi
- RŽD partecipa a joint venture ferroviarie transfrontaliere, e alla costruzione e gestione di progetti in Asia (Armenia, Cina, Mongolia) e in Europa (Germania, Finlandia)
- RŽD è stata e tuttora sta lavorando per aumentare l'accuratezza delle dispacciamento treni merci in programma al fine di aumentare la soddisfazione del cliente
- RŽD sta sistematicamente aumentando il numero di treni merci che operano ad orari stretti
- RŽD è impegnata sulla sicurezza - guardie armate del Ministero degli Interni della Federazione russa garantiscono tutela di passeggeri e merci sui treni.



STAKEHOLDERS Russia

RŽD Bratislava Office



RŽD

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Russian Railway Logistics was founded in 2010 to develop logistics business under the umbrella of Russian Railways Holding.

The company offers rail, road and sea-freight, intermodal transportation, storage and terminal handling, customs and insurance services and supply chain management.

Russian Railway Logistics è stata fondata nel 2010 per sviluppare la logistica sotto l'egida della holding delle Ferrovie Russe.

L'azienda offre trasporti intermodali di merci ferroviari, stradali e marittimi, stoccaggio e movimentazione al terminale, servizi doganali e di assicurazione e gestione della supply-chain.



STAKEHOLDERS France GEFCO



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GEFCO S.A. provides transport and logistics services for industrial customers in Central Asia, the Middle East, Central and Eastern Europe, East Asia, India, South America, and internationally. It offers inbound and outbound logistics for a range of industrial requirements; inbound overland logistics such as land transport, logistics, and container management; outbound automotive logistics, which include vehicle distribution.

RZD Russian Railways has acquired 75 per cent of PSA Peugeot Citroen's subsidiary GEFCO at a price tag of € 800 m in December 2012. The French transport provider GEFCO will play an integral

part in a new rail freight corridor linking Europe and Asia via a new common rail company planned between Russia, Belarus and Kazakhstan.

The ocean route through the Suez Canal serves currently as the main trade artery between Asia and Europe but a rail route through Kazakhstan and Russia will cut the time in half according to RŽD.

Management

Luc Nadal
Chief Executive Officer

Philippe Cossé
Vice President of Strategy & Finance
Member of the Executive Board

Jean-Marc Prigent
Head of Information Systems

Christian Zbylut
Executive Vice President of Network

Phil Shankley
Director of Business Development & Marketing



STAKEHOLDERS France GEFCO



GEFCO SA fornisce servizi di trasporto e logistica per uso industriale ai clienti dell' Asia centrale, dell' India, del Medio Oriente, dell'Europa centrale e orientale e del Sud America.

Offre

- logistica in entrata e in uscita per una vasta gamma di esigenze industriali
- logistica via terra in entrata come i trasporti terrestri
- logistica e gestione container
- logistica automotive out bound, che comprendono anche la distribuzione dei veicoli

Nel mese di dicembre 2012 Ferrovie Russe RZD hanno acquisito il 75% di PSA Peugeot controllata da Citroen GEFCO.

Il provider di trasporto francese GEFCO giocherà un integrale parte in un nuovo corridoio merci ferroviario che collega l'Europa e l'Asia attraverso una nuova società ferroviaria comune prevede tra Russia, Bielorussia e Kazakistan.

Il percorso via mare attraverso il Canale di Suez attualmente serve come principale arteria commerciale tra l'Asia e l'Europa, ma secondo RZD un percorso ferroviario attraverso Kazakistan e Russia taglierà a metà il tempo.

CONFERENCES

4th IRFC (International Rail Freight Conference) 2013

4th IRFC (International Rail Freight Conference) 2013

13 – 15 March 2013

Prague

Czech Republic, Europe

The aim of this specialised conference under the auspices of the Czech Ministry of Transport, was to offer an opportunity to exchange information and experience of government officials and stake holders in the existing and future railway transport between Europe and Asia and to highlight the trends in the field of international transport and logistics.

L'obiettivo di questa conferenza specialistica sotto gli auspici del Ministero dei Trasporti ceco, era quello di offrire l'opportunità di scambiare informazioni ed esperienze dei funzionari di governo e dei soggetti interessati nel trasporto ferroviario tra Europa e Asia e di evidenziare le tendenze nel settore dei trasporti internazionali e della logistica.

The whole event was held under the patronage of the leading international railway institutions and their top representatives:



International Union of Railways UIC
www.uic.org



Organization for Cooperation of Railways OSJD
www.osjd.org



International European Association of Railway Industry
UNIFE – www.unife.org



Community of European Railway and Infrastructure
Companies CER
www.cer.org

CONFERENCES

IRFC 2013 Conference – Vladimir Yakunin

Speech of Vladimir Yakunin, President of Russian Railways

A separate section focused on the role of Russian Railways in the development of the Eurasian transport system. Yakunin noted the importance of the Russian rail system for the world and pointed out that Russian Railways was actively involved in the development of Eurasian transport corridors and was making major investments in infrastructure in order to increase its capacity and make it more attractive to shippers.

“The Trans-Siberian Railway is now one of the busiest in the world and in the future it will be used by more than a hundred pairs of passenger and freight trains every day. We plan to invest about \$6 billion in the development of the Trans-Siberian railway by 2020,” said Yakunin. He also noted that, in accordance with the programme to develop rail-container transport, work was underway to put in place the transport service “Trans-Siberian in 7 days” by 2015. Yakunin said that even now, the average travel time was less than 8 days and the average speed was about 1,200 km a day.

“We offer our partners a new level of transport services which are showing steady growth. Between 2009 and 2012, the volume of transit traffic increased from 22 million tons to 33 million tons. The transportation of large containers is growing even faster. In 2012, transit container traffic doubled in comparison with 2009 to 238,200

Twenty-Foot Equivalent Units (TEUs), including 48,300 TEUs in the strategic East-West direction,” said Yakunin. As Yakunin also noted, increasing the transit capacity of Russian railways will also facilitate the integration of the logistics company Gefco, an operator with 60 years of experience, into the Company.

