



Vienna 18 April 2013





EMT
EUROPA MULTIPURPOSE TERMINALS

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FRANCESCO PASTIS
SINCE 1807
PERSEVERANDO VINCI

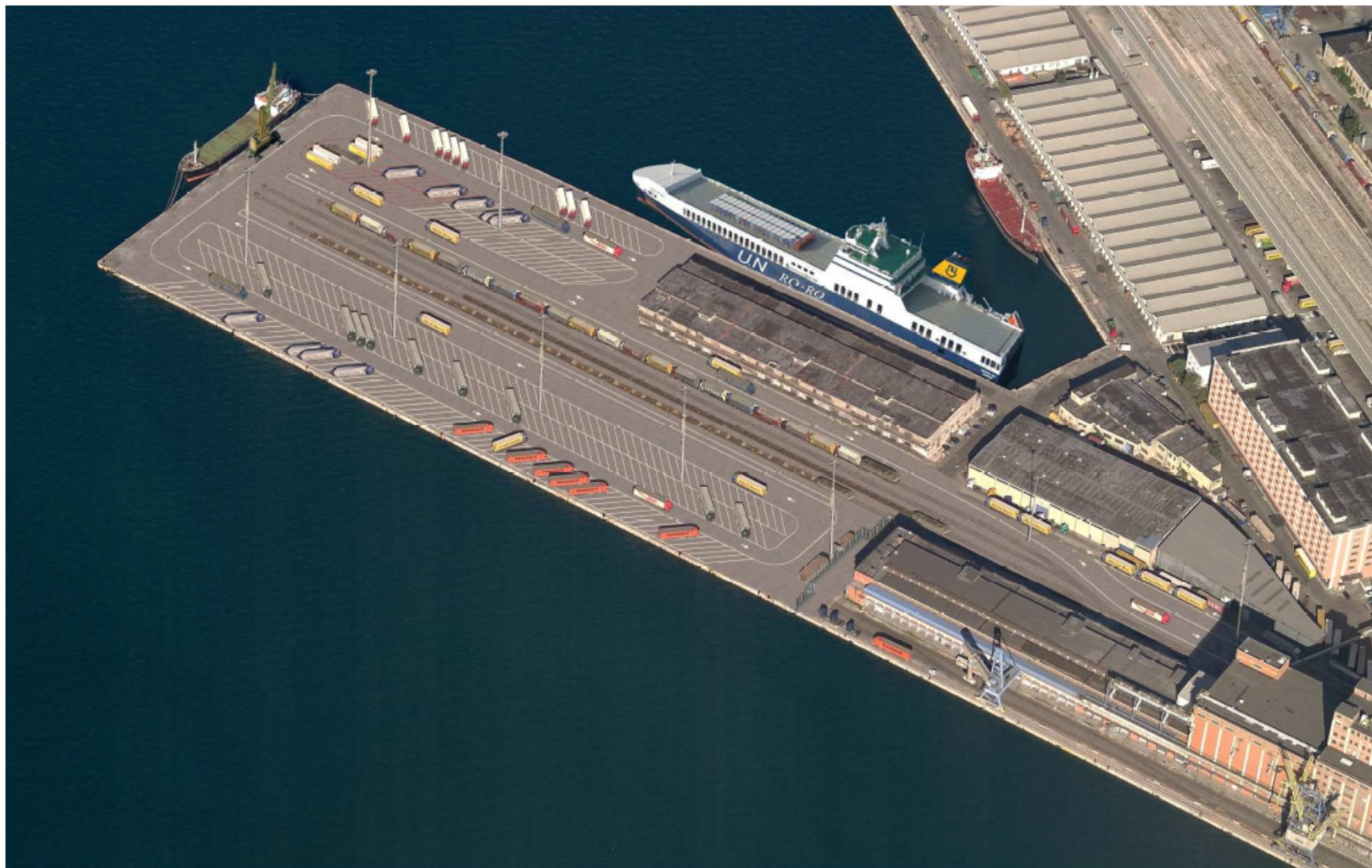
VISION

- ❑ East Med (Levante) / NW Europe trade
moved in the '70 / '80 from sea to road
- ❑ In the '90 partly intermodal sea – road via Adriatic ports
- ❑ Estimated volume 400.000 FTL round – trips
(via Brindisi, Bari, Ancona, Ravenna, Venice, Triest)
of which 50% from / to North of the Alps
- ❑ Next Step: transfer to sea – rail
(only first and last mile by road)
- Equip a marine terminal to be state of the art platform for
interchange sea – rail



LAY OUT AND EQUIPMENT of Pier VI in Trieste

- ❑ 25 years concession 2010 > 2034
- ❑ Investment to renovate the terminal and equip it as follows:
 - 70.000 sqm total area
 - 4 rail track @ 400m
 - 1.500 m berths
 - 1 warehouse 5.000 sqm (CFS)
 - 10 Mafi RoRo tractors
 - 4 Reachstackers with Piggy Back



PRESENT SERVICES

- ❑ RoRO Lines serving Pier VI
 - Trieste – Istanbul (Haidarpasha) 3 x week
 - Trieste – Mersin 2 x week
 - Trieste – Durres 1 x week
- ❑ Other Ro-Ro services in other terminals availables for Ambarli – Pendik – Cesme (Izmir) – Igoumenitsa – Patrai
- ❑ Intermodal services directly to / from Pier VI:
 - Koln Eifeltor (D) 8 x week
 - Ludwigshafen (D) 6 x week
 - Bettembourg (Lux) 3 x week
- ❑ Other intermodal services available from the Port of Trieste to Munich – Vienna – Budapest – Salzburg – Milano – etc.

PRESENT VOLUMES

□ Volumes (in Trailer / FEU)

	2012	Exp 2013	DELTA %
Ro – Ro	42.000	80.000	+ 90 %
Intermodal	22.500	41.000	+ 82 %

➤ Exp 2013 based on projection 1st Quarter

□ % of units arriving / departing by intermodal rail services on total maritime traffic **52 %**



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EMT S.r.l.

PORT OF TRIESTE
Punto Franco Nuovo
Molo VI – 34123 TRIESTE (TS)

Tel. +39 040 3220333

Fax +39 040 3224484

E-mail info@emterminals.com

VAT Nr. IT01188930323

