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# ITALY @ FRUIT LOGISTICA 2024

## The heartbeat of the fresh produce business

Berlin, 7 - 9 February

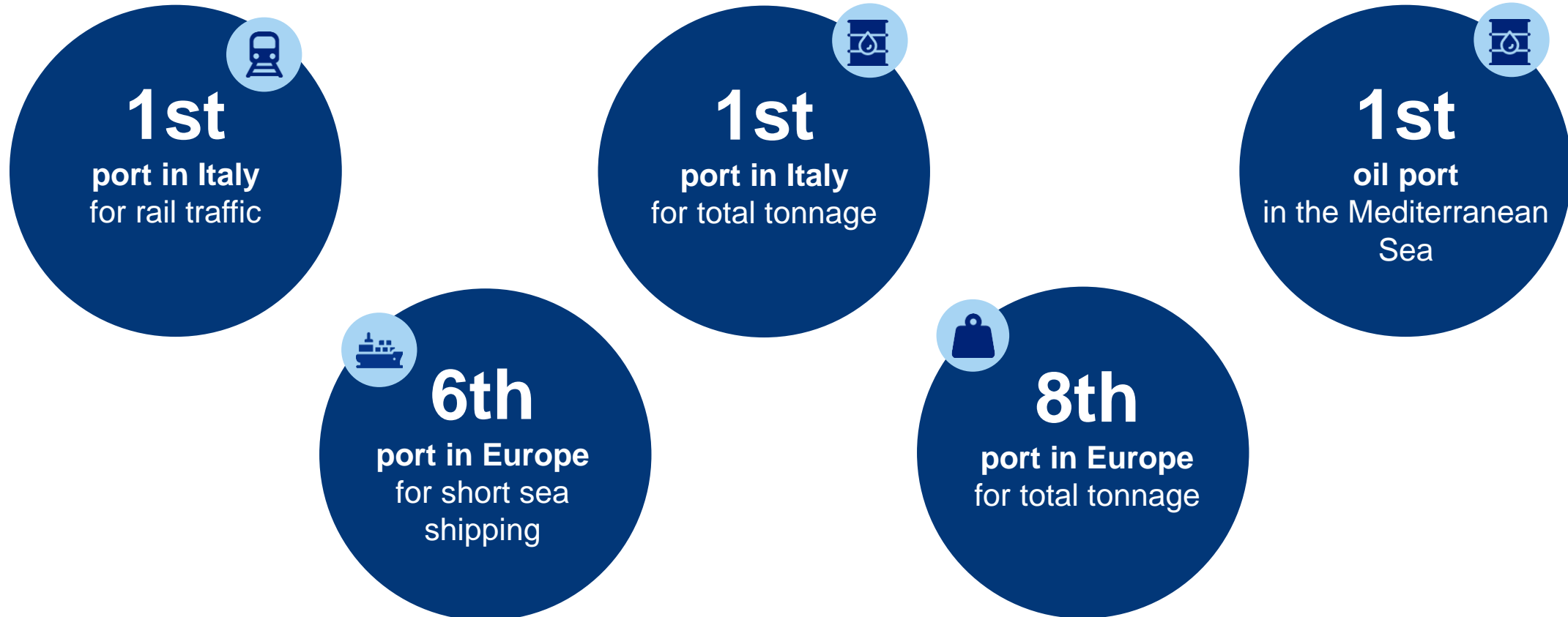
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# Ports of Trieste and Monfalcone