The President of Russian Railways said that work on the formation of a new Eurasian corridor to Slovakia and Austria is especially relevant now as the development of the East European railway corridor continues.

“According to our estimates, this project will reduce the actual time for shipping between Europe and Asia to 13–14 days, which is twice as fast as by sea and eliminates the need for trans-shipment at connecting stations when changing the wheels to cope with the different railway gauges used in Europe,” said Yakunin.

In conclusion, Yakunin said that prospective rail traffic between Europe and Asia would be determined primarily by the efficiency of international cooperation in the field of infrastructure and rolling stock and the harmonisation of transportation standards from both the technical and the legal points of view.



CONFERENCES

Eurasia Forum Round Table

Eurasia Forum Round Table

Prague, March 12, 2013

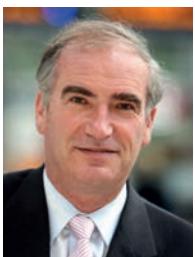
The Forum was a side event and not a part of the IRFC Conference.



Vladimir Yakunin
President RŽD and UIC Chairman



Philippe Citroën
Director General UNIFE



Jean-Pierre Loubinoux
Director General UIC



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CONFERENCES CATANIA



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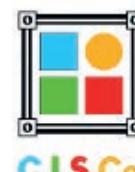
Partners:



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CONFERENCES TRANSRUSSIA



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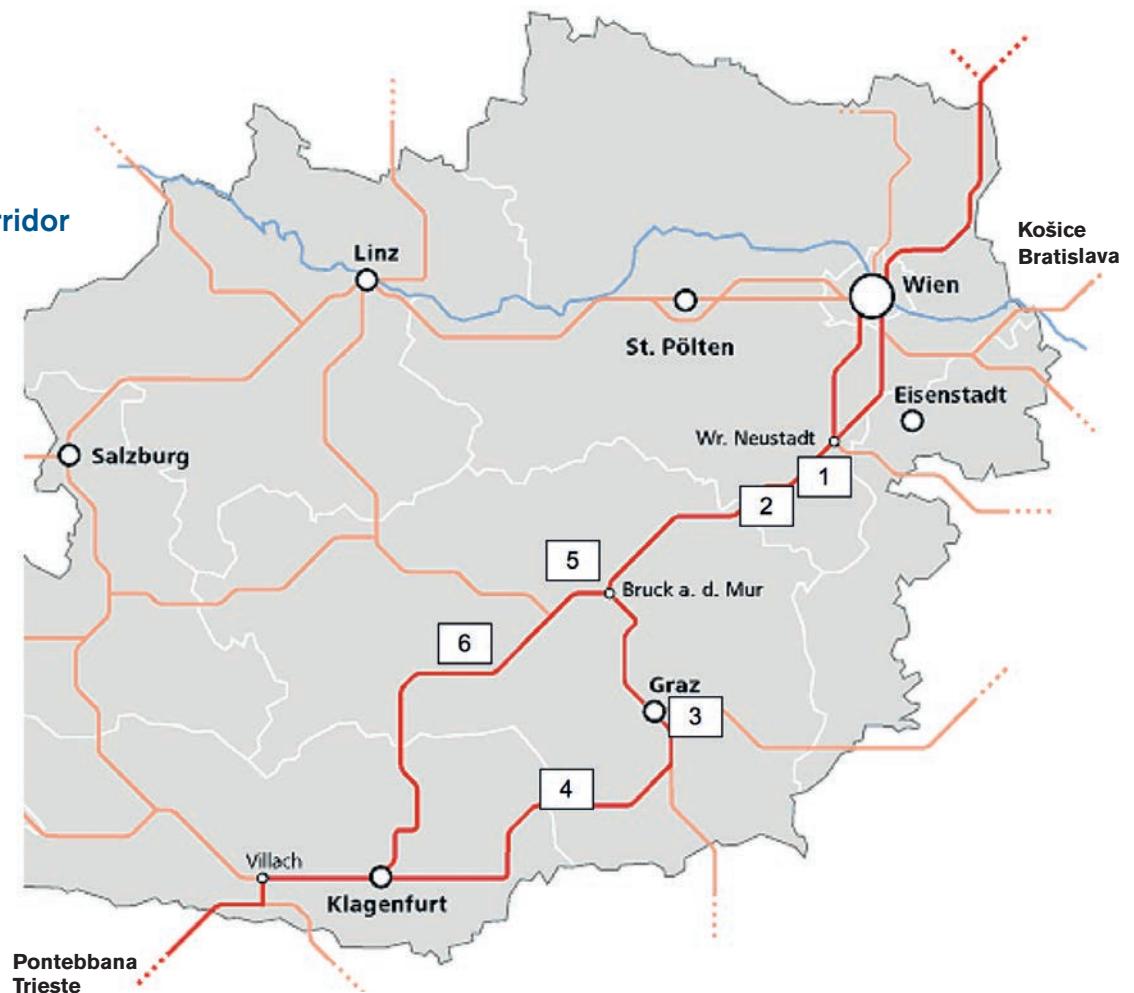
RESUME



ÖBB INFRA

Pontebbana part of the Baltic – Adria (North to South) Corridor

- 1 Semmering Bestandsstrecke
- 2 Der Semmering-Basistunnel neu - mit Europa auf Schiene
- 3 Graz Hauptbahnhof 2020
- 4 Koralmbahn Graz - Klagenfurt
- 5 Umbau Bahnhof Bruck/Mur
- 6 Umbau Bahnhof Zeltweg



RESUME

Container Transport by Rail vs Container Transport by Ship

Rail transports from Asia to Europe will mainly compete with sea shipping and thus they will be competing with sea transport charges.

