



Trieste

Your Free Port in the Heart of Europe





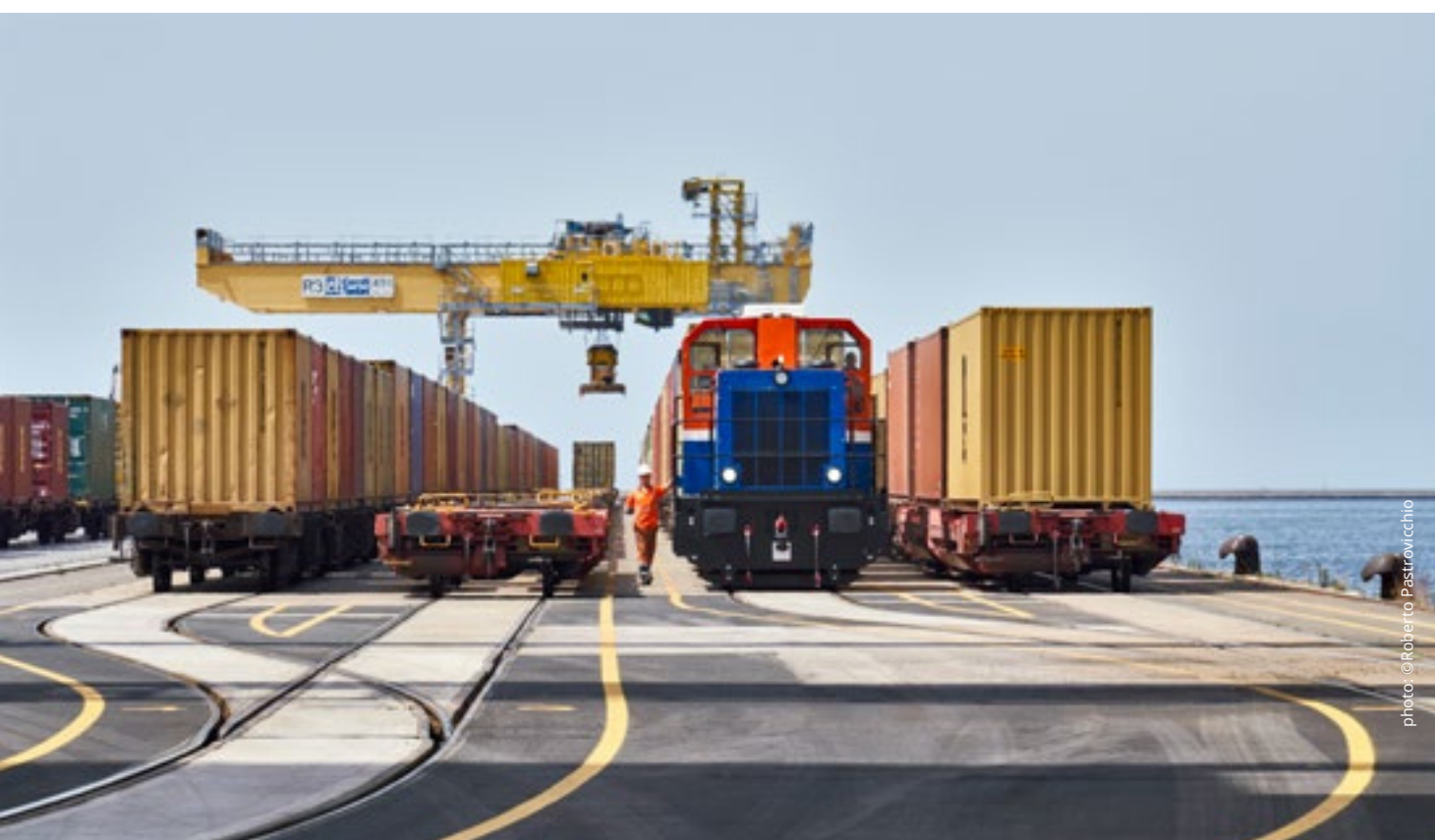
An aerial photograph of the Port of Trieste and Monfalcone. The image shows a large container terminal with numerous colorful shipping containers stacked in rows. Several yellow gantry cranes are positioned along the quay, loading and unloading a large container ship. The port is situated along the coast, with a city visible in the background. A dark blue rectangular box with white text is overlaid on the right side of the image.