***YOUR SMART CHOICE FOR COOL LOGISTICS***

# Trieste at the top of Italian and European rankings



# Our strengths



**PORTS OF TRIESTE  
AND MONFALCONE**

**Geographic  
position**

**Natural draft up  
to 18 meters**

**High rate of  
digitalisation in all  
procedures (PCS)**

**New  
Masterplan  
approved**

**Excellent  
intermodal links**

**Special Regime  
of Free Zones**

**Integration with  
other logistics  
platforms**

# Intermodal connections

Weekly train services scheduled

more than 200 trains  
a week

## Austria

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

## Belgium

Zeebrugge

## Czech Republic

Mošnov

## Germany

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

## Hungary

Budapest

## Italy

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

## Lithuania

Kaunas

## Luxembourg

Bettembourg

## Serbia

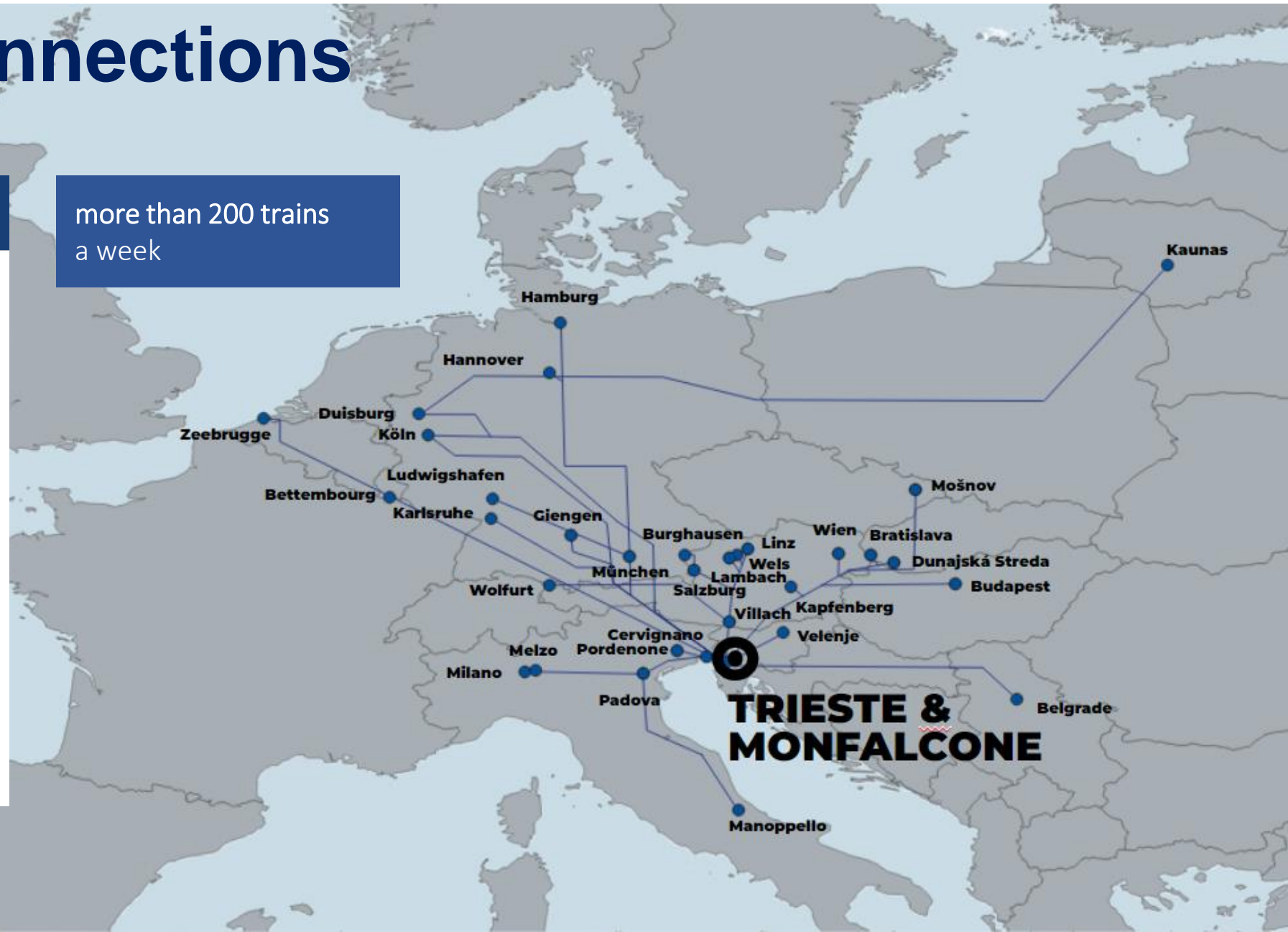
