



Press communiqué

Full endorsement for an ultimate test on a free zone system for the Port of Trieste. The time has now come to press ahead and bring to final completion the steps required to implement the advantages envisaged by the Treaty of Paris in 1947.

RENZO TONDO: THE REGIONAL AND NATIONAL GOVERNMENTS ARE BOTH INTERESTED IN PROMOTING THE FULL IMPLEMENTATION OF THE FREE ZONE IN THE PORT OF TRIESTE

The Region Friuli Venezia Giulia – as stated by president **Renzo Tondo** - is investing in infrastructure and innovation. We lie at the heart of Europe, in a strategic location on the international playing field. In times such as these infrastructures are crucial and the unfreeze of Cipe¹ funds for the logistics platform of the Port of Trieste promoted by Minister Corrado Passera testifies the commitment to investing in Trieste's development. The president of the Port Authority **Marina Monassi** rightly wishes to make this a step towards a long-term objective. The free zone is an opportunity that the entire system in this part of Europe could benefit from. She confirms the interest of both national and regional governments in facilitating the development of the Trieste free zone.

SENATOR LUGI GRILLO: PORTS AND LOGISTICS ARE STRATEGIC ASSETS FOR THE ITALIAN GOVERNMENT

<The potential of the Port of Trieste is impressive and the policy of the Italian government is in favour of investments in strategic assets such as ports and logistics>. Senator **Luigi Grillo**, president of the Senate Committee on Transport, a speaker at the conference “Global connectivity with the Mediterranean basin”, organised by the Trieste Port Authority in collaboration with the World FreeZone Convention, has no doubts: <The Committee on Transport has requested that the government decree for economic development include both the financial autonomy of the ports and the exemption from tax of certain port areas to promote economic growth. The Free Port of Trieste must wager on the tax advantages that can turn it into

¹ Interministerial Committee for Economic Planning



a great attraction for the Upper Adriatic Sea port sector. The Upper Adriatic and the Upper Tyrrhenian can thus become true competitors of the ports of Rotterdam and Hamburg, for all the goods moving from the Far East towards Central Europe, including Germany and Bavaria>.

BRIEF SUMMIT IN ROME WITH THE CUSTOMS AGENCY IN ORDER TO ASSESS OPPORTUNITIES

Ample collaboration as far as customs are concerned. <A meeting will be held in Rome within brief – as assured by **Walter De Santis**, deputy director of the Customs Agency – between the top management of the Trieste Port Authority and that of the national agency. All opportunities available for the port of Trieste must be taken into account, on the one hand, in order to enhance its vocation as a free zone and, on the other, bearing in mind its potential interconnectivity with the international and global trade networks>.

NEW LOGISTICS SYSTEMS FOR HORIZONTAL COLLABORATION BY CREATING SYNERGIES AMONG DIFFERENT OPERATORS

<Horizontal collaboration is the instrument for improving the capacity of the transport system – stated **Flavio Marangon**, head of the mobility and logistics unit of the company Trasporti D'Appolonia Spa of the Gruppo Rina. The full implementation of the Trieste Free Port represents a considerable opportunity for the growth of its traffic. This opportunity must be supported by an adequate transport capacity of the adduction and dispatch by land network, with no environmental consequences, that is within a fully sustainable perspective>. In such a context we must assess the possibility to implement new logistics systems such as the so-called horizontal collaboration, which allows the optimisation of resources for freight transport, by creating synergies among different operators. The bottom line – Flavio Marangon continues - is the joint operation of several logistics companies (shippers and Logistic Service Providers), even in competition with one another, in order to share potential, risks, costs and revenues, without losing their identity and clients. <The implementation of these systems – concludes Marangon - enables the reduction of empty and/or partly loaded road transportation, as well as a modal shift (for example block trains) with a significant impact in terms of sustainability. These systems play a vital role in connection with



the short-term economic outlook, which is causing great variability in the traffic and problems (both financial and schedule-related) in achieving new infrastructures>.

