



Port Network Authority
of the Eastern Adriatic Sea
Ports of Trieste and Monfalcone

PRESS RELEASE

PORT OF TRIESTE: NEW SOLUTIONS FOR THE LOGISTICS SYSTEM DURING COVID-19

THE INTERMODAL NETWORK WITH AUSTRIA IS STRENGTHENED

Trieste, 17 April 2020 – As the lockdown is causing a reduction in consumption and an uncertain economic outlook, the Port of Trieste plays the intermodality card and provides a concrete answer to the varied needs of the European logistics network and productive system. “In this situation, the railway continues to prove itself our winning asset”, states Port System Authority President Zeno D’Agostino. “We got to work immediately, implementing solutions to ensure the reliability and continuity of trade flows at the international scale.”

A new set of intermodal services towards Austria was launched on the week prior to Easter. This is a sort of “one stop shop” that can serve the market through a series of railway links implemented in collaboration with Alpe Adria, TO Delta, and Rail Cargo Operator, and comprising:

- a twice-weekly full train service linking Trieste, Vienna and Linz.
- a direct train service between Trieste and Vienna running once a week and serving primarily the Austrian market needs of MSC.
- a direct service between Trieste and Salzburg running up to twice a week.
- an ad-hoc system linking Wolfurt, Salzburg, Linz, and Vienna with a single wagon serving as a back-up for when demand increases.

This is a fully integrated system strengthening the links between the Port of Trieste and the main Austrian hubs.

“In recent weeks, our attention has also focused on local manufacturing firms”, D’Agostino continues. We thus adopted an additional logistical solution, that of combining maritime cargo handled via an existing rail link with the Czech Republic run by DFDS (a Danish logistics and shipbuilding group already active in the Port of Trieste) with industrial cargo handled in the port and which could not be transported by road due to the border closures. The activation of a dedicated loop train inside the port, a collaborative effort involving Adriafer and Alpe Adria, has made it possible to forward intermodal units loaded with industrial cargo to the Czech Republic, together with the semi-trailer and container cargo from Ro-Ro ships managed by DFDS.

It should also be noted that the lockdown and its future effects may generate an increasing need for stocking spaces and logistical activities in terrestrial hubs located near ports. In this context, proposals have been made to several interested subjects to adopt short-distance intermodal links and

stocking areas in the Trieste and Cervignano freight terminals and the FREEeste logistics platform, thanks to the advantages that the Free Port provides to the Trieste area.

These “collaborative” logistics actions could become a distinctive element of the new way that firms will handle their supply chains. Thanks to its initiatives and its integrated management, the Port of Trieste is well positioned to support such dynamics. “In these days - D’Agostino concludes – we are working with major industrial players to identify solutions that can position Trieste as an entrance hub for new maritime cargo from the Far East”. Once again, the port’s well-established rail network can ensure rapid service and reliability to the supply chain for the productive sector in eastern and central Europe.