Belgrade

## Slovakia

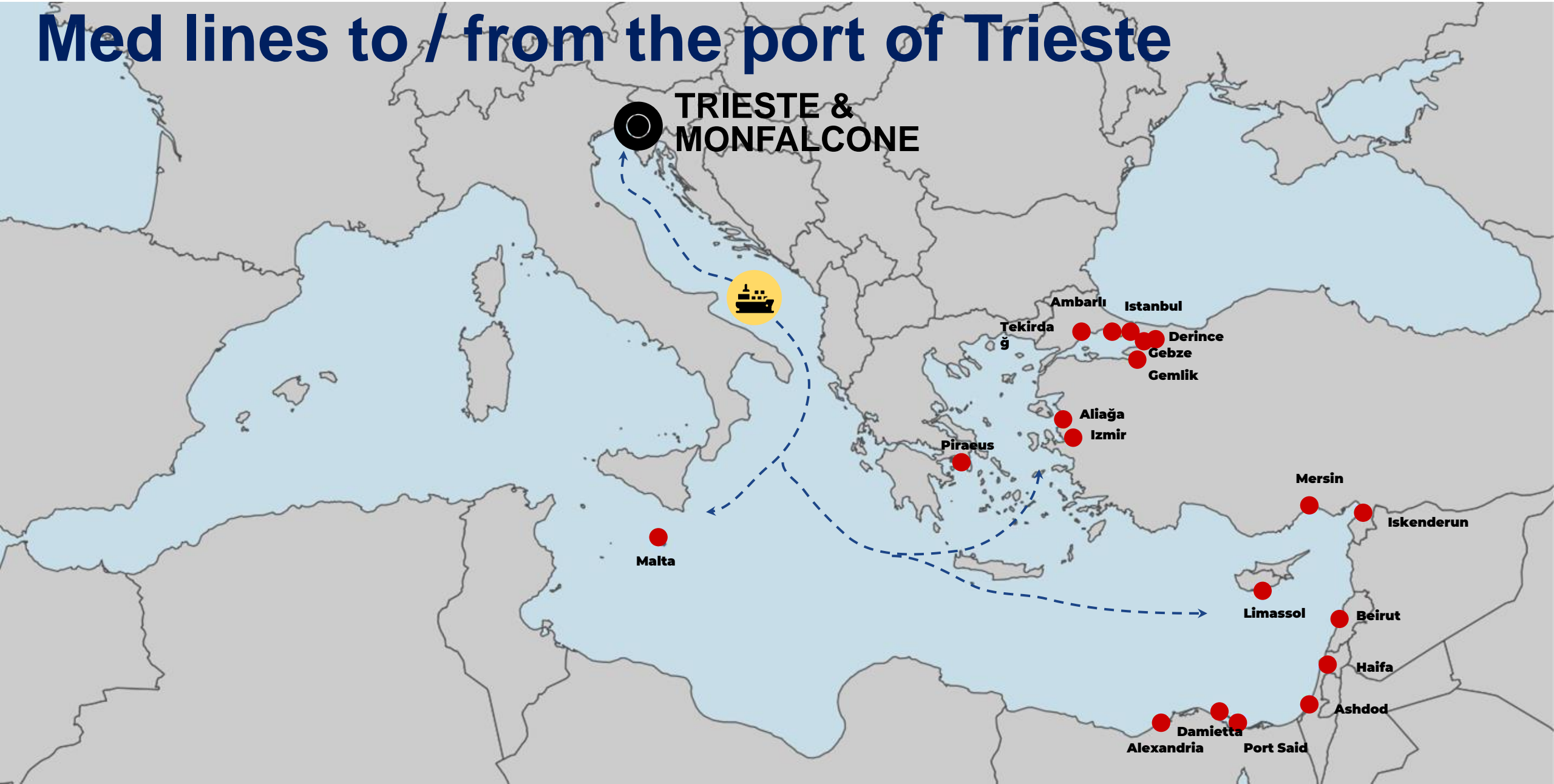
Bratislava, Dobrá, Dunajská Streda

## Slovenia

Velenje

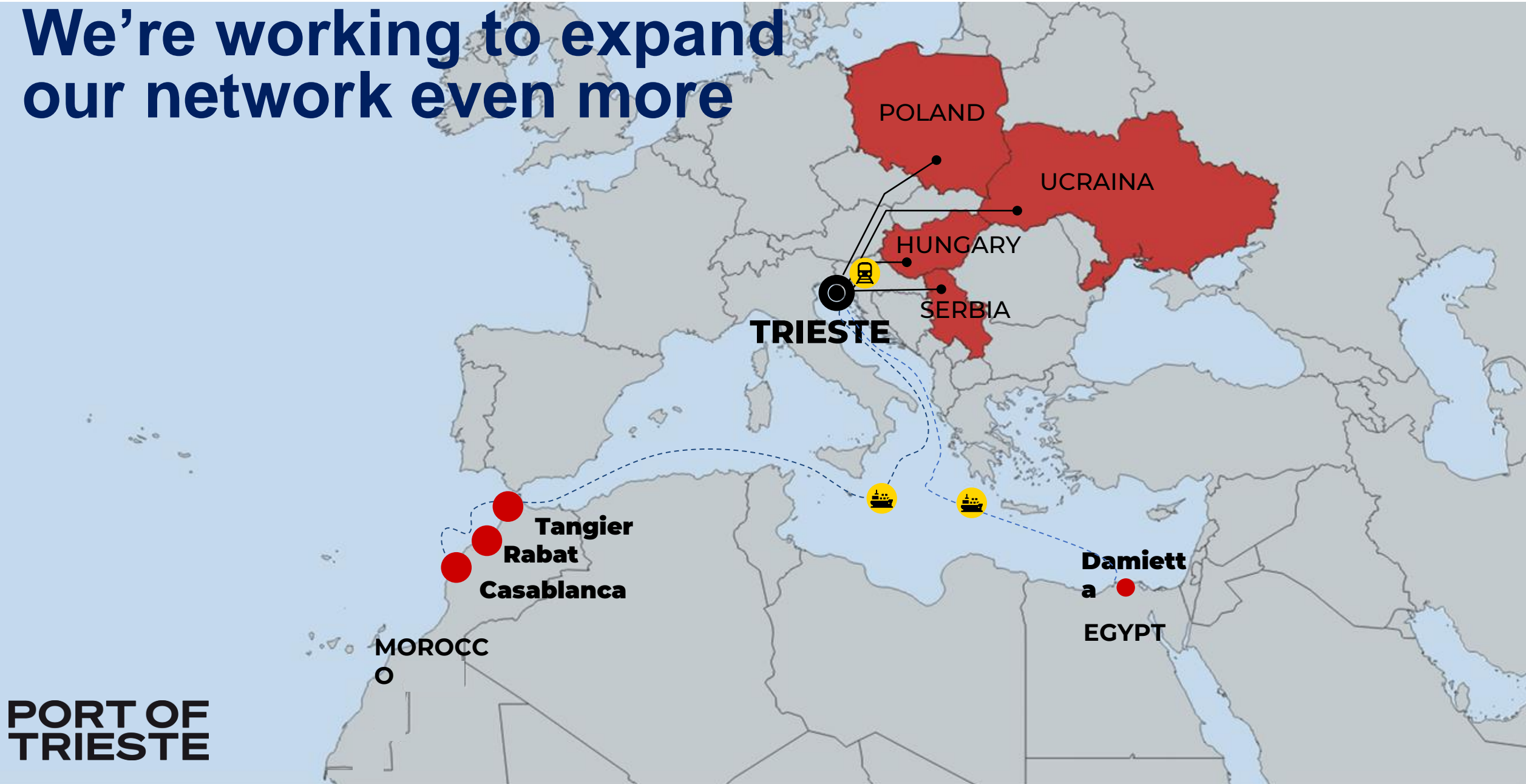


# Med lines to / from the port of Trieste





# We're working to expand our network even more

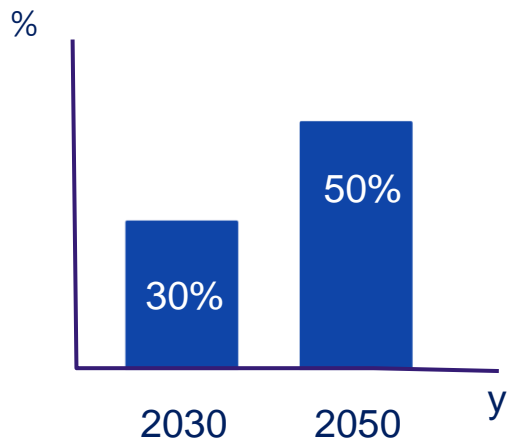


# Decades ahead of the EU modal shift targets



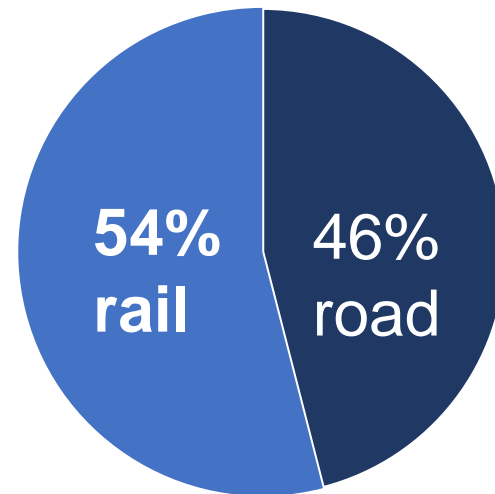
## EU targets

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



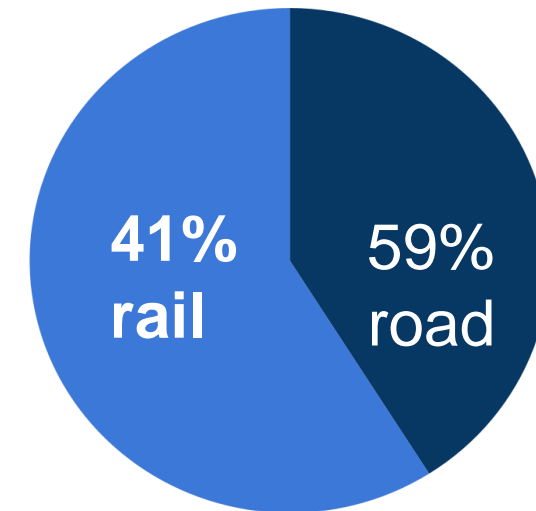
## Port of Trieste (2023)

Container sector (TEUS)



EU modal shift target for 2050 achieved

Intermodal transport units



EU modal shift target for 2030 achieved



# One-stop-shop to make business

## industrial development agency

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

## railway shunting company

Adriafer S.r.l. (100%)