Rail charges can, however, price the time benefit that customers will see in working capital savings from a business point of view. Traffic forecasts have to encompass origins and destinations relevant to the project and the countries involved. More than 30 countries, among them the project countries Austria, Slovakia, Ukraine and Russia will be confronted with shift factors depending on shorter transport times, competitive pricing, reliability of the line, frequency, and flexibility.

Other important factors are customer satisfaction, safety and security.

In addition, the broad-gauge railroad will benefit from additional factors like its ability to carry heavier goods or its geographical coverage (especially in Russia). The attracted amount of volumes will originate from other modes of transport. The level of shifts will depend on the ability of the new line to achieve these benefits. The shift will be based on the assumption that the rail infrastructure is significantly improved throughout Russia, Ukraine and in Slovakia from the Ukraine border to Košice in order to allow a total travel time of 15 days from Eastern China to Vienna. This time is considerably lower than that of more than 23 days by rail today and 25 to 45 days by sea.

Apart from an economic downturn in container transport caused by a worldwide crisis, container ship owners are confronted with a number of serious problems. Once the fastest commercial ships on the seven seas, box ships at present are creeping over the oceans with sailors on board suffering from sea sickness and propelled by main diesel engines that are not designed to burn light fuels.

"Slow steaming" has become an option in the light of constantly raising fuel prices, but it is putting ship owners, operators and managers at an operational disadvantage as not running ships' engines at optimum speed in itself brings its own massive maintenance problems!

Not to mention the threat on safety. Nevertheless slow steaming has consequences for the shipbuilders as well.

Slow steaming is the clear antithesis to the slogan "time is money". One man's trash is another man's treasure.

RESUME

Floating Container Terminal “Servola”

Inspired by the idea of very large floating structures (VLFS) for runways and airports originating from Japan, the onshore Trieste railway container terminal could be easily and flexibly expanded.

Shipyards in northern Italy have the capabilities to produce the caissons in the most economical way with almost no transport expenditure.

All the shipbuilding expertise could be applied for the construction of the floating container terminal.

VLFS make floating, mobile container terminals a serious possibility especially if sea levels rise in the future.

With a draft of 14.5 metres the new Maersk Triple E class container ships built at Daewoo, as well as the ultra-large 18400 TEU container ships ordered by CSCL from Hong Kong at Hyundai in Korea quite recently, will most probably operate on the Asia-Europe route through the Suez Canal as they are too deep to use any port in the Americas or cross the new Panama Canal.

Remark: Trieste should become their number one port of call in Europe!



RESUME

Floating Container Terminal “Servola”

Ispirato dall'idea di grandi strutture galleggianti (VLFS) per piste e aeroporti provenienti dal Giappone, un off-shore container terminal ferroviario potrebbe essere semplice da realizzare e molto flessibile nel suo impiego.

Nell' Italia settentrionale esistono molti cantieri navali che hanno la capacità per produrre i cassoni in modo economico e con costi di trasporto contenuti (via mare).

Tutte le competenze cantieristiche navali potrebbe essere applicati per la costruzione di un terminal container galleggiante.

Ricerche sulle Very Large Floating Structures hanno compiuto progressi significativi negli ultimi dieci anni. Una VLFS risultato di un lavoro progettuale complesso di dimensionamento di strutture inusuali a causa della lunghezza e di analisi di spostamenti associati e di reazioni idro-elastiche. Può essere costruito unendo il necessario numero di unità galleggianti insieme.

La progettazione della struttura galleggiante deve obbedire a esigenze di sicurezza e di resistenza tenendo conto delle condizioni operative e dei materiali usati (acciaio, cemento precompresso o rinforzato, materiali compositi come acciaio-calcestruzzo, etc.

I movimenti della struttura mobile devono essere inferiori a quelle consentite per garantire la sicurezza delle persone e delle strutture su una VLFS. In generale, strutture galleggianti rimangono ormeggiati nello stesso sito per un lungo periodo di tempo.

In prospettiva un VLFS rende operativo il terminal container in tempi rapidi ma e' anche in grado di mitigare gli effetti di un eventuale futuro aumento del livello medio del mare dovuto ai fenomeni di surriscaldamento dei mari.

Le nuove porta-container Maersk Triple E costruite da Daewoo con un pescaggio di 14,5 metri e le ultra-large porta-container da 18.400 TEU ordinate recentemente da CSCL da Hong Kong a Hyundai in Corea, molto probabilmente saranno messe in linea sulla rotta Asia-Europa attraverso il Canale di Suez.

Le porta-container della classe Triple E sono troppo profonde per usare qualsiasi porto nelle Americhe o attraversare il nuovo Canale di Panama!

Trieste potrebbe diventare il loro principale scalo in Europa!

RESUME

Fast Feeder Container Vessels FFCV

Another area of securing growth and jobs in the Trieste – Monfalcone area are Fast Feeder Container Vessels for smaller harbours in the Adriatic and the Eastern and Western Mediterranean Sea.

Again – it will be an exciting challenge and chance for Italian shipyards to come up with new designs for FFCVs or configurations that are based on recently acquired licenses like the Ulstein X-bows design.

Un altro settore per assicurare la crescita e l'occupazione nella zona Trieste – Monfalcone è quello delle navi veloci di feederaggio container per i porti minori dell' Adriatico e il Mediterraneo orientale e occidentale.

Anche questa sarà una sfida emozionante e una grande opportunità per la Cantieristica Italiana con nuovi progetti per FFCVs con configurazioni che si basano su soluzioni più avanzate come quelle dei nuovi Ulstein X-bows.