FREE ZONES ATTRACT TRAFFIC: MUMBAI-BASED MANTRANA BELIEVES TRIESTE COULD REACH ONE MILLION TEU

During the international conference it became increasingly clear that the free zone could actually prove to be a strategic choice for increasing traffic flows: <The United Arab Emirates have increased traffic from 2 million teu in 1991 to 17 million in 2011, turning the port of Jabel Alil into a gateway. For the Port of Trieste, the decision to commit to the free zone could be equally decisive: the free zone is doubtless an instrument for attracting new traffic, which could enable Trieste to reach 1 million teu> as stated by Anand V Sharma, director of the Mumbai-based Mantrana Maritime, India.

PAOLETTI: THE WTC AS AN OPPORTUNITY FOR THE TERRITORY AND FOR ITS COMPANIES WITH ITS POTENTIAL FOR ATTRACTING INTERNATIONAL INVESTMENTS

The free zone offers excellent opportunities for the setting up on site of the World Trade Centre (WTC). The Trieste Chamber of Commerce president **Antonio Paoletti** put forward today a proposal for the feasibility of setting up a WTC in the free zone, which would benefit from <facilitations both for imported and exported freight loads with fast-track procedures and a special VAT and customs duties policy with a positive financial impact>. In making his presentation **Paoletti** illustrated the beneficial nature of facilitated maritime duties, guarantee-free storage opportunities, IT interfaces among operators including customs, accelerated logistics with reference to the distribution of freight passing from one free zone to another until their introduction in the final destination market.

FREE ZONE: AN ADVANTAGE FOR THE FRUIT AND VEGETABLE SECTOR: SHIPMENT AND SALES MADE EASIER ACCORDING TO PREPROST

The advantages of the free zone for a specific sector like the fruit and



vegetable sector have been highlighted by **Walter Preprost**, CEO of the Trieste Fruit Terminal <The free zone makes shipping and selling easier as the latter can occur at the most appropriate time, and hence imports can be diluted over time. Further, in the past we have processing experiences in Trieste, for instance with Oranges from Israel (netted and labelled in Trieste): a positive experience which, however, did not last long because costs were excessive. On the other hand, if the solution suggested by the Gioia Tauro experience could be implemented, with a 50% cut in processing costs the Port of Trieste could benefit from resuming such operations>.

According to Pierluigi Maneschi, president of Italia Marittima, of the Evergreen Group <this is the first time that the crucial free zone topic is tackled appropriately. A lot of time has been wasted, but the time has come to make good use the huge potential available: there is no denying that the closest port to the heart of Europe is the port of Trieste>.

ICE: EU FREE ZONES PROVIDE SERVICES WITH A HIGH ADDED VALUE TO TENANT COMPANIES

<In the past few years free zones and special economic zones have undergone important developments: these zones always provide added value services to companies and do not behave as mere tenant lodgers - observes **Gianni Fiaccadori**, director of ICE Logistics. They are going through the same development as road-rail distribution hubs, which are turning from managers of real estate assets to facilitators for corporate financial and commercial opportunities. Evidence of this can be found in the interesting case of the Verona road-rail distribution hub, acknowledged to be the best in Europe, and which has had a crucial role in the reconversion of a previously agricultural territory>.

A recommendation to proceed with collaboration efforts in order to advance the free zone cause was also voiced by **Franco Napp**, CEO of Depositi Costieri Trieste <By reaping the benefits of the free zone, Trieste can truly become a strong point. Yet this requires that we all collaborate in an important information initiative. We must explain to the government that the outstanding opportunities for the future that lie ahead are not just for Trieste>.

COMMUNITY CUSTOMS CODE: NEWS FOR FREE ZONES - TRIESTE AS THE RESULT OF TWO LEGISLATIVE LEVELS



A clear description of the legislative framework for free zones in general and for the case of the Port of Trieste in particular is made by **Angela Piri** of the Fantozzi e Associati law firm: <The new community customs code has outlined a new legal configuration for free zones: the distinction between deposit and free zones has been removed and the latter are now explicitly defined as “customs systems”. The complex case of Trieste, being the result of a legislative stratification process, places it in a grey zone defined by the current community legislation as well as by post-war treaties>.

Trieste, July 3rd 2012