## inland terminals

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

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

## in-house service provider

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

## dock labour pool

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

## multimodal transport operators

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

---

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

## cruise traffic management

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

# The port tomorrow

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

Enlargement  
and extension  
of the cruise  
terminal

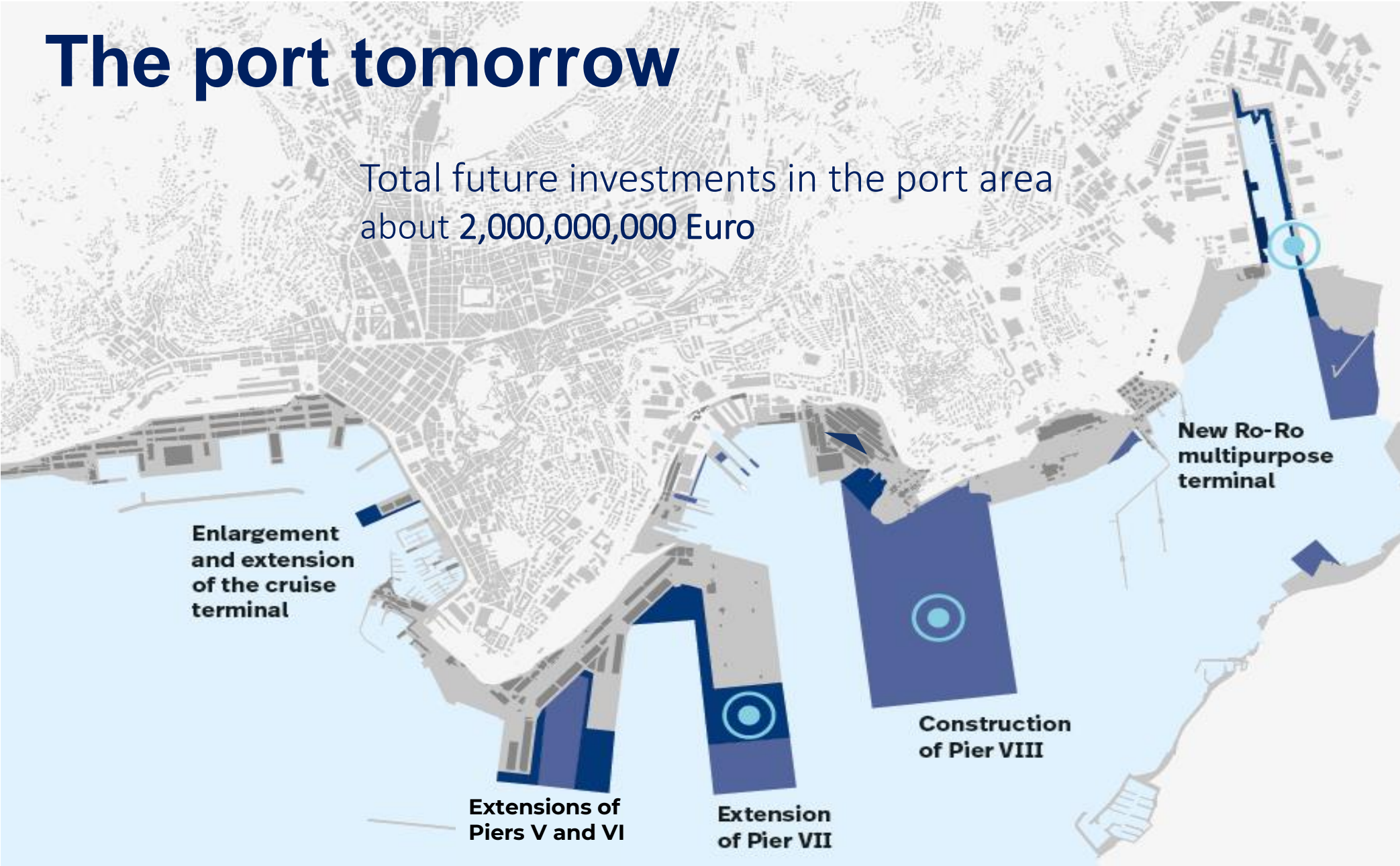
Extensions of  
Piers V and VI

Extension  
of Pier VII

Construction  
of Pier VIII

New Ro-Ro  
multipurpose  
terminal

- first step
- second step
- ongoing projects



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

**€416,500,000**

Total RRP funds

**€409,500,000**

for the port of Trieste

**€7,000,000**

for the port of Monfalcone

extensions of common  
infrastructures for the New  
Port development

**180,000,000€**

modernisation of Pier  
VII

**100,500,000€**

partial docking of  
Noghere terminal

**45,000,000 €**

preparatory works for  
the settlement in the  
Noghere area

**60,000,000€**

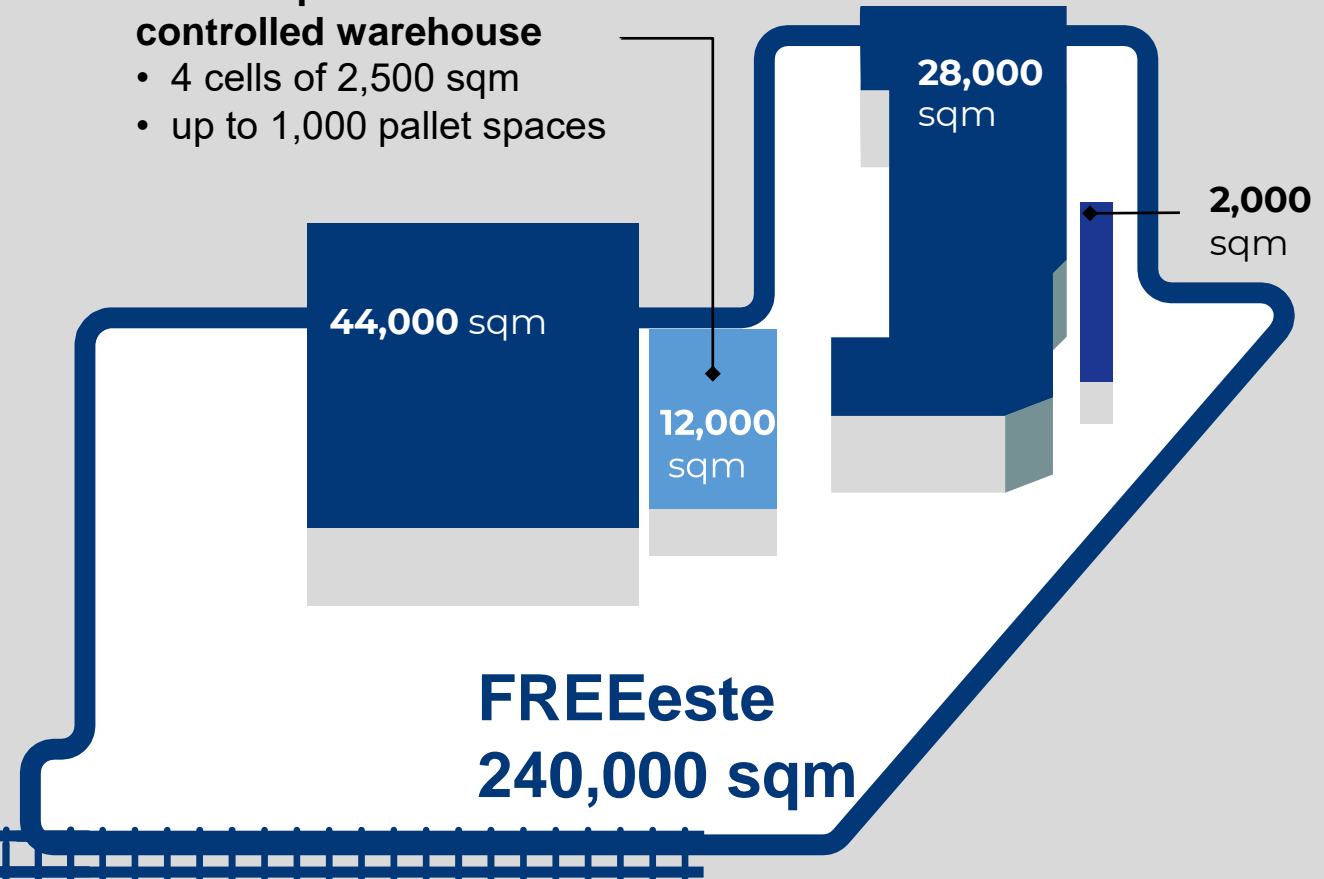
# FREEeste: the new industrial Free Zone

## Main characteristics

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

## New temperature controlled warehouse

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





# Orto Franco: agriculture in Free Zone



**BIOTECH  
INNOVATION**



**ENERGY AND  
SUSTAINABILITY**



**MOBILITY**



**OPENING UP TO  
THE CITY**



# Ports of Trieste and Monfalcone

*For further information:*

**[www.adspmao.it](http://www.adspmao.it)**



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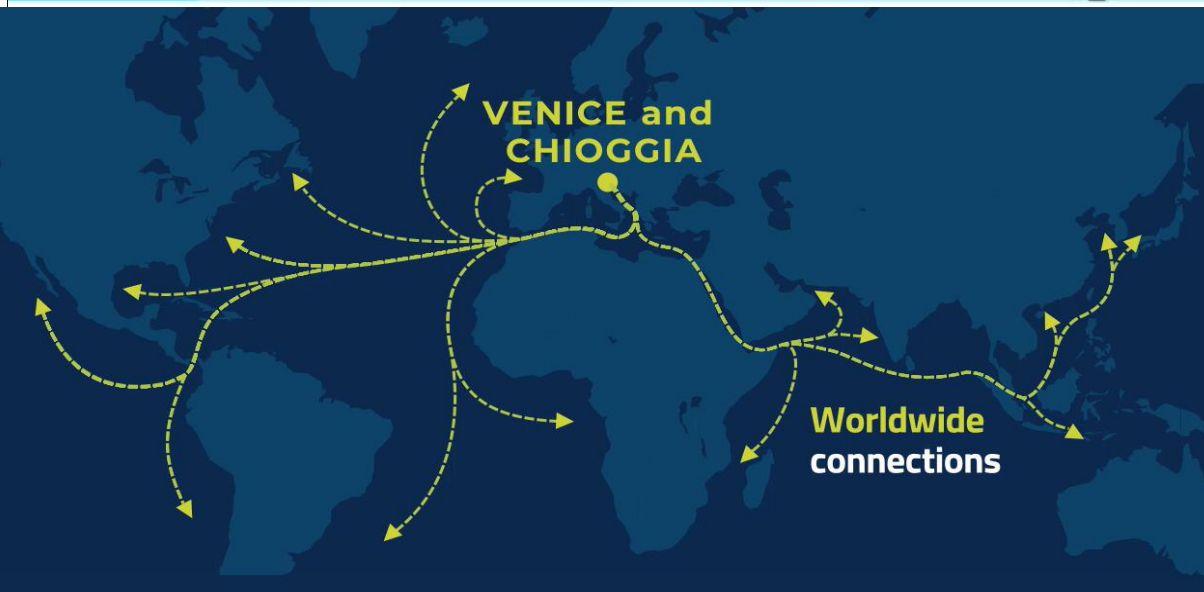
# North Adriatic Sea Port System