An international hub for trade with Central and Eastern Europe

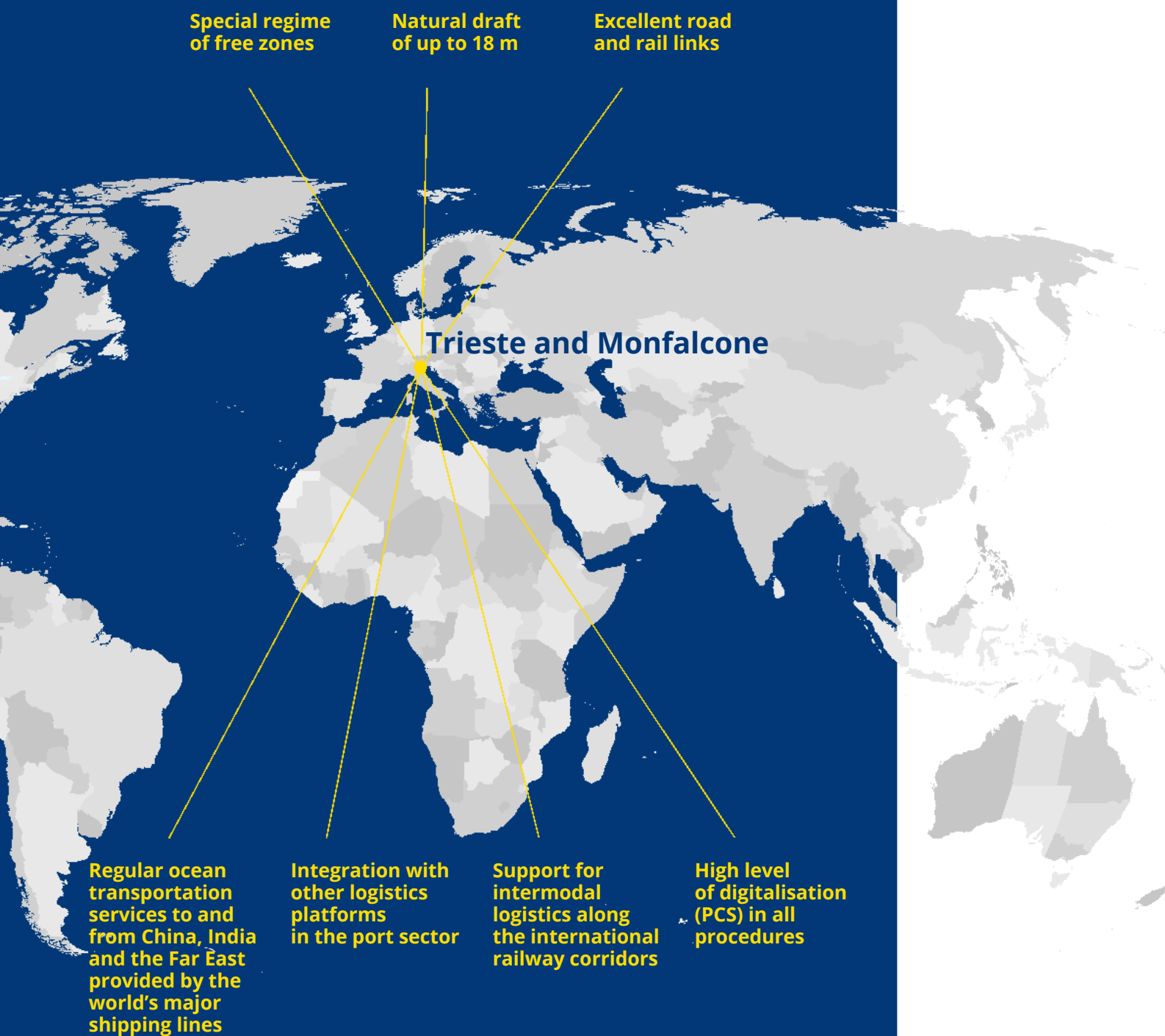
Located in the heart of Europe, Trieste is the main port of the Port Network Authority of the Eastern Adriatic Sea, which also includes the Port of Monfalcone.