Nave di dimensione medio-piccola (es. 50-500 TEU) che collega un porto servito da una linea ad altri porti non serviti, svolgendo la cosiddetta attività di feederaggio, che si è sviluppata moltissimo con l'introduzione delle grandi navi portacontaineri, che toccano pochissimi porti hub, i quali sono al centro di un'intensa rete di feederaggio o *transshipment*, cioè lo scarico da una nave ed il ricarico



su un'altra (grande o piccola), per cui i porti hub sono anche detti di transshipment o hub), che avviene in parte fra navi grandi ed in parte fra queste ed i feeder.

Tutto il Mediterraneo è coperto da un'ampia rete di feeder, che in generale appartengono a piccole compagnie di navigazione specializzate (sono un po' i "padroncini del mare"). Il feederaggio può essere considerato l'equivalente sul mare e su scala più ampia dei giri di distribuzione e raccolta che si fanno dalla filiale di un corriere.

Containers

Inspection, Maintenance & Repair

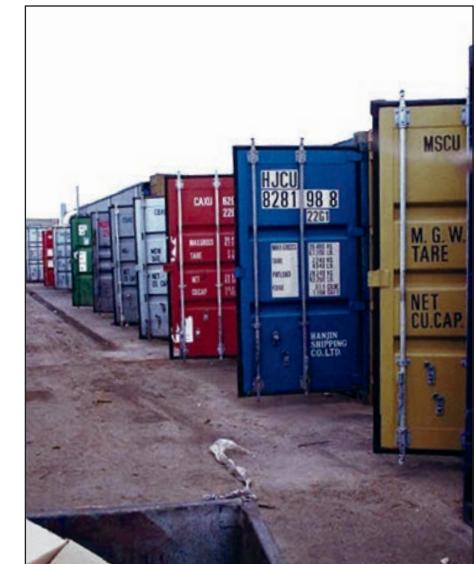
Container inventory is the asset of any transport company is it sea, train, truck or air. Inspection, Maintenance and Repair expenses are one of the major costs of a shipping line or a freight forwarder. Accuracy and consistency in container inspection is the key to maintaining containers in a safe and serviceable condition. Containers – reefer containers included - use to be inspected for

- damages
- cleanliness
- out-of date labels

The purpose of any repair is the restoration of the structural integrity to the container, so that it may function safely in worldwide intermodal commerce. Repaired containers should meet all applicable requirements of ISO standards, the International Convention for Safe Containers (CSC), the Unified Container Inspection & Repair Criteria (UCIRC), the Institute of International Container Lessor (IICL), the Customs Convention on containers etc.

Remark: The Trieste Container Terminal should provide this service as well as the inspection, repair and maintenance of rail freight cars.

Un parco container conservato nelle migliori condizioni possibile e adeguatamente manutenuto è un vantaggio per ogni società di trasporto marittima, ferroviaria, su gomma o aerea. Le spese per ispezione, manutenzione e riparazione sono uno dei maggiori costi per una società di trasporto o per uno spedizioniere.



Riferimenti di legge e tecnici per i contenitori riparati:

- Norme ISO
- International Convention for Safe Containers (CSC),
- Unified Container Inspection & Repair Criteria (UCIRC),
- Institute of International Container Lessors (IICL),
- Customs Convention on Containers (CCC)

Il Container Terminal di Trieste dovrebbe fornire questo servizio come così come l'ispezione, riparazione e manutenzione delle unità di trasporto stradali e ferroviari.

Rail Freight Car (Rolling Stock) Inspection, Maintenance & Repair

Railroad cars have to be restored, repaired, rebuilt, refurbished, maintained, and upgraded in any container terminal of significant importance in a shop which is fully certified and accredited to perform quality services on a high level of workmanship. At the minimum turn-around time.

I vagoni devono essere

- ripristinati,
- riparati,
- ricostruiti,
- ristrutturati,
- manutenuti
- collaudati

In ogni terminal container di rilevante importanza esiste un ufficio (regolarmente certificato e accreditato) in grado di eseguire servizi e con elevato livello di qualità delle lavorazione.

Il tutto nel minimo tempo tecnicamente necessario.



Pontebba and the Pontebbana

Remark:

The idling former transit railway station in Pontebba should be integrated into the Trieste Container Terminal concept in all aspects.

Nota:

La stazione ferroviaria di Pontebba dovrà essere integrata nel progetto generale del Terminal Container intermodale di Trieste.

Photo courtesy of Albert Schäferle:

<http://flic.kr/p/cJY7kw>



Maritime Piracy

Piracy at sea is a worldwide economically driven phenomenon which has been affecting not only the coasts of Africa, but also Indonesia, Malaysia, the Philippines, Yemen, and Venezuela. It has a direct economic impact in terms of fraud, stolen cargos and delayed trips. Not to forget the extra costs as a consequence of re-routing via the cape. All that adds up to the steadily increasing attractiveness of rail transport. Apart from rising fuel costs, shipping companies are facing additional costs for insurance, manning, security guards, bunker, charter hire, cargo inventory etc.

The main reasons that seem to "feed" maritime piracy are considered to be:

- the enormous volume of commercial freight that moves by sea
- the most popular sea routes that pass through ambush prone zones like the Canals of Suez and Panama, the Strait of Malacca, the Strait of Hormuz
- the willingness of the ship owners to pay increasingly large sums of money to get their vessels back
- the reduction of government marine surveillance because of budgetary restrictions

Many carriers in the highly competitive shipping market, prefer to cover the losses out of their own resources instead of reporting the incidents. Due reporting could result in a large increase in their



insurance premiums and in facing long delays due to government investigations and bureaucratic red-tape.

The complexities of international maritime law make it difficult to prosecute pirates once they were caught.

Maritime Piracy

La pirateria in mare è un fenomeno mondiale economicamente motore che è stato colpisce non solo le coste dell'Africa, ma anche Indonesia, Malaysia, Filippine, Yemen e Venezuela. Ha diretto impatto economico in termini di frodi, carichi rubati e ritardi.