## *4 assets for perishable logistics*



## Strategic position

- *At the top of the Adriatic Sea, the ports of Venice and Chioggia are **the closest access to Europe's main manufacturing centers** for goods coming from the South: on a total surface of 2,500 hectares, over 1,200 companies operate to serve supply and export chains of industries based in Northern Italy and Central Europe.*
- ***At the crossroads of two European transport corridors**, the North Adriatic Sea Port System is an efficient "intermodal hub" operating as a **terminal of the Motorways of the Sea of the East Mediterranean Sea**.*
- *A **multipurpose** port system, capable of handling all types of cargo – containers, dry or liquid bulk, steel products, oversize and overweight cargoes – not to mention passengers: tailor made facilities and services for all tourists arriving by sea.*





## Huge infrastructures & efficient connections

- **20,500,000 sqm total area**
- **29 terminals**
- **22 km length of the quays**
- **40 km road network**
- **65 km rail network**





**4 assets for perishable logistics:**

- 1. *full intermodal services;*
- 2. *specialized terminals;*
- 3. *unified Port Health Center;*
- 4. *a logistic platform for the storage, handling and movement of perishable goods.*



## Full intermodal services

- *daily connections with Greece*
- *weekly connections with Mediterranean destinations*
- *3 terminals with 7 available berths directly linked to the railway*



CONTAINER TERMINAL

VECON: A Multi-Client Operator		Equipment	
283,000 sqm	Terminal Area	5	Quay cranes (QC)
		3	Rubber tyred gantry (RTG) cranes
		11	Reach Stacker (RS)
		214	Reefer plugs
852,000 sqm	Berth length with RoRo ramp	6	Gate lanes - in & out
		Other services and facilities:	
		a stuffing area for project cargo	
		the Port Health Center - for sanitary, health and phytopathology controls	
430,000 per year	max capacity in TEUs	railway facilities	
		Certifications	
		AEO Full; OHSAS 18001; ISO 14001; ISO 50001	

CONTAINER TERMINAL

TIV		Max.draft along quay	1 Quay 1,325 m	
460,000	Annual capacity TEUs	Equipment		Capacity
185,000 sqm	Total area	5	Mobile harbour cranes	2 x 125 t; 3 x 100 t
		7	Container spreaders	3 single lift – 4 twin-lift
17,000 sqm	Warehouse area	15	Reach stackers	12 – 45 t
		14	Tugmasters	
		4	Forklifts	4 – 32 t
		15	Cornerless trailers	
		11	20 ft/40 ft Mafi trailers	40 – 60 t
		11	40' Mafi trailers	60 – 120 t
		225	Reefer plugs	

**Three terminals equipped with reefer connections:**  
*2 container and 1 intermodal.*

VENICE RO PORT/MoS	Equipment	Railway tracks up to length 700 m
360,304 sqm surface	berths; which allow the simultaneous docking of 4 ships, two 250 m long and two 210 m long; 4 RO-RO ramps overall	
280,000 sqm parking area	4 railway tracks up to 700 m length	
	2,500 sqm mechanical workshops and warehouses for maintenance	
	2,000 sqm available for offices, also for private operators	
	80,000 sqm yards for handling vehicles in transit	
Intermodal connections from Venice to Central and North Europe	ticket office and passengers lounge	
	500 sqm area for passenger services, offices for public authorities (customs, border police, harbormaster's office, etc.)	
	12 tugmasters	
	2 forklift	
	2 reach stackers	
	1 heavy duty forklift 25 tons for RO-RO vessels	

## ONE-STOP SHOP

A **Border Inspection Post (BIP)** – 500 sqm for the veterinary inspection of products of animal origin and animal feed of non-animal origin;

A **Maritime Health Office (USMAF)** – 90 sqm for the inspection of foodstuff of non-animal origin and of material in contact with foodstuffs arriving from third countries;

An **Office of Inspection and Control** for Plant Protection – 70 sqm for the inspection of vegetables and vegetables products to exclude the presence of harmful parasites.




### ***A unique Health Centre in the Cargo Port of Marghera***


*which brings together in one building all of the Institutions relevant to goods health controls: a **one-stop shop** for sanitary controls, encompassing the border inspection post, the phytopathology office, and the health office.*





Fruit and vegetables




Wine and spirits



Cheese and dairy products



White goods - household appliances



Storage on specific request

## TECHNICAL PROFILE

7.000	EPAL-pallets capacity
12,000 sqm	for storage, logistics and services
3	maxi storage and logistic areas (VGT1, VGT2 and VGT3)
5	cold-storage rooms (3-level-high cube 2.6 H drive-in system)
1	cold-storage room (Picking ID/REF number-5-level Mobile Racks)
10	different temperatures (ranging from -2 C° to +13° C)
5	weighing machines (pallet size) for control of single pallets
2	weighing machines (trailer size) for reefer trucks/containers (bridge cranes)
9	loading and discharging bays
9	reefer trucks/containers simultaneously processed every 30 minutes
> 600	more than 600 pallets handled per hour (loading/unloading)

**Modern and efficient logistic platform for the storage, handling and movement of products that require special conditions for their careful preservation, offering:**

- refrigerated storage;
- distribution all over Europe by full trucks or by pallets;
- bonded storage and VAT Depot;
- customs consultancy and Fiscal Representation;
- quality controls;
- phytosanitary and Quality control on-site;
- authorized store with CE stamp for products of animal origin (eggs, cheese, milk, etc.);
- traceability system, also for organic products.

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# North Adriatic Sea Port System

*For further information:*

**[www.port.venice.it](http://www.port.venice.it)**

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## The North Tyrrhenian Port Network Authority

Ports of Livorno - Piombino - Portoferraio - Rio Marina - Cavo - Capraia

**LIVORNO**  
**Cold Chain** ITALY

YOUR GOODS IN GOOD HANDS



*A successful, ongoing working process*

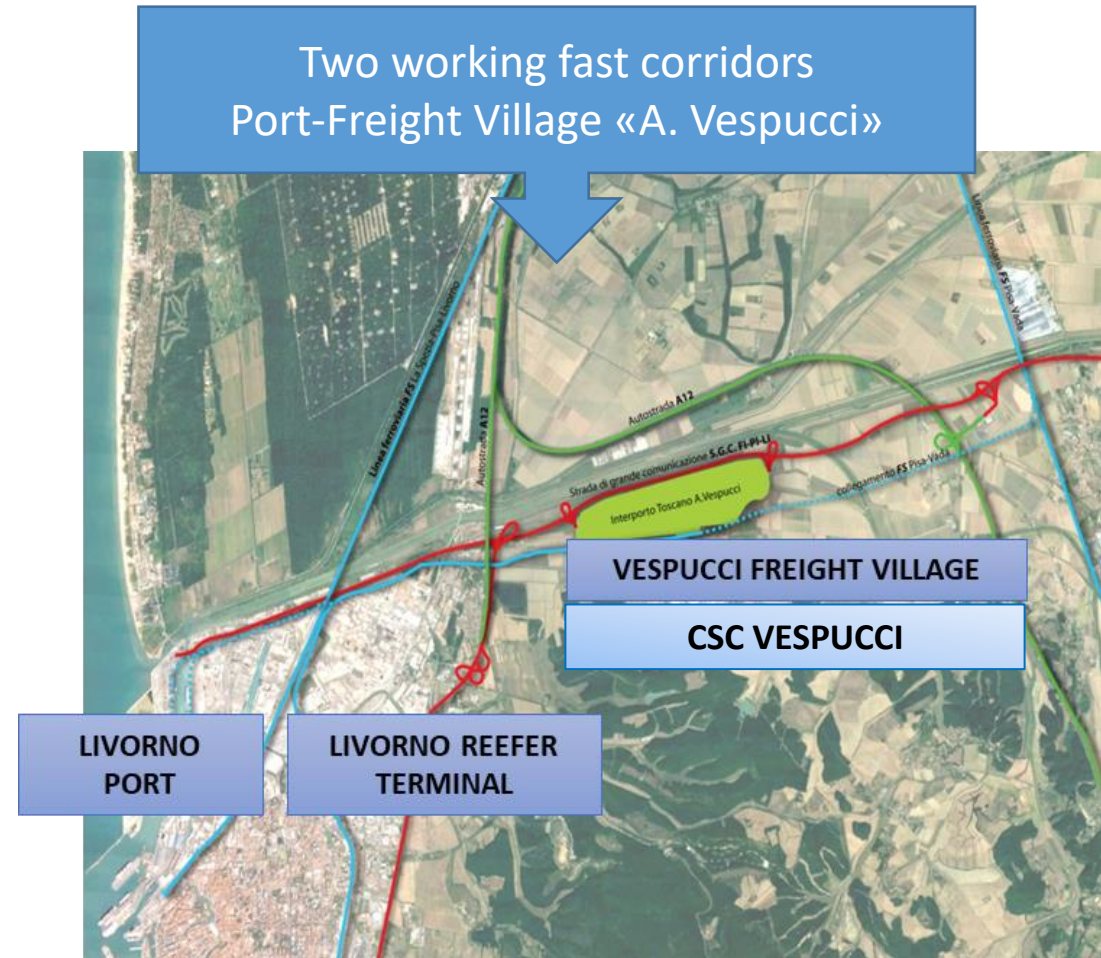
*A point of excellence for the Livorno port system*