Trieste is the only Italian port with an international outlook, thanks to its daily direct rail links to major European destinations. The port's natural depths of up to 18 meters, which can accommodate the latest generation of container ships, combined with its high-frequency intermodal connections to the manufacturing districts of Europe and Northern Italy, make Trieste the ideal access point for traffic to/from the Far East and for intra-Mediterranean trade.

Trieste has made multi-sectorality its strong point: it is the eighth largest port in Europe in terms of total cargo handling, the first in Italy, and the leading oil terminal in the Mediterranean, as well as being the privileged gateway to Europe for RO-RO traffic from Turkey. But Trieste is above all the first Italian port as regards railway traffic, with over 11,000 trains operated annually.



Success Factors





Ro-Ro terminal Pier V

A record-breaking performance



1st
port
in Italy
for rail
traffic



1st
port
in Italy
for total
tonnage



1st
port
in Italy
for short sea
shipping



1st
oil port
in the
Mediterranean
Sea



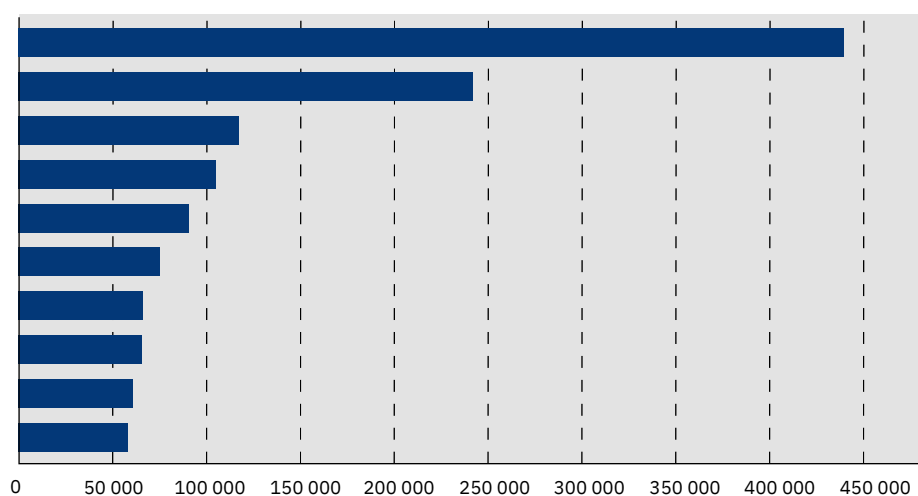
3rd
port
in Europe
for short sea
shipping



8th
port
in Europe
for total
tonnage

Trieste in the top 10 European ports

1. Rotterdam (Netherlands)
2. Antwerpen (Belgium)
3. Hamburg (Germany)
4. Amsterdam (Netherlands)
5. Algeciras (Spain)
6. Marseille (France)
7. Valencia (Spain)
- 8. Trieste (Italy)**
9. Le Havre (France)
10. Barcelona (Spain)



Unit: Thousand tonnes

Source: Eurostat on 2021 statistical data

Figures

Statistics 2022

Port of Trieste

	2021	2022	change%
Total tonnage	55.4 M	57.6 M	+4.0%
Liquid bulk	37.4 M	37.9 M	+1.2%
Dry bulk	571,800	649,700	+13.6%
General cargo	17.4M	19.1 M	+9.7%
Number of vehicles of which Ro-Ro units	309,100 305,800	337,100 320,300	+9.1% +4.7%
Number of containers / TEUs of which hinterland traffic of which transshipment traffic	757,200 529,700 227,500	877,800 596,200 281,600	+15.9% +12.5% +23.8%
Total trains	9,300	9,500	+2.5%

Port of Monfalcone

Total tonnage	3.3 M	3.8 M	+17,2%
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An outstanding performance in the last years

	2015	2016	2017	2018	2019	2020	2021
Total tonnage	57.0 M	58.7 M	61.9 M	62.7 M	62.0 M	54.2 M	55.4 M
Number of containers / TEUs	471,600	486,500	616,100	725,400	789,600	776,000	757,200
Total trains	6,000	7,600	8,700	9,700	9,800	8,100	9,300





Container terminal, Pier VII

Trieste, the shortest sea route from the Far East via Suez to Europe



The Port of Trieste has a large international hinterland thanks essentially to the numerous direct railway connections it can offer: about 200 trains a week connect Trieste with the manufacturing and industrial areas of Europe and a wide range of destinations.