Da non dimenticare i costi supplementari a seguito di re-instradamento via Capo di Buona Speranza.

Tutto ciò si aggiunge al sempre crescente attrattività del trasporto ferroviario trasporto.

Oltre ai costi crescenti del carburante, le compagnie di navigazione si trovano ad affrontare costi supplementari per l'assicurazione, equipaggio, guardie di sicurezza, noleggio, inventario del carico, ecc

Molti operatori del mercato di trasporto altamente competitivo, preferiscono coprire le perdite su risorse proprie invece di segnalare l'incidente. Dovuta e corretta segnalazione potrebbe tradursi in un grande aumento della loro premi assicurativi e per affrontare lunghi ritardi a causa di governo indagini ed eccessiva burocrazia.

La complessità del diritto marittimo internazionale rendono difficile perseguire i pirati, una volta che sono stati catturati.

Le ragioni principali che sembrano "nutrire" la pirateria marittima sono:

- l'enorme volume di merci commerciali che si muove per mare
- l'attraversamento delle zone soggette ad agguato come i canali di Suez e di Panama, lo Stretto di Malacca, Stretto di Hormuz da parte delle più frequentate rotte marittime
- la disponibilità degli armatori a pagare sempre più ingenti somme di soldi per ottenere la restituzione delle navi
- la riduzione della sorveglianza marittima a causa delle restrizioni di bilancio

Amendment Servola Infrastructure Expansion Project



**Who is who in the intermodal
logistics arena of Trieste**

October 2013



Austrian Marine Equipment Manufacturers
Marketing Forum der österreichischen Marineausstatter

Adriafer srl

ADRIAFER S.r.l.

a Subsidiary of the Port Authority of Trieste

Palazzina ex CULP

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ADRIAFER, the shunting company in the Trieste harbour, is a 100 per cent subsidiary of the Port Authority of Trieste. Established in 2004, the company is handling rail services and specialized traffic on behalf of all terminal operators.

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Presidente

Giorgio Spinelli

Member of the Board

Franco Bosio

Member of the Board

ALPE ADRIA

LOGISTIC AND INTERMODAL SERVICE

see Società Alpe Adria



Società Alpe Adria S.p.A.

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URL www.alpeadria.com

Alpe Adria is a Multimodal Transport Operator (MTO) that coordinates road, rail and sea carriers to organise and handle intermodal container and combined Road – Rail (Ro-La) transportation of goods and consignments.

- Trieste Port Authority
- Friulia S.p.A.
the Regional Financial Company of the Friuli Venezia Giulia Region,
and
- Trenitalia S.p.A. (State Railways Group)

all hold an equal 1/3 stake in the company, which is an associated member of U.I.R.R., the Brussels-based Union of European logistics (Ro-La) companies.

For years Alpe Adria has worked towards the development of national and international relations for the region's three ports, Trieste, Monfalcone and Porto Nogaro, as well as its other intermodal logistical centres. The company runs a comprehensive network of links between North-Eastern Italy and Central Eastern Europe.

Contact

Dott. Antonio Gurrieri

Amministratore Delegato (AD)

Chief Executive Officer (CEO)



ARIES

AZIENDA SPECIALE

Special Agency of the Chamber of Commerce Trieste

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The aim of this institution is to support local SMEs in becoming stronger and more competitive on international markets, promoting their products and services aboard, **assisting to establish contacts with counterparts abroad.**

A cruise industry cluster database has been set up by the Chamber of Commerce Trieste under the banner of ARIES, along with the Regional Chamber System, based on a project called “FVG Cruise Industry Cluster” funded by the FVG Region.

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Association of the freight forwarders in the Port of Trieste

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Michela Fonda	Santandrea
Emanuela Marini	Korman
Sabrina Pravisano	Schenker Italiana
Elena Prioglio	Fratelli Prioglio
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Situated in the heart of Europe, Trieste could become a deep water hub with a maximum draught of 18 meters for intermodal container traffic at the cross roads of the maritime routes via the Suez Canal and the railway routes from the Far East (Transsib) to Europe, and from the Baltic to the Adriatic Sea. Assuming a downside scenario, if the political situation in Egypt worsens and leads to a closure of the Suez Canal, this will have a positive impact on the competitiveness of the railway container route via the Transsib because of significantly shorter transport times.

The Trieste Port Authority is a public legal person which, in accordance with law 84/1994, is entrusted to direct, programme, coordinate, control and promote port operations and other commercial and

industrial activities. It has limited regulatory power and is in charge for maintenance of the shared parts of the port area and engages itself in the sector of transports and logistics, promoting intermodal systems.

Subsidiaries

- Porto di Trieste Servizi S.p.a.
www.portodriesteservizi.it
- Adriafer S.r.l.
www.adriafer.com
- Trieste Terminal Passeggeri S.p.a.
www.triesteterminalpasseggeri.it
- Istituto di Cultura Marittimo Portuale
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Ministry for Infrastructure and Transport

Dott. Antonio di Noto
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Ministry of Economy and Finance

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President of the Region FVG

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President of the Province of Trieste

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Mayor of the City of Trieste

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CEO and President of Tripmare

Franca Lucchesi
Rappresentanza degli Industriali



**Baltic-Adriatic Axis
Baltic-Adriatic Development Corridor BATCo**

URL www.baltic-adriatic.eu

The Baltic-Adriatic Axis is the backbone of the central European transport network! The Baltic-Adriatic Transport Cooperation BATCo stands for the intermodal railway corridor that connects the Baltic and the Adriatic Sea and the relevant ports. Part of this Central European transport network primarily based on the Trans-European-Network – Transport TEN-T is the Southern extension from Vienna via Graz/Klagenfurt, Villach, Pontebba, Udine to Trieste. With a branch extending to Venice and Bologna/Ravenna.