**Livorno Cold Chain** offers efficiency standards and KPIs at European level, a mix of operations (a fast fruit cycle from container discharge to palletized delivery) and professional phytosanitary controls

Different professional profiles (port authority, port terminal, freight village, port operators, etc.) concentrated in the same area make the Livorno experience unique industry-wide

A **zero-kilometer Cold Chain** providing unparalleled vessel discharge efficiency and performance, with state-of-the-art product tracking that reduces delivery times

A **joint, coordinated effort** delivers better results than the sum of the individual components



LIVORNO REEFER TERMINAL

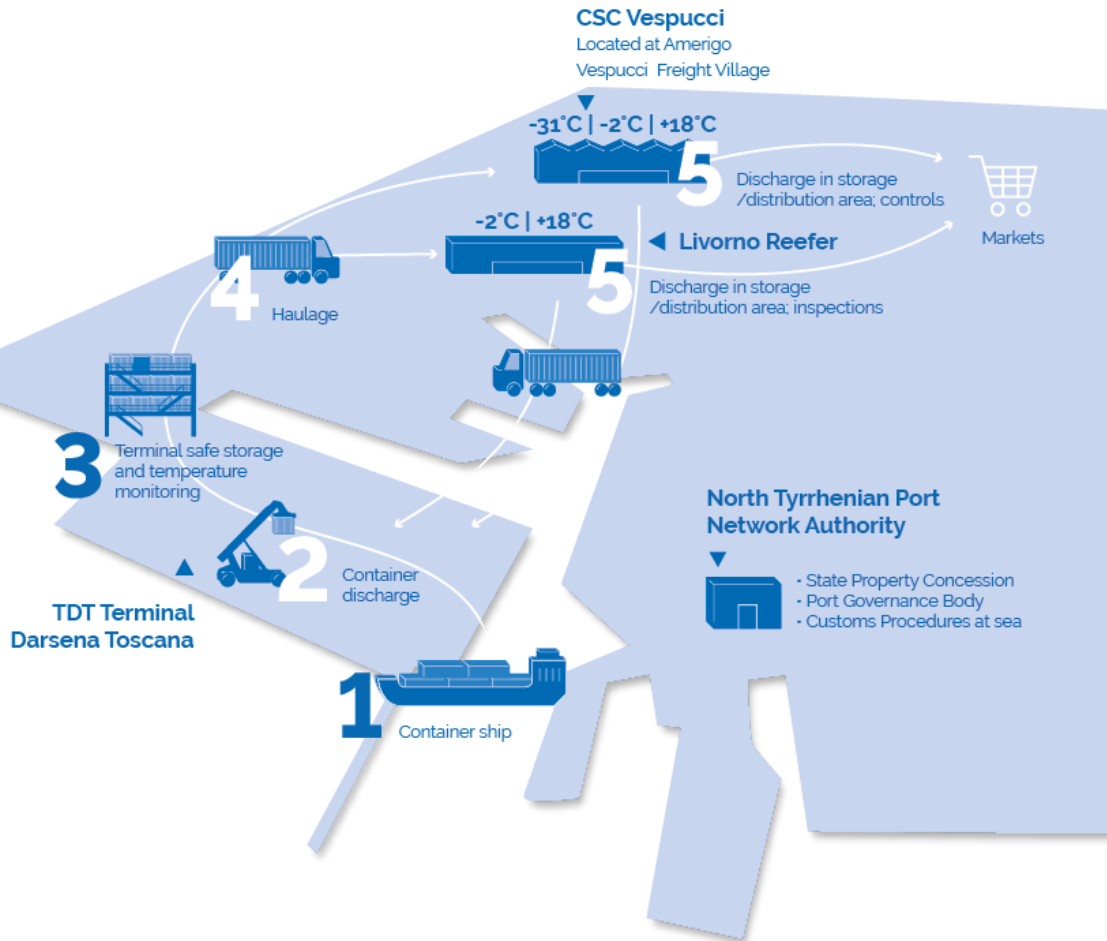


Vespucci



TDT

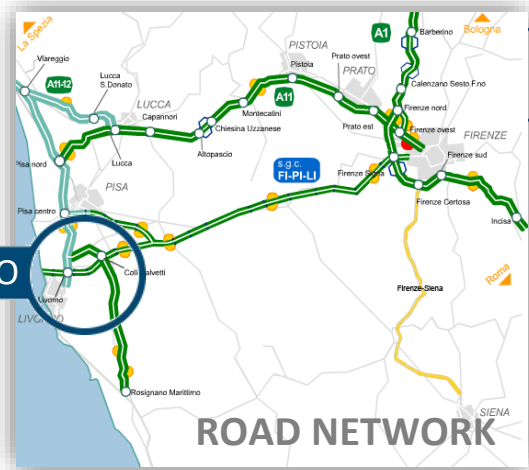
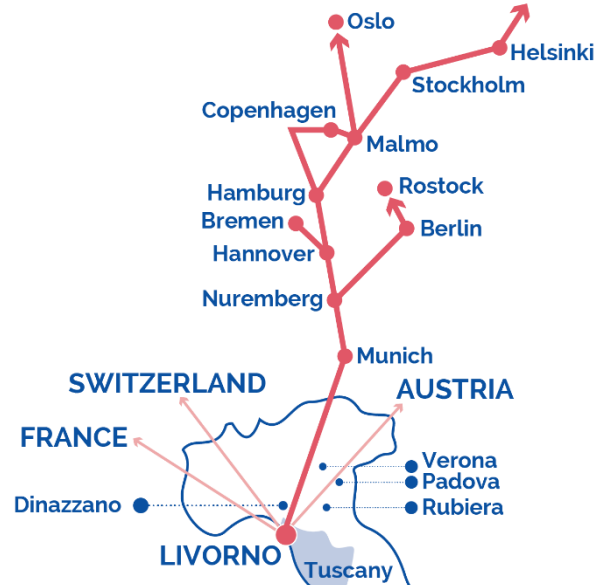
GIP GROUP



## OUR COLD CHAIN BENEFITS

- Integrated cold chain for **fruit and agrifood**
- “Easy” geographical logistics
- **Low dwell time** at port terminal
- **Fast and efficient** distribution
- **Storage spaces** in different locations
- **State-of-the-art** facilities
- **Specific Quality Checks**

