

PRESS RELEASE

THE PORT OF TRIESTE INTRODUCES ITSELF TO PRAGUE

MISSION ORGANIZED BY THE PORT NETWORK AUTHORITY BEFORE AN AUDIENCE OF 150 OPERATORS IN THE CZECH REPUBLIC

TRIESTE-PRAGUE: RAIL LINKS AND HISTORICAL AND CULTURAL TIES TO BE REVIVED

**FROM PIER VII - TMT: 3 PAIRS OF TRAINS PER WEEK TO PASKOV
FROM PIER VI -EMT: 4 PAIRS OF TRAINS PER WEEK TO OSTRAVA
TAL SIOT PROVIDES 50% OF THE CZECH REPUBLIC'S ENERGY SUPPLY**

Trieste, 7 June 2018 – The port of Trieste promotes its Mitteleuropean soul. After the roadshows in Munich, Vienna and Budapest, the Port of Trieste introduced itself to an audience of 150 port sector operators and investors in Prague, with the goal of further strengthening commercial ties and increasing rail links with the Czech Republic.

The event - which took place in the Manes Centre, in a historic building dating back to the 1930s and overlooking the Vltava river in Prague – introduced the port of Trieste and its outlook for development. It was promoted and organized by the Port Network Authority of the Eastern Adriatic Sea in collaboration with the Italian Embassy in Prague and the Italian-Czech Chamber of Commerce.

During his opening remarks, Ambassador Aldo Amati stressed the strategic role the Port of Trieste plays for central and eastern Europe, and especially the relationships that the President of the Port Authority Zeno D'Agostino has established on an international scale, especially with China.

Next, Petr Rožek, Executive Director of the Czech Union of Forwarding and Logistics, introduced the speakers Alessandro Pasquale, Vice-President of the Italian-Czech Chamber of Commerce, and Mario Carini of Assicurazioni Generali, who highlighted the historical ties linking this renowned insurance company with the Port of Trieste ever since its establishment.

The role of Trieste as a gateway for the entire Mitteleuropean basin was discussed at length by President D'Agostino.

"We are a port that is bucking the trend compared to other Italian ports. Our vocation is international: 90% of our traffic is directed abroad, while 10% serves the domestic market." He added: "All we do is linked to the railway. The port's rail development is experiencing unprecedented growth, from 5,980 trains in 2015 to 8,681 in 2017; we expect to hit 10,000 by the end of 2018."

The Port of Trieste's terminals providing weekly links with the Czech Republic are piers VII and VI. Three pairs of trains per week leave the Trieste Marine Terminal for Paskov. This is a company train, run by MSC, and there are also four weekly departures for the Slovak terminal of Dunajská Streda, just south of Bratislava. As pointed out by Michaela Svrckova, MSC Prague's Director for the Czech Republic and Slovakia, these two services have a nearly 100% booking rate for export/import purposes, which shows that this link works and has ample margins for greater frequency.

Significant results have also been achieved by EMT, which has historically always been strongly rail-oriented. According to Murat Boğ, an executive of the Ekol group, the Turkish group that controls the intermodal port, four pairs of trains per week leave Pier VI for Ostrava. These trains mostly transport furniture, tires, packages, and automobile parts.

TAL SIOT also enjoyed an excellent performance. It provides 50% of the Czech Republic's energy consumption starting from the port of Trieste. A total of 3,775,722 tonnes were exported to this country in 2017 (+93% compared to 2016).

The evening provided plenty of business opportunities for the other Trieste-based operators that took part in the mission, including the Shippers Association, the Trieste freight terminal, the Samer group, and Trimar.

The event was also an excellent opportunity to highlight the cultural and historical links between Trieste and Prague. Assicurazioni Generali were back in the spotlight in the slides shown and commented by D'Agostino, with a young Kafka working in the life insurance department at the Assicurazioni Generali's Prague office between 1907 and 1908. Also mentioned were Porto Vecchio and the machinery from the Hydrodynamic Plant, which was manufactured in Prague's historic industrial district, then known as Karolinenthal and currently known as Karlin.

The mission ended with institutional meetings at the Ministry of Transport and the General Directorate of Czech Railways.