The port's rail network is integrated with the national and international network and enables all the docks to be served directly by tracks with the possibility of shunting and/or forming trains directly at the various terminals. In the Port of Trieste, 52% of containers and 40% of units loaded on Ro-Ro respectively are shipped onward by rail (2022 data), thus contributing to the modal transfer objectives of the European Union and allowing users to reduce their carbon footprint.

The efficiency of the road network is assured by a direct elevated link (within the Port itself) to the external road network and motorway.



Suez → Northern Europe

distance: 3,539 miles

days of navigation: 7

Suez → Trieste

distance: 1,287 miles

days of navigation: 3

Gain via Trieste

distance: 2,252 miles

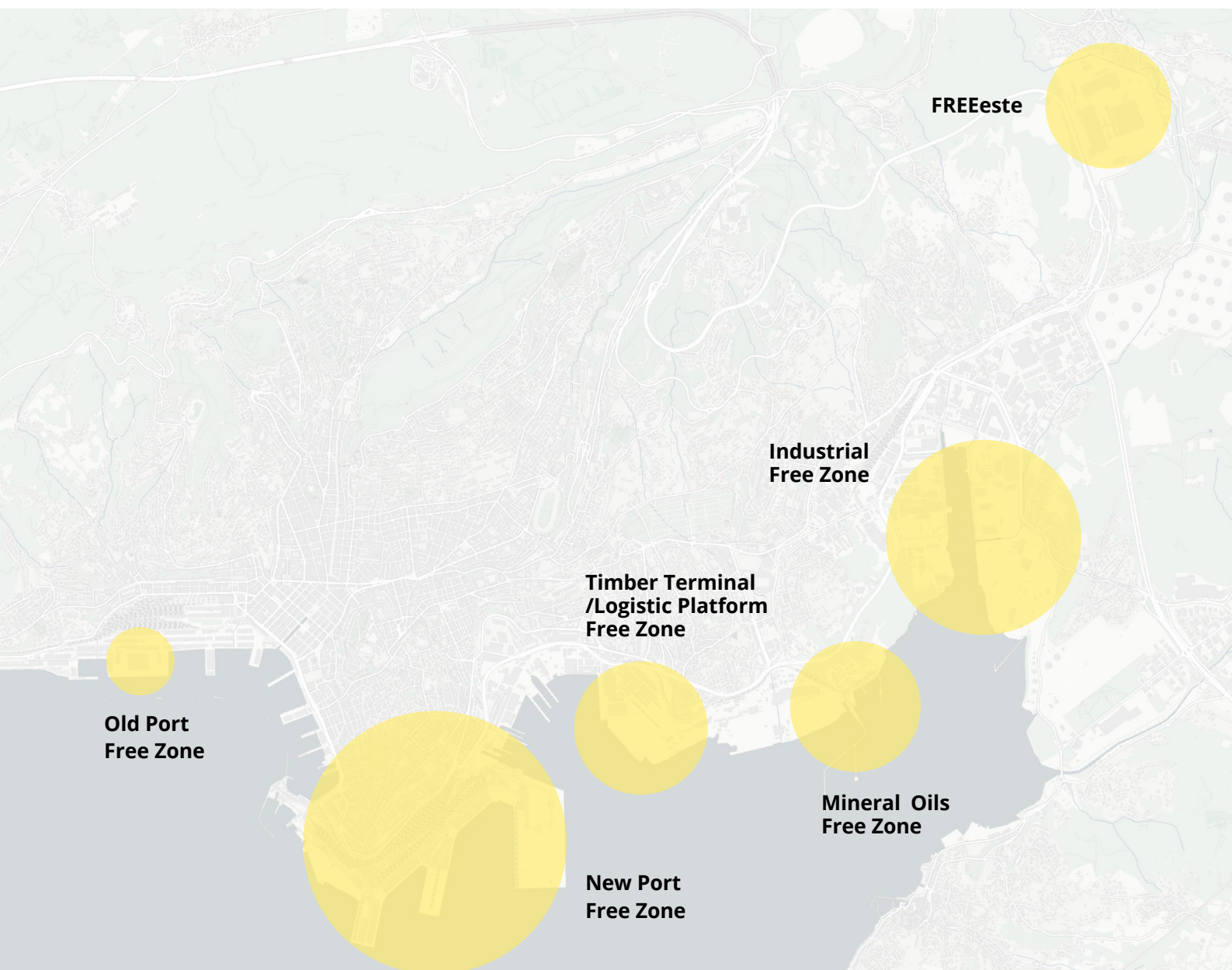
days of navigation: 4

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



The Port today

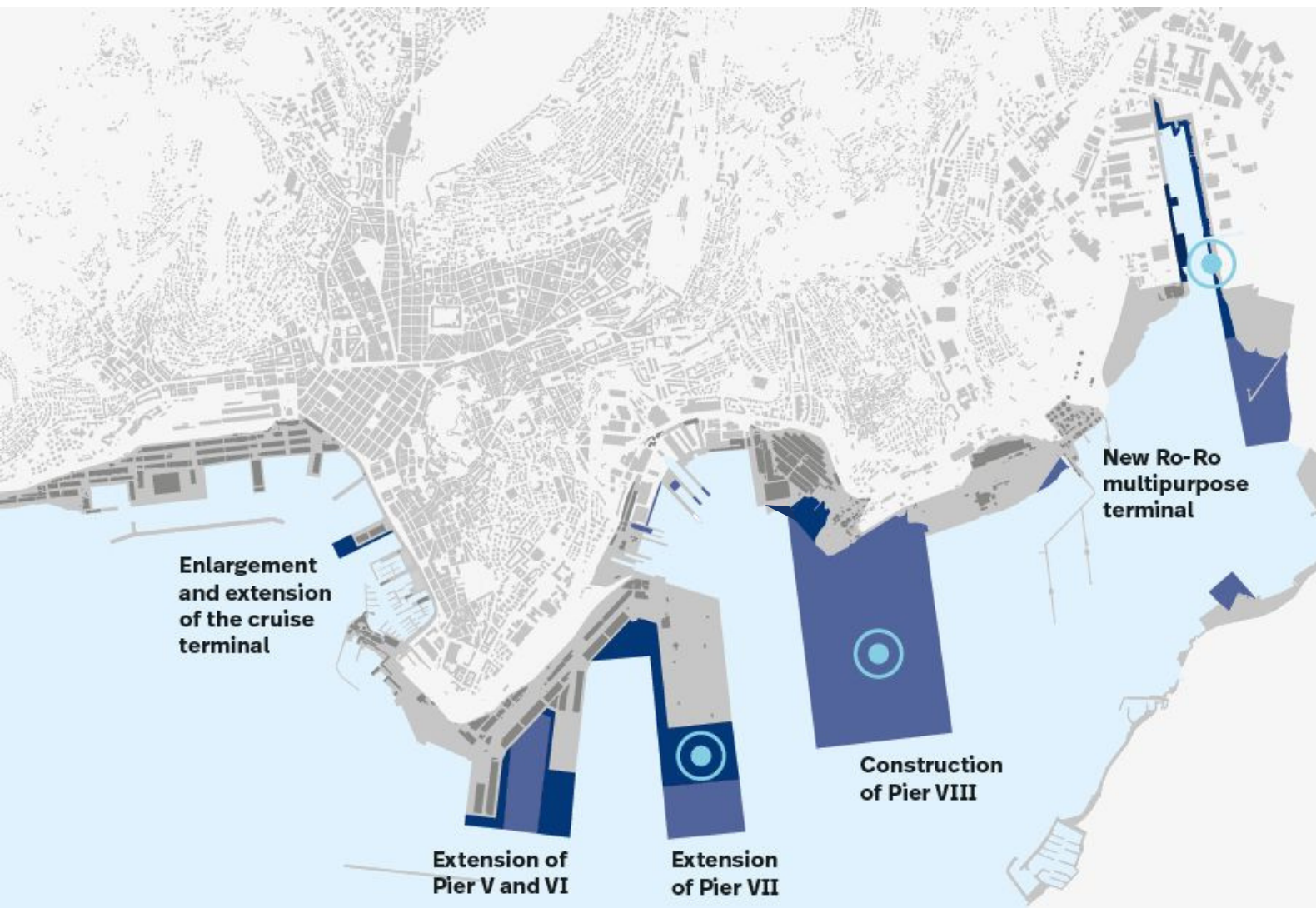
- **Port areas** about 2.3 million square metres including about 1.8 million square metres of free zones
- **Storage areas** about 925,000 square metres including about 500,000 square metres in warehouses
- **Length of docks** 12 kilometres
- **Number of berths** 58 (for conventional ships, multi-purpose vessels, container ships, Ro-Ro/ferries, oil tankers, chemical tankers, passenger ships etc.)
- **Maximum depth** 18 metres
- **Length of rail track** 70 kilometres