## Scan-Med Corridor



PROJECT INVOLVING OUR AREA TO BE COMPLETED ON TERMINAL SIDE: **TERMINAL DARSENA EUROPA**

EXISTING INFRASTRUCTURE ON THE RAIL SIDE: TDT, TEN-T EUROPEAN CORRIDORS

THE MORE A SYSTEM IS INTEGRATED, THE MORE IT CAN COPE WITH CARGO NEEDS

INTEGRATION OF VESPUCCI FREIGHT VILLAGE and of CSC VESPUCCI IN THE LIVORNO COLD CHAIN THROUGH ITS STRUCTURES, SERVICES AND SUBSIDIARIES

DEVELOPMENT OF THE LOGISTICAL POTENTIAL OF THE FREIGHT VILLAGE

Distance	
PORT OF LIVORNO	5 Km
PISA INTERNATIONAL AIRPORT	12 Km
FLORENCE	80 Km
PISA	20 Km
VIAREGGIO	40 Km



## Partner details

### Livorno Reefer Terminal



### CSC Vespucci

Located within Amerigo Vespucci Freight's logistics platform, the company is specialized in cold storage (-31°C) for frozen goods and Customs-approved cold storage (-2°C to +18°C) for the distribution of perishable goods.

The services offered cover the entire chain of distribution logistics for wine, fruit and vegetables, dairy products, meat, fish, frozen products and general cargo.

Knowledge of wine and agri-food products to provide customized solutions for specific needs.



**Location:** Porto industriale di Livorno, area Leonardo da Vinci

**Investment:** about 25 million € (completed 2011)

**Berth:** 360 ml

**Draft:** -9,00 m

**Total Area:** 32.500 mq (facility and service area)

**Inside refrigerated area:** 12.000 mq

**Distance from berth to facility:** 40mt

**Reefer rooms:** 12 + one clima/ distribution area

**Quality controls:** two rooms inside facility

**Reefer capacity (-2°C/+18°C):** 8.600 pallets

**Reefer plugs:** electrical connection outside facility: 100

**Weighing station:** 1

**Fito + custom and PED inspections service area**

**Access to highway SGC FI-PI-LI:** 300 mtrs

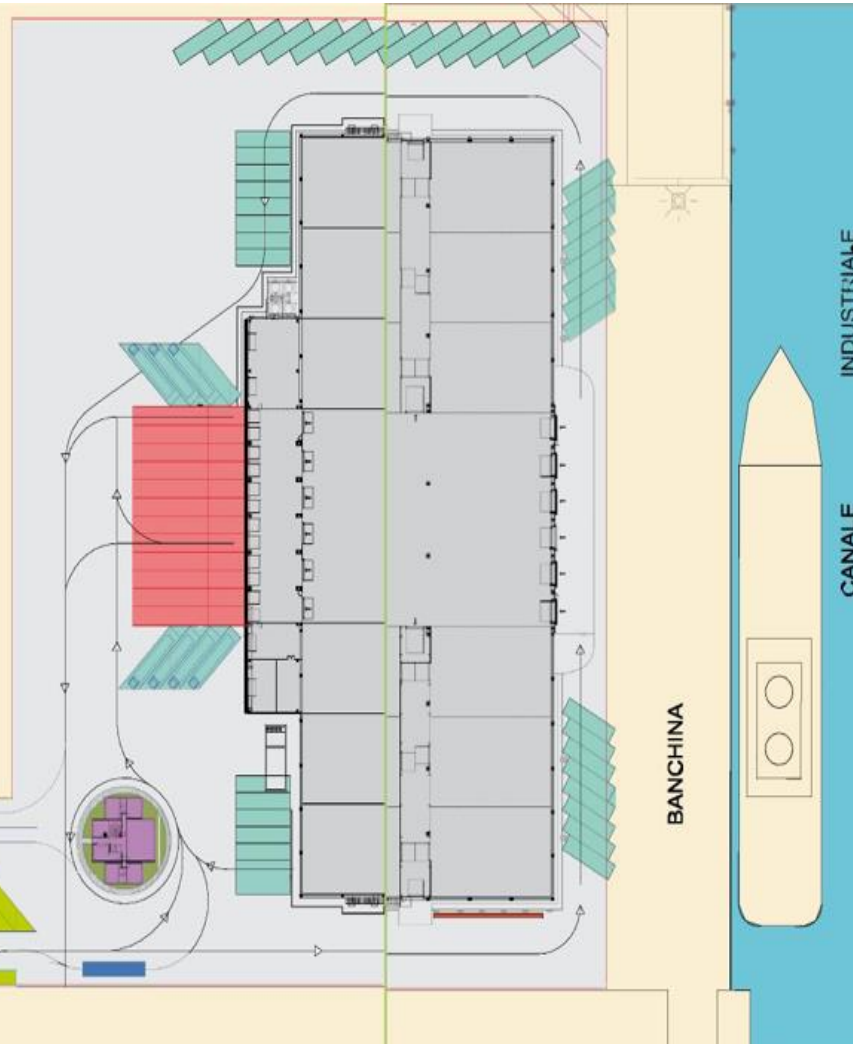
**Access to main highway Dorsale Tirrenica:** 1,5 km

**Estimated volume in turn over:** about 400.000tons/ yr

**Fork lifts:** 30

**Reach stakers:** 1

**Vat warehouse**



*Cool warehouses already present, new warehouse for frozen goods under construction, optimal geographical position, efficient and fast distribution: the **Livorno Cold Chain** is able to offer a series of services integrated into the territory's logistic system*

---



**YOUR GOODS IN GOOD HANDS**

*For further information:*  
***Francesca Morucci***

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# Port of Gioia Tauro

## *Mediterranean HUB*

Located in the heart of the Mediterranean Sea, a meeting point between the East-West shipping routes and the trans-European corridor Number One, called “Helsinki – La Valletta”. The port of Gioia Tauro is the largest terminal for transshipment in Italy and one of the most important hubs of the container traffic in the basin of the Mediterranean Sea.

The port of Gioia Tauro is a connecting point for 120 ports worldwide of which 60 in the Mediterranean Sea. So, not only the barycentric position plays a key role in its development strategy, but also its infrastructural elements.

There is:

the seabed level is -18 meters.

the entrance of the canal with a circular evolution basin of a diameter of 750 meters, the canal has a width of 250 meters above average sea level and a length of 3.5 kilometers

The port has 5,130 meters of docks and 1,850.000 square meters stock-yard for storage and handling.





## DESCRIPTION

In order to maintain its leading position, the Port Authority System has planned a series of specific strategies for the modernization and upgrading of the port infrastructure.

In this area, the European Commission has set up a Special Economic Zone, where national and international companies can receive advantageous fiscal benefits and simplified procedures.

Thanks to this, we will also have the opportunity to expand different factories.



