



**Autorità di Sistema Portuale
del Mare Adriatico Orientale**
Porto di Trieste

PRESS RELEASE

THE PORT OF TRIESTE CONFIRMS TOP LEVEL PERFORMANCE FOR THE THIRD CONSECUTIVE YEAR:

THE FIRST PORT IN ITALY FOR TOTAL TONNAGE HANDLED

THE FIRST PORT IN ITALY FOR RAILWAY TRAFFIC AND FIRST OIL PORT IN THE MEDITERRANEAN

61,955,405 tons of goods handled (+4.58%)

616,156 TEU (+26.66%)

8,681 TRAINS (+13.76%)

Trieste, 24 January 2018 - The first port in Italy, the first Italian port for railway traffic and the first oil port in the Mediterranean. The port of Trieste confirms top level performance for the third consecutive year.

"The port is returning to be the driving force of economic development for Trieste, Friuli Venezia Giulia and our country, as well as on an international scale". This was stated by the President of the Port Authority of the Eastern Adriatic Sea, Zeno D'Agostino, commenting on the traffic data of 2017 and the important network of institutional and commercial relations interwoven at European level and especially with the Middle East and the Far East in recent years.

These are the statistics that reveal a record year for the port of Trieste, starting from the total figure of nearly 62 million, with 61,955,405 tons of goods handled, equal to an increase of + 4.58% compared to 2016. The most representative data for 2017 are those relating to containers and trains: the container sector reached 616,156 TEU (+ 26.66% compared to 2016) which is an all-time high in terms of traffic figures for the port; but if one adds the movement of containers to that of semi-trailers and swap bodies (expressed in equivalent TEUs) in 2017, the traffic reached 1,314,953 TEU (+ 13.52%). D'Agostino defined this growth as "very positive in quantitative terms, but above all in qualitative ones". Suffice it to look at the number of full containers over the total handled: 89%. The President of the Port Authority believes that this is an "exemplary" figure compared to the normal performance of a container terminal. "In Trieste not only do containers grow, they grow in a healthy way: we handle goods here, not just empty boxes".

The data relating to railway traffic is undoubtedly worthy of notice: 8,681 trains, up by +13.76% compared to 2016 and by +45.17% compared to 2015. The increase was supported by the trains on international lines linked to container traffic (+34.31%) but also those of the steel sector processed at the industrial port (+24.58%). The figures clearly show the boost by rail traffic to the container segment, which means for D'Agostino that "the railway strategy undertaken by the Port Authority of Trieste is paying off and is the way forward for the coming years too. The significant investments by Rfi, the FVG region and the Government, which together amount to € 83 million already granted, are evidence of it".

The element that makes the Port of Trieste unique in Italy is not only the consolidation of its role as leading port of railway and intermodal traffic on an international scale - which makes Trieste more and more a continental gateway for global traffic - but also the presence of various railway market players operating at the port. Besides the Fs Group, other active entities at the port are represented by Italian private railway companies (CFI and Inrail) as well as some subsidiaries (Rail Cargo Carrier Italy, Rail traction Company, Cap Train Italia) of leading European operators (Rail Cargo Austria, DB Schenker, SNCF). Finally, worthy of notice is the fundamental role played by Adriafer (100% owned by AdSP, a company based in FVG). As D'Agostino points out, "since July, the company has obtained the certification to operate on the network and no longer only as a mere port operator".

Specifically, it should be noted that the group controlled by the Austrian Rail Cargo is the main protagonist, with a share of more than 28% of the total trains of the port. This figure highlights the historical positioning of the Port of Trieste compared to the final markets of Central Europe. But by looking at the map of the intermodal connections of the port one cannot but notice a new network of railway destinations that in the last three years has been gradually expanding, involving all the main nodes of the continent, many of which were almost unconceivable until a few years ago. Suffice it to mention the services operated by Ekol, launched in 2017: the Kiel-Göteborg on the Adriatic-Baltic axis and the recent connection to Zeebrugge in Belgium that allows you to reach Britain from Trieste. On the Eastern European axis, however, the service departing from Pier VII (Trieste Marine Terminal) towards Budapest, is among the best performing ones: inaugurated in 2015 with 2 round trips a week, it increased from 4 to 7 and then to the current 10 pairs of trains a week, so much so that Hungary is becoming the first reference market in Trieste for container rail traffic.

Another fundamental element of 2017 growth is the various goods, 16,565,255 tons of goods handled and a double-digit increase (+ 14.11%) compared to the previous year. Trieste remains the privileged gateway for the traffic from Turkey to Europe: the RO-RO segment continues to increase with 302,516 vehicles (+ 4.28%) out of a total of 314,705 vehicles transited (+ 3.99%). The liquid bulk also grew to 43,750,555 tons (+ 2.33%). Only solid bulk cargoes experienced a drop, falling back by 16.81%.