It should be mentioned in this context that Austria and its National Railway Company ÖBB have several mega infrastructure projects under construction. The new Vienna Central Railway Station, the new Semmering and Koralm tunnels, the railway station Bruck an der Mur, not to mention the projects in the Western parts of Austria. These investments are the highest in the European Union, only topped by Switzerland. The construction of the new Semmering and Koralm tunnels will do away with the most serious bottlenecks between Gdansk and Trieste on the North – South axis in Central Europe.

The Austrian Government, the Austrian railway company ÖBB, ÖBB Infra, as well as regional authorities on the one hand are actively involved in BATCo and all other intermodal initiatives in Central Europe, while on the other hand, the Italian Government and TRENITALIA give the impression of being almost absent. Is the long term strategy of Trenitalia to let the newly built Pontebbana go down the drain? Nevertheless there was a project launched in 2012 under the umbrella of the TEN-T Adriatic – Baltic Corridor 1 to put together three sections of a long-range link – Trieste-Rostock in Northern Germany via Austria (Villach and Wels).

The three years BATCo-project started in 2010 and terminated in February 2013. It was funded by the European Regional Development Fund via the Central Europe Programme.

Total budget: EUR 3,723.373.-

The 7th BATCo Partner-Meeting took place in Trieste in April 2013.



BATCo Project Partners



AUSTRIA

LAND KÄRNTEN

Regional Government of Carinthia –
Department for Economic Law and
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Amt der Kärntner Landesregierung –
Abteilung 7 Wirtschaftsrecht und
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www.ktn.gv.at



Development Agency of Carinthia
Entwicklungsagentur Kärnten GmbH
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ICS Internationalisierungscenter
Steiermark GmbH
ICS Internationalisierungscenter
Steiermark GmbH
www.ic-steiermark.eu



Office of the state government
of Styria – Department FA18A
Transport planning
Amt der Steiermärkischen Landes-
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Federal Ministry for Transport,
Innovation and Technology
Bundesministerium für Verkehr,
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ITALY



Institute for Transport and Logistics
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www.fondazioneitl.org



Aries Special Agency of the
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Azienda Spezial Aries della Camera
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www.aries.ts.camcom.it



Regional Union of the Veneto
Chambers of Commerce
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www.ven.camcom.it



Port Authority of Trieste
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European Academy Bolzano
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BATCo Project Partners



POLAND



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PORT OF GDAŃSK AUTHORITY SA

Port of Gdańsk Authority
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www.portgdansk.pl



Maritime Institute in Gdańsk
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www.en.im.gda.pl



G I G
Central Mining Institute
Główny Instytut Górnictwa
www.gig.eu



CZECHIA



THE UNION FOR THE DEVELOPMENT
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SLOWAKIA



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Quantum has – apart from eco-audits – gained extensive experience in logistics consulting services, both for private and public organisations. The company is a lead partner in EU and World Bank projects in Austria and abroad.

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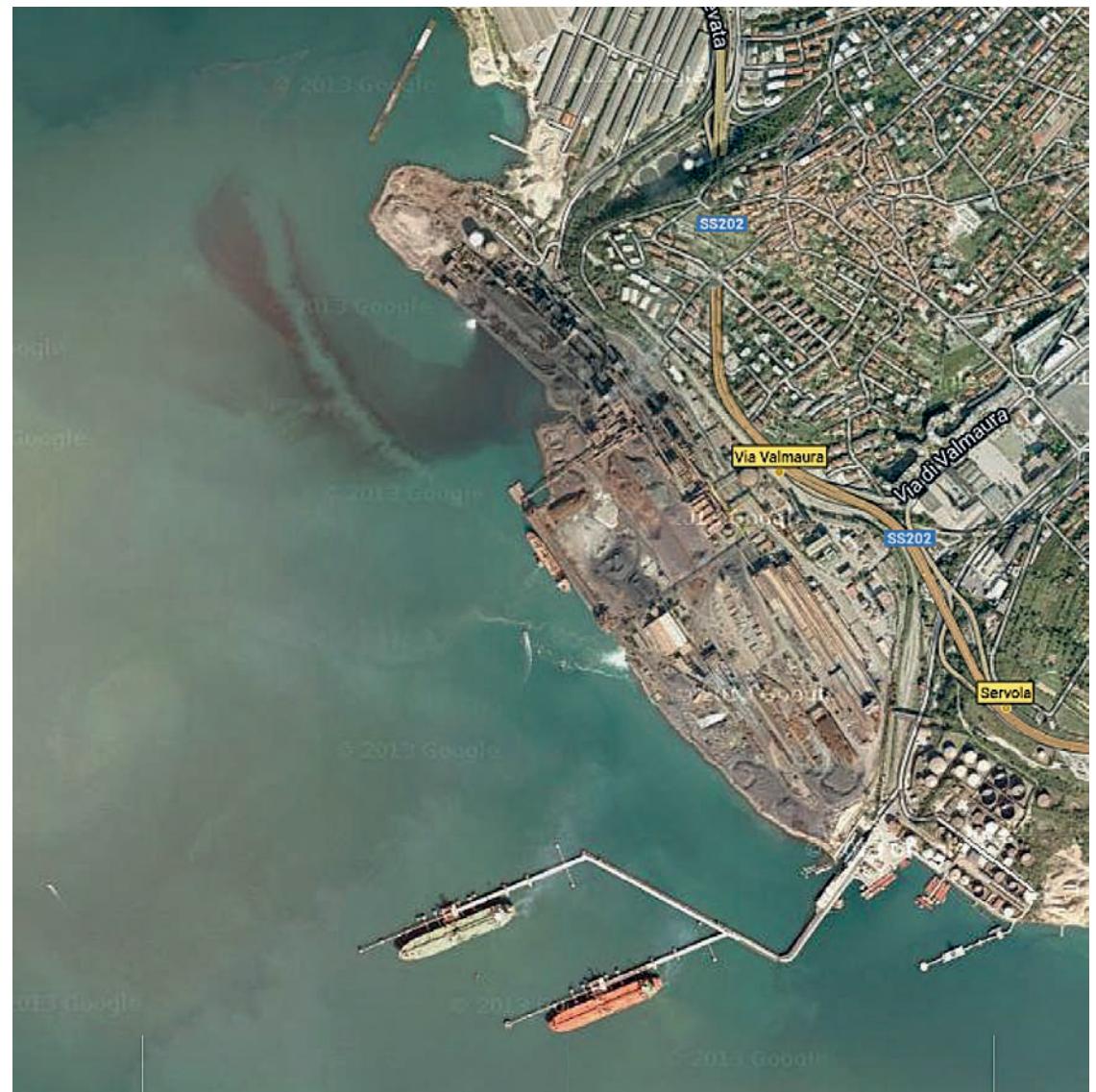


