

ITALIAN PORTS AND FREIGHT VILLAGES: INVESTMENT OPPORTUNITIES

SILK ROAD EXHIBITION

03-05 NOV 2019, DOHA



INVEST
IN ITALY



ITCA
ITALIAN TRADE AGENCY

INVITALIA

UIR
Unione Interporti Romani

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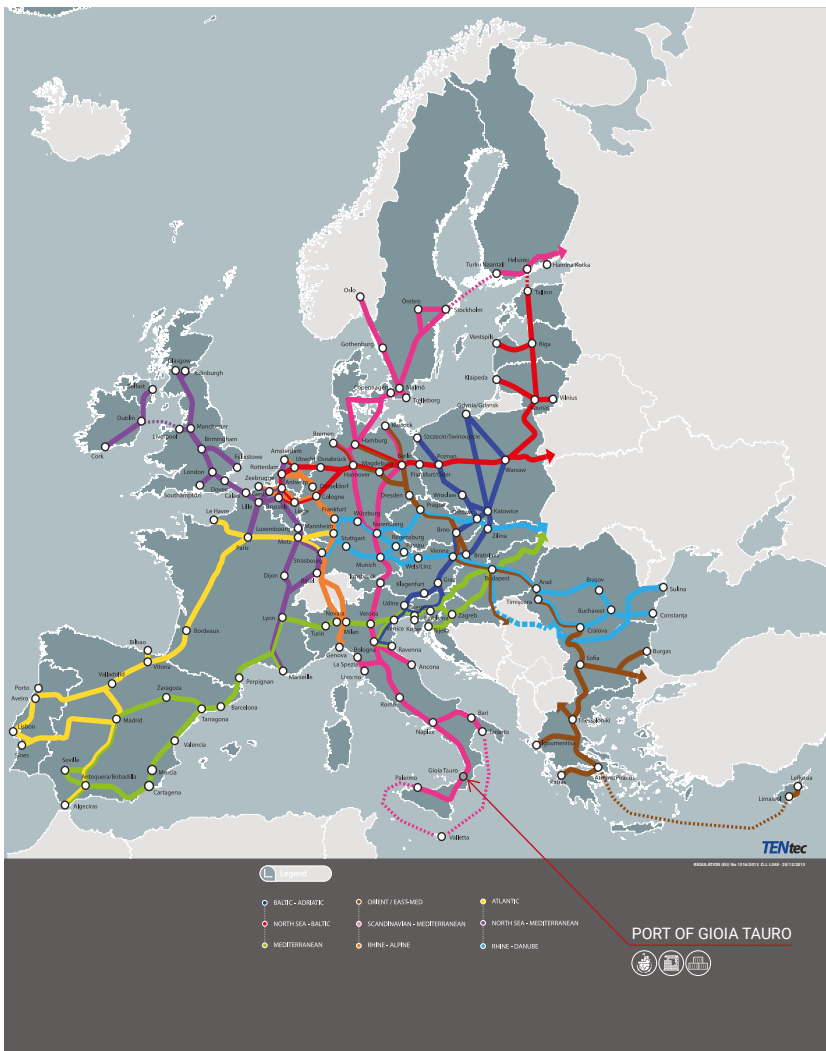
ITALIAN PORTS AND FREIGHT VILLAGES: INVESTMENT OPPORTUNITIES

OCTOBER 2019



PORT OF GIOIA TAURO





GEOGRAPHICAL POSITIONING

In the heart of the Mediterranean Sea, Gioia Tauro Port is:

- located in the middle position along the axis of the Suez and Gibraltar Canals, which makes it one of the world's busiest shipping routes.
- in the Trans European Corridor 1 called "Helsinki – La Valletta".

Thanks to its position in the Mediterranean Sea and its seabed level, Gioia Tauro has been included in the international shipping lines by alliance 2M (Maersk Line – Msc). It's a shipping international schedule that includes 58 similar units departing from the Far East, crossing the Suez canal and reaching Gioia Tauro and the Mediterranean to return to the Asian market.