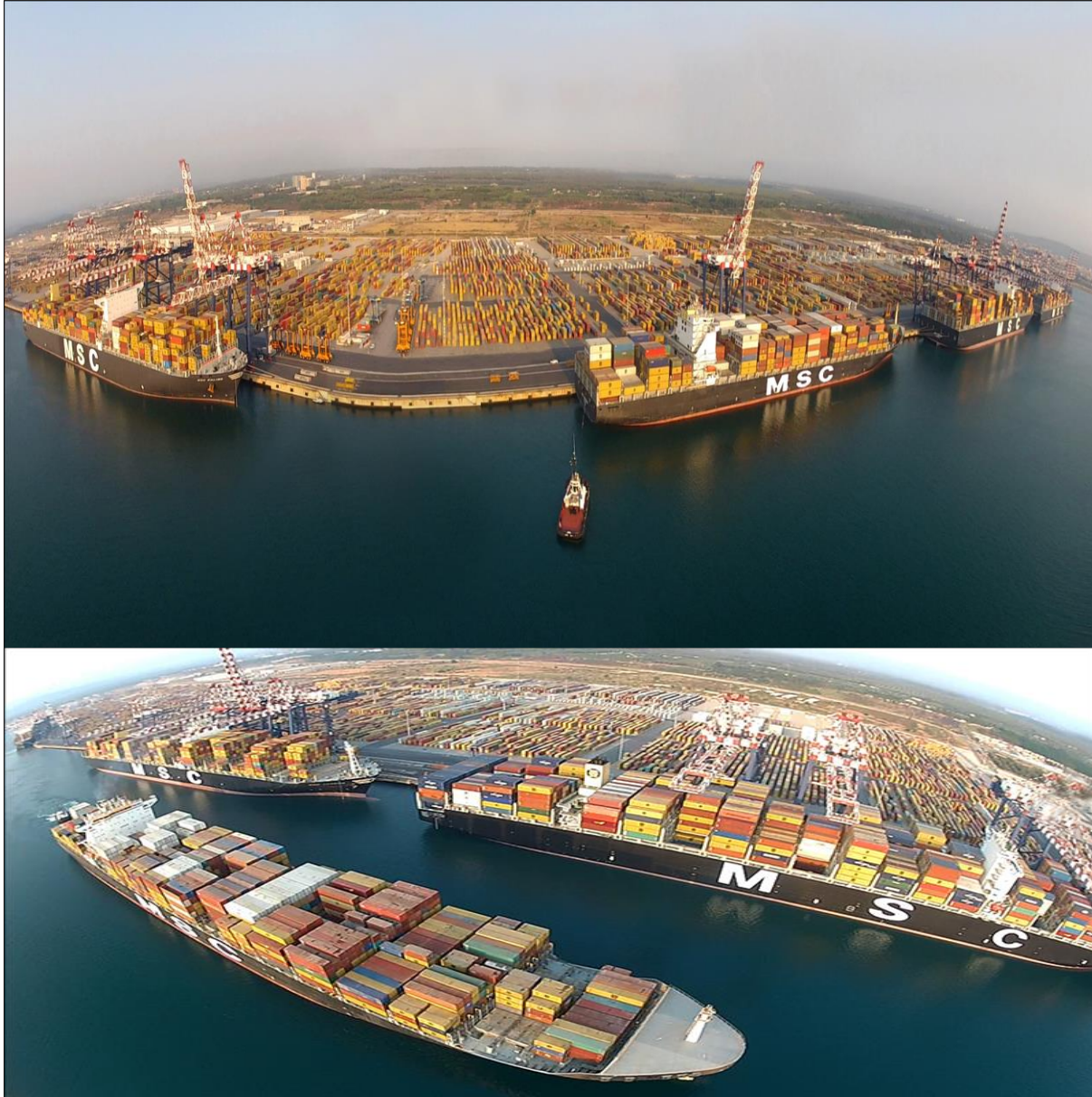


## INTERMODAL PLATFORM

One year ago, the Port Authority System completed the rail gateway with four rails and 750 meters long, complying with European standards. It's connected with an intermodal platform which links the port to both national and international inland destination markets.

Thanks to this new infrastructure, the port of Gioia Tauro isn't only a port of transshipment, because now it's possible to diversify and expand port activities.





## DIGITALIZATION

We are working to achieve a multimedial platform. It's a multimedia information platform to optimize the entire port's performances, through the innovative Port Community System.

The aim is to facilitate the transfer of documents and the exchange of information.

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# Porto di Gioia Tauro

*For further information:*

**Concetta Schiariti**

**[comunicazione@portodigioiatauro.it](mailto:comunicazione@portodigioiatauro.it)**  
**+39.347.2989533/www.portodigioiatauro.it**

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# Port System Authority of the Eastern Sicilian Sea



***From Africa to Northern Europe  
Sicily is your gateway***



# **THE MARITIME LOGISTICS SYSTEM OF THE PORTS OF AUGUSTA, CATANIA AND POZZALLO**

**Augusta**



**Catania**



**Pozzallo**





## Description

*The logistic processes of our ports cover all your needs*

Container Shipping which is now operated in Catania, is going to be moved to Augusta within the end of February. It will temporarily operate in 90.000 sqm yards with a 225 linear meter quay in which a big part of the yards will be used for the cold chain processes.

The container terminal will manage port container operations, project cargo, general logistics and port activity with cargo loading and unloading.

In Augusta a Border Control Point is planned for the inspection of containers.

In the meantime, the Port System Authority is building a new container terminal in the port of Augusta with three operative docks (400 linear meters) and 130.000 sqm yards, in addition to the already existing spaces. Time estimated for the completion of the new terminal: two years

The port of Catania will continue to import some agri-food products in Ro-Ro ferries.



## Key opportunities

Thanks to its special geographical position, Sicily is a natural and integrated logistics platform in the core of the Mediterranean Sea. Both **Augusta and Catania ports** are located near the MAAS - Mercati Agro Alimentari Sicilia (Sicilian Agri-Food Markets), where goods arrive from all around Sicily to be shipped, or otherwise shipped fruit, vegetables and all agri-food products are gathered to be then distributed all over Sicily/Italy/Europe.

The MAAS also offers a refrigerator cells building, consisting of 12 cold rooms of different sizes (from 100 to 422 square metres) available for rent. The eastern Sicily ports of Augusta and Catania, are crucial gateways to middle East, Africa and Europe, being part of the Scandinavian-Mediterranean Corridor.

### Port of Augusta, Catania and Pozzallo

- **Logistic chain:** goods packaging, preparation, transport, storage, warehousing, shipment, home delivery
- **Services:** port loading and unloading, shipping agency, international shipping/customs services, general logistics storage and goods delivery, management of port container terminal, maintenance and repairs; 250 Countries served.

**The port of Pozzallo** has a strategic position for reaching the southern part of Sicily and Malta, but it also covers all 5 continents. Just to give an example containers leaving Pozzallo are full of grain, beetroots, soy, wheat, flour, corn, barley and field beans. The port of Pozzallo is also the gateway to Sicily for fruit and vegetables, citrus fruits and bananas from the southern hemisphere

As Italian strategic terminals of the European transport network, the Ports of Augusta, Catania and Pozzallo ensure quickness, efficiency and professionalism in providing port operations, equipped storage yards, efficient ro-ro terminals and considerable economic development plans for new infrastructures.





Port of Catania



Port of Augusta



Port of Pozzallo

## Other details

Logistics and transport by sea of fruit and vegetables represent one of the market segments that the Port System Authority of the Eastern Sicilian Sea intends to develop. Up to now, the port of Catania represents the reference infrastructure for all Eastern Sicily, and it is a natural logistics platform for fruit and vegetable trades extending from Catania to Ragusa, covering all eastern and southern Sicily. Furthermore, the new development project of the port of Augusta with the extension of yards, will allow the installation of new refrigerated warehouses to serve the fruit and vegetable field which today represents, after the petrochemical products sector, the second export market of all Sicily.

The fruit and vegetable market is more and more globalizing and interconnecting. The fruit and vegetable supply chain is subject to constant changes, driven by emerging markets and a different consumer demand. On the one hand, players of the value chain – from manufacturers to retailers – are expanding their businesses and consolidating, on the other hand, this development is accompanied by major research aiming at greater efficiency – a trend which is therefore inevitably supported by technological and logistical progresses. This is why the three ports of the Eastern Sicilian System use cutting-edge technologies to keep in step with the times.



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# Port System Authority of the Eastern Sicilian Sea

Ports of Augusta, Catania and Pozzallo



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