blue economy trieste
IL MARE IN RETE

Contact

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A special importance will be attached to **blue economy trieste** in the context of remedying environmental damages at the site of the former Ferriera Lucchini.
The most expensive part of the reconversion!





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La Camera di Commercio, Industria, Artigianato e Agricoltura di Trieste (CCIAA) – the Chamber of Commerce, Industry, Craft and Agriculture of the City of Trieste follows a five years plan which has set four priorities:

- Trieste città della conoscenza
- Trieste città di scambio e di relazione
- **Trieste città da rigenerare – il Porto e la Blue Economy, il mare in rete Un mare di network**

Restoration of the harbour of Trieste in compliance with the principles of blue economy trieste (bet), a maritime network.

- Potenziare e migliorare attività e servizi

Special agencies

- ARIES – Azienda Speciale

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The company originally was founded in June 1886. After a turbulent and changeful history, this railway company was privatized on the 1st of January 2005.

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In close cooperation with the autonomous region of Friuli Venezia Giulia and Carinthia, FUC and ÖBB have re-established a cross-border train connection between Udine and Villach called MICOTRA – MIGLIORAMENTO COLLEGAMENTI TRANSFRONTALIERI.

Micotra is part of the Baltic Adriatic Corridor and is backed by a European Union initiative under the umbrella of Interreg IV that aims to stipulate cooperation between regions, being financed under the European Regional Development Fund (ERDF).

FUC is also authorized to operate freight trains in the North-East of Italy utilizing the tracks of the state owned Italian railway company.



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The state owned Ferrovie dello Stato Italiane, previously Ferrovie dello Stato (FS) is a government-owned holding company that manages infrastructure and services of the Italian rail network. The company was privatized in 1992 with the creation of the new Ferrovie dello Stato SpA, a joint-stock company, in compliance with EU law. However the privatization was only formal, since shares are still in the possession of the Italian Government.

Subsidiaries

- Trenitalia www.trenitalia.com
- Rete Ferroviaria Italiana RFI www.rfi.it
- Italferr www.italferr.it
- Ferservizi www.ferservizi.it
- FS Logistica www.fslogistica.it
- Grandi Stazioni www.grandistazioni.it
- and some more

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FRIULI VENEZIA GIULIA

Cruise Industry Cluster
see Azienda Speciale ARIES

FUC Ferrovie Udine Cividale

see Società Ferrovie Udine Cividale



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Genova headquartered InRail S.p.A. is a private railway company offering transport of any kind of goods in Northern Italy. InRail is mainly specialized in the transport of iron and steel products, scrap, timber and coal, and operates approximately 80 trains per week.

InRail collaborates among others with Trenitalia, Ferrovie Udine – Cividale, Inter-Rail, **Rail Cargo Austria**, SBB, Deutsche Bahn, and Slovenian Railway.

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Italferr a subsidiary of the Italian State Railways Group Ferrovie dello Stato Italiane is providing railway transport engineering services for the Italian and international markets.

intercontainer

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Intercontainer-Interfrigo (ICF) is a subsidiary company of the Ferrovie dello Stato Group, established in 1993 from the merging of Interfrigo (set up in 1949) and Intercontainer (set up in 1967). The Company's legal offices are in Bruxelles and the Production Division is headquartered in Basel. Intercontainer-Interfrigo is one of the leading rail transport operators for containers in the combined transport market, and the transport of swap bodies and semi-trailers (under the name of Inter-container) in Europe and in the Commonwealth of Independent States (CIS). In the refrigeration transport sector (under the name Interfrigo) the company manages transport and other related services in selected market segments.

The company was liquidated in 2010.



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North Adriatic Ports Association

North Adriatic Ports Associations NAPA

www.portsofnapa.com

The four NAPA seaports are located at the Northern tip of the Adriatic Sea, a natural waterway that stretches deep into the heart of Europe, thus providing the cheapest naval route from the Far East via the Suez Canal with a distance that is about 2000nm shorter than to other Northern European ports.

NAPA seaports



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Rail Cargo Austria AG, a subsidiary of the ÖBB Group, is the lead company in the Rail Cargo Group. With a further 60 logistics companies in 15 countries in central, eastern and southern Europe, Rail Cargo Group is one of the top 3 rail freight operators in Europe. Turnover of 2.3 billion Euro.

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Rete Ferroviaria Italiana RFI is a rail infrastructure management subsidiary of Ferrovie dello Stato (FS). It is the owner of Italy's railway network and provides signalling, maintenance and other services for the railway network. The Italian rail network used to be managed by Ferrovie dello Stato until 2001. This is the official saying.

In reality the FS Group is still both – the responsible principal of the Italian rail network RFI and the train operator Trenitalia!