Gioia Tauro Port is:

- a meeting point between the East-West shipping routes
- a connecting point for 120 ports worldwide and 60 in the Mediterranean Sea.

INFRASTRUCTURES

ITS STRONG INFRASTRUCTURAL POINTS:

- The Seabed level ranges from -14 m. to -18 m.
- The canal has a width of 250 metres above average sea level and a length of 3.5 kilometres
- The entrance of the canal has a circular evolution basin with a diameter of 750 metres

DOCK DATA:

- 5,130 metres of docks
- 1,850.000 square metres stock-yard for storage and handing

STRONGHOLDS:

The ability to serve 3 ultra large container carriers, simultaneously, with capacity of 19.000 teus

Thanks To:

- Advanced information system to monitor and track operational activities
- High-level services regarding maritime-related activities of piloting, towing and docking

Actually, to maintenance this performance, the Port Authority starts the work to guarantee the seabed level. This project has a value of 2,5 million euros. The program previews six work interventions for every year and heads for the leveling of submarine dunes.

The first 19,224 TEU ship, MSC Miriam, reached in the terminal in April.

On a weekly rotation, similar unit containerships reach in the Terminal. They have a length of 400 metres, 60 metres of width and a capacity of 20,000 Teus.

ALREADY IN GIOIA TAURO

There're two Terminals destinated for storage and handling operations

Recently managed by TIL, the Container Terminal has a stock-yard of 1.500.000 square metres and connects North Europe, India, the USA, Canada and Mexico to both the Middle and Far East

The Car Carrier Terminal has a stock-yard of 350.000 square metres and connects Far East to USA.



PORT DEVELOPMENT

PRESENT PLAN

- Mobile Inspection System optimizes handling operations and reinforce security checks
- Intermodal Platform made up of six 750 m. long crain-rail which connects the port to both national and international inland destination markets



FUTURE PLAN: work in progress

- 42 hectares for storage and container handling operations
- Multimodal Platform for optimize the entire port's performances
- Dry Dock for restoration and upkeep of average/big container ship
- Factory for restoration and upkeep of containers



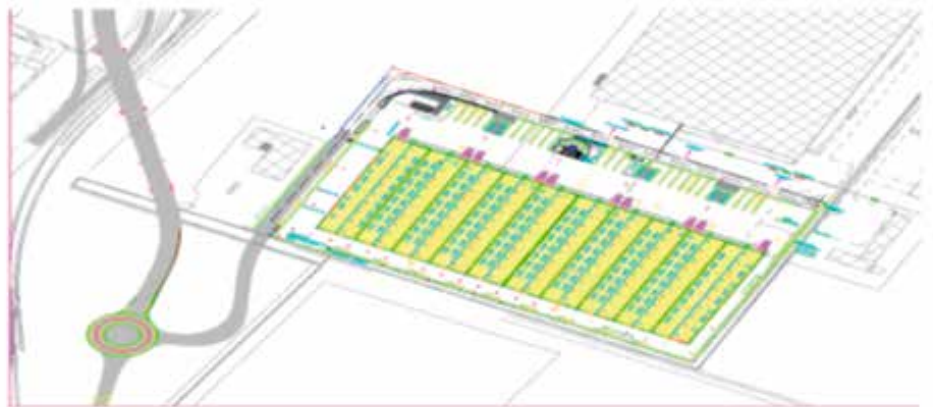
INVESTMENT OPPORTUNITIES

INDUSTRIAL WAREHOUSE

Size: area of 25,000 covered square metres:

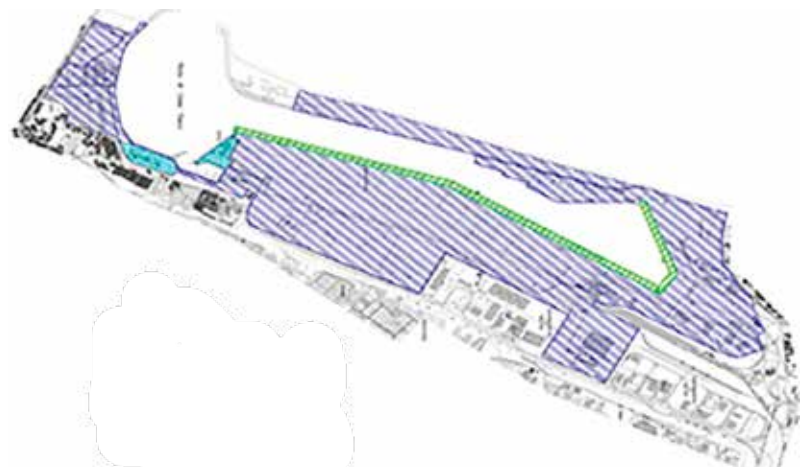
25,000 uncovered square metres.

It's intended to industrial enterprise.



SPECIAL ECONOMIC ZONE:

Special Economic Zone: to attract news business whit fiscal benefits and a simplification of the bureaucratic procedures.





