town of the northwestern Italian coastal region of Liguria (only the capital Genoa and La Spezia are larger). The area includes around 10,000 covered sqm and has the capacity to store more than 6,000 cars.

Emanuele Grimaldi underlined the fact that these facilities make Savona one of the most important car-handling ports for the country’s automobile manufacturers, as well as for the entire industry. The move has additionally fortified the group’s motorways of the seas network, he elaborated, and he is thus very pleased with the transaction. “It represents a solid investment that will not only benefit the logistics chain and the port of Savona, but simultaneously also enhance integrated logistics services in the entire region.”

Paolo Emilio Signorini, the president of the ports authority for the western Ligurian sea, feels similarly upbeat. Savona Terminal Auto handles approximately 750 ships annually; he now expects the total throughput in the terminal to rise further, as “Savona Terminal Auto has now joined a network of 20 centres operated by Grimaldi in twelve countries.” In Italy this network includes the ports of Salerno, Monfalcone, Catania, Civitavecchia, Gioia Tauro, Livorno and Palermo.

Records tumble in Trieste

The Italian port of Trieste has continued to register improvements of late. It set records in terms of the number of trains operated, (+13.9% vis-à-vis the first ten months of 2016, to 7,147 trains) as well as in the container sector. The first ten months saw the total volume of traffic increase by 4.7% vis-à-vis same period of 2016, to 51.1 million t of cargo. A double-digit increase (+26.6%) in the number of containers handled brought that figure to almost 514,000 teu.

Zeno D’Agostino, the president of the ports authority for the eastern Adriatic Sea, pointed out that “this box segment performance is quite an achievement for us. We’ve already exceeded the throughput of 2016 (more than 486,000 teu), as well as the port record of 506,019 teu, set in 2014. This trend will surely propel us past 600,000 teu for the first time in 2017.” D’Agostino conceded that the volumes are not comparable to those in Northern European ports; he believes that they nevertheless show the multisectoral hub’s dynamism as well as its capability of attracting shipping firms and investors to Trieste.

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