Following a directive of the European Commission on rail transport, RFI was founded on July 1, 2001 with the goal of separating owner and operator of the network.

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The Italian Parliament consists of two houses: the Chamber of Deputies and the Senate of the Republic. The woman after whom the palace of the Senate of the Republic in Rome was named is Margaret of Austria, an illegitimate daughter of the Holy Emperor Charles V (Charles the First of Spain).

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TERMINALI ITALIA
GRUPPO FERROVIE DELLO STATO ITALIANE

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Terminali Italia provide the whole range of logistic services like

- Combined maritime transport of containers and trailers
Trasporto combinato marittimo di container e casse mobile
- Freight transport
Trasporto merci
- Chemical and environmental-related transportation
Trasporto chimico e ambiente
- Iron & steel transport
Trasporto siderurgico
- Shunting
Manovra ferroviaria
- Terminal services
Servizi terminalistici



Trieste Marine Terminal TMT

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Trieste Marine Terminal is the only specialized container terminal in the North Adriatic Sea, providing professional port handlings, storage, Container Freight Station (CFS) activities and intermodal services for containers. Thanks to the deepest natural draft in the whole Mediterranean Sea (18 meters), Trieste Marine Terminal could be capable to accommodate ultra large container vessels in competition with only a handful of ports in Europe, all located at the coast lines of the Atlantic.

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**TRENITALIA
GRUPPO FERROVIE DELLO STATO ITALIANE**

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Trenitalia established in 2000 is the primary train operator in Italy. It is a subsidiary of parent company Ferrovie dello Stato, which is owned by the Italian Government. Trenitalia operates both – local (regional) and long-distance trains.

Contact

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Trenitalia Cargo Division transports about 28 billion tons km. Its rolling stock comprises more than 30.000 freight cars. International traffic accounts for 53 per cent of the total. Trenitalia Cargo operates in Europe with other European train operators or with its subsidiary TX Logistik AG, which operates in Germany, Denmark, Norway, Austria, Switzerland, the Netherlands and Hungary.

One of the key goals of Trenitalia cargo is the expansion of rail services in ports. Trenitali could help Italy's port system to become more attractive in comparison with the ports in Northern Europe. The sea-rail integration will be extremely essential for the future development of a selected number of ports in Italy, which have been paralyzed by an inefficient, expensive shunting system and a structurally congested entrance and exit system far too close to urban centers.

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The Institute for Transport and Logistics Management offers a wide selection of practically oriented courses, applied research, and a well-founded education for its students. In cooperation with companies, organizations, students, and political decision makers, we work on solving everyday problems, scientific research questions, and facilitating the transfer of knowledge.

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Amendment Servola Infrastructure Expansion Project



Who is who in the intermodal logistics arena of the Slovak Republic

(especially in light of the broad gage railway track (TRANSSIB) extension from Košice to Bratislava / Vienna)

August 2016



Austrian Marine Equipment Manufacturers

Marketing Forum der österreichischen Marineausstatter



Ministerstvo dopravy, výstavby a regionálneho rozvoja

Slovenskej republiky

Ministry of Transport, Construction and Regional

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There is no special department in the Ministry of Transport for
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Railtrans International, Inc. founded in November 2011 holds a license for the provision of rail transport services.

A daughter company Railtrans Wagon, s.r.o. (founded in 2014) is owning rolling stock.

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Russian broad gauge (TRANSSIB) railway track in the Slovak Republic

There are still plans to extend the Uzhhorod – Košice broad-gauge line to the twin-cities Vienna / Bratislava. A Memorandum of Understanding

was signed between the railway operating companies of Austria, Slovakia, the Ukraine and Russia in April 2010 and a new company – Breitspur Planungsgesellschaft – based in Vienna, Austria was established. Railways of the Slovak Republic (ŽSR) hold a 25 percent share in Breitspur Planungsgesellschaft.

Russian Railways (RŽD) are running a liaison office in Bratislava since 2010. Regardless of the investment ban and other economic sanctions on Ukraine's Crimean Peninsula, which was forcibly annexed by Russia in 2014, the four railway companies have been successfully keeping their cooperation alive.

It should be noted that Austria's President Heinz Fischer and his entourage had talks with Russian President Vladimir Putin in the course of their visit to Moscow in spring 2016 on the extension of the broad gauge line westwards to Vienna / Bratislava.

Full understanding for the present administration of the Slovak Republic which is confronted with massive problems in the logistic intermodal arena due to the dramatic downturn of the transport industry in general and repeated attempts to privatize at least the freight sector in particular.

But if the situation changes and projects of intercontinental dimensions are discussed, Slovak Railways will become a highly valued partner for bilateral negotiations! In addition, corresponding political and administrative decisions need to be made by the countries participating in the project.



ŽELEZNICE SLOVENSKEJ REPUBLIKY
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The founder and exclusive owner of the stocks of the forerunner company Železničná spoločnosť Slovensko, a. s. (ZSSK) as well as the successor company is the Slovak Republic. The rights of the state, as the exclusive shareholder, are administered via the Ministry of Transport, Construction and Regional Development of the Slovak Republic. ŽSR is a state owned railway infrastructure company. Slovak Railways hold a 25 percent stake in Vienna based Breitspur Planungs GmbH.

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Karol Martinček

Member of the Board

ŽSSK is the leading operator of passenger railway transport in Slovakia. The founder and exclusive stock owner of ŽSSK is the Slovak Republic. The state owned company is administered by the Ministry of Transport.



ZSSK CARGO

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Železničná spoločnosť Cargo Slovakia, a.s. is a joint stock company registered in the Slovak Republic being in charge for rail cargo transport. ŽSSK Cargo was founded on 1 January 2005.

The Supervisory Board is the highest controlling body of ZSSK CARGO. It supervises the activities of the Board of Directors and the business activities.

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