The Port tomorrow

- first step**
- second step**
- ongoing projects**

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



An International Free Port in the heart of Europe

The Free Port of Trieste is a unique feature in the Italian and EU legal systems to the advantage of the economic activities of the area as a whole. The Customs clearance exemption entails a number of favourable conditions. Goods arriving from non-EU countries, for example, can be unloaded and stored (without time limits) without paying Customs duties or any other tax until such goods cross the borders of the Free Port to be imported into Italy/EU countries.

Major characteristics

+	All kinds of goods (both EU and non EU) may be stored
+	No limit of time on the storage of goods
+	Non EU goods stored in the Free Port are free of import duties, VAT and other import charges. No bank guarantee is due as long as the goods are in the Free Port
+	The customs origin of goods can be retained
+	The Free Port can be home to any kind of industry, trade or ancillary activities
+	If extra EU goods are imported, they may benefit from a 180 day delay in the payment of customs duties, VAT and excise duties
+	Goods may be subject to industrial processing

Major advantages

+	Harbour duties lower than in other Italian ports
+	Simplified transit for commercial vehicles directed abroad
+	Vehicle tax exemption for international vehicles

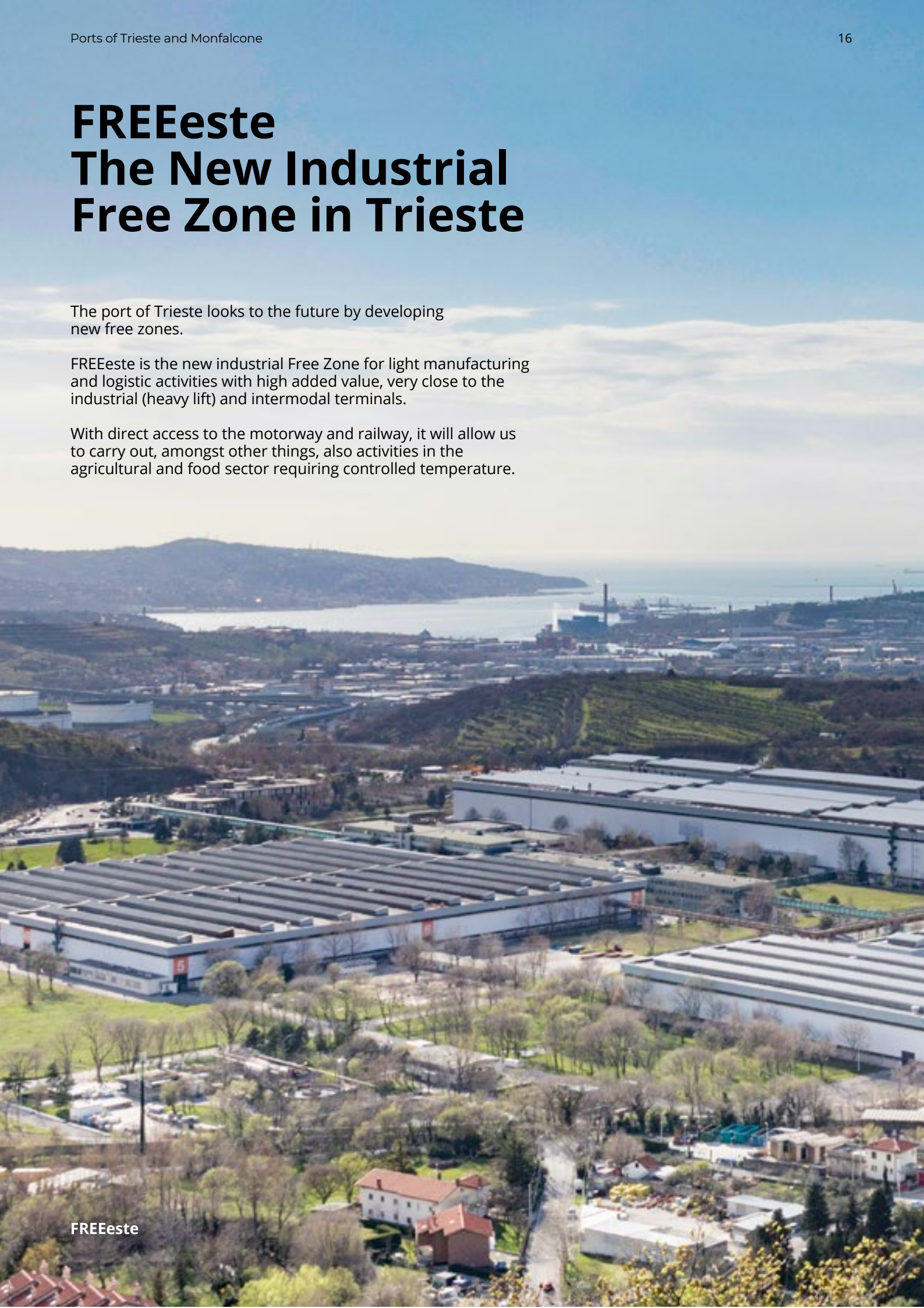


FREEeste The New Industrial Free Zone in Trieste

The port of Trieste looks to the future by developing new free zones.

FREEeste is the new industrial Free Zone for light manufacturing and logistic activities with high added value, very close to the industrial (heavy lift) and intermodal terminals.

With direct access to the motorway and railway, it will allow us to carry out, amongst other things, also activities in the agricultural and food sector requiring controlled temperature.



- | |
|---|
| +
Logistics and warehousing in Free Zone |
| +
Manufacturing and industrial activities in Free Zone |
| +
Railways and intermodal integrated terminal |
| +
Directly connected to the Free Zone of the Port of Trieste through |
| +
Direct connection to the national motorway |



Weekly direct services to/from the Far and Middle East

2M

MAERSK – MSC

Port rotation:

Xingang
Dalian
Busan
Ningbo
Shanghai
Shekou
Singapore

Trieste

King Abdullah
Salalah
Singapore
Xingang
Dalian
Busan
Ningbo
Shanghai
Shekou

Ocean Alliance

CMA – COSCO SHIPPING
– EVERGREEN

Port rotation:

Shanghai
Ningbo
Busan
Shekou
Singapore
Marsaxlokk

Trieste

Port Said
Jeddah
Port Kelang
Shekou
Shanghai
Ningbo
Busan



Other direct services to/from the Mediterranean Sea

Med Services

CMA CGM – COSCO – EVERGREEN
– HAPAG LLOYD – MAERSK – MSC – SEALAND

Alexandria
Aliaga
Ambarli
Ashdod
Beirut
Damietta
Derince
Gebze
Gemlik
Gioia Tauro
Haifa
Iskenderun
Istanbul
Izmir
Limassol
Malta
Mersin
Piraeus
Port Said
Tekirdag
Trieste

Ro-Ro Lines

HHLA PLT Italy
Ulusoy Sealines

Trieste – Çeşme / Izmir

DFDS

Trieste – Mersin

Samer Seaports & Terminals
DFDS

Trieste – Patras – Pendik
Trieste – Yalova

T.I.M.T.
Ulusoy Sealines

Trieste – Çeşme



Oil terminal

Energy from Trieste to the heart of Europe



Beyond numbers



**Social &
environmental
responsibility**



People





Blue Growth



Future oriented agenda



Cultural heritage



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

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#TriesteRailPort