MSC MIRJAM
MONROVIA
IMO 9767376

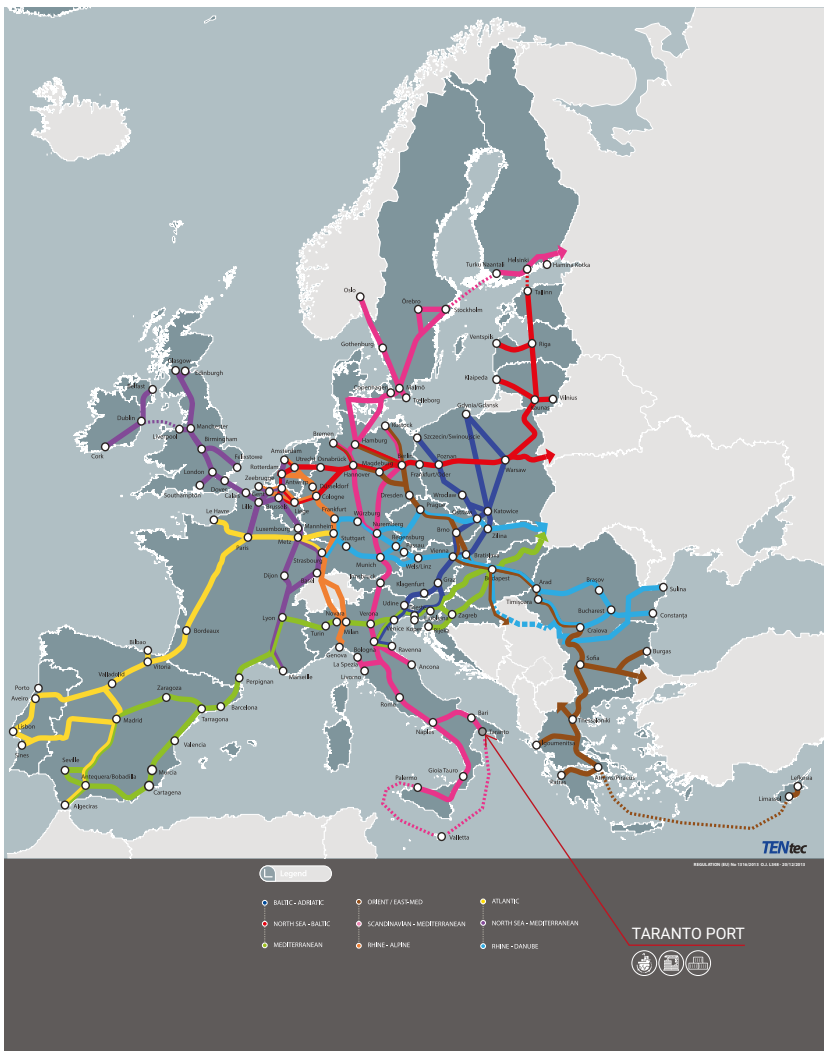


Port Network Authority
of the Ionian Sea

Port of Taranto

PORT OF TARANTO





GEOGRAPHICAL POSITIONING

The Port of Taranto, located in the heart of the Mediterranean basin, is particularly strategic as a natural gateway for sea traffic from/to Central Europe and the Far East and the developing economies of the Near and Middle East and North Africa. Scan-Med Corridor. The port of Taranto is the final node of the rail/road terminal of the Scandinavian-Mediterranean Corridor (Helsinki/ Malta) and a maritime node connecting the corridor to Valletta. The Scandinavian-Mediterranean Corridor runs from the Finnish ports up to the ports of La Spezia, Livorno, Ancona, Bari, Taranto, Naples, Gioia Tauro, Augusta and Palermo and, through a “Motorway of the Sea”, to Valletta. The integration of the two ports into the “Motorways of the sea” has reinforced their connections in the Med area and the port of Taranto can serve as a hub connecting the Ionian area

with Malta. Our strategy is to pave the way, around the port of Taranto, for an integrated logistic system based on a network of specialized infrastructures effectively attracting maritime traffic and fostering the development of the local area with a focus on intermodality, adherence to EU regulation and TEN-T network development.

WHY TARANTO PORT

Renewed centrality of the Med area after the doubling of the Suez Canal. The doubling of the Suez Canal encouraged significant growth in traffic: in 2017, 909 million tonnes of goods and more than 17,500 ships passed through the Canal, with traffic increasing approximately by 11% compared to 2016. Goods transiting through the Canal account for 8-10% of the entire global traffic around the world.

As a result, ports in the MED area increased their market share from 36% to 41% between 2008 and 2017. The Europe-Far East route experienced the highest growth. The Mediterranean area has recovered its key role in the world trade scenery.

Taranto as the “missing link” between the med and Italy/Central Europe. Among the objectives of the trans-European transport network - as fixed by the EU regulation n. 1315/2013 - there is the need to increase efficiency through the removal of bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States’ territories and between them. To this aim, the Port of Taranto has a key role in filling the “missing link” between the Med and Italy/Central Europe as its geographical position and infrastructural architecture makes it the essential hub for the strategic implementation of the existing “Motorways of the Sea” between Taranto and Central/Eastern Med that can help promoting a greater inclusion and integration of all ports, nodes and infrastructures.



SPECIAL ECONOMIC ZONE

In July 2019 the Italian government established the Ionian Special Economic Zone, which includes selected industrial areas in the regions of Puglia and Basilicata and the port of Taranto as its hub. New investments in the Ionian SEZ can benefit from:

- Administrative simplification
- Tax reductions such as tax credit

In accordance to Law 84/1994, the Port Network Authority of the Ionian Sea is responsible for the start-up of a new overall simplification process of port procedures through the creation of a «One-stop Administrative Shopping».

Investors will then have a unique front office service to run every administrative and/or authorization procedures.

As regards tax credit, investors will be able to use either 25, 35 or 45% of their investment – according to the whether the company is small, medium or big – to reduce the due tax amount. The limit for each investment project is 50 Million Euros.



INVESTMENT OPPORTUNITIES

1. LOGISTIC PARK

200.000 square metres

Container storage yard

The yard extends over an area of 25.700 sqm where up to 480 containers can be stacked.

The warehouse has an area of 4.836 sq.m.

Room temperature warehouse.

The Logistic Park railway tracks will be linked to the Taranto railway station and the national railway network.

Refrigerated warehouse

The warehouse has an area of about 5.376 sqm and a capacity of 48.000 cm. It is dedicated to the storage of perishable goods. There are four refrigerated cells where temperature can vary from -25°C to +5°C.

The **Revenues** estimated by the current concessionaire are as follow:



2. DISTRIPARK

750,000 sq.m.

Covered modular surfaces on 170,000 sq.m.

The facility will also feature efficient and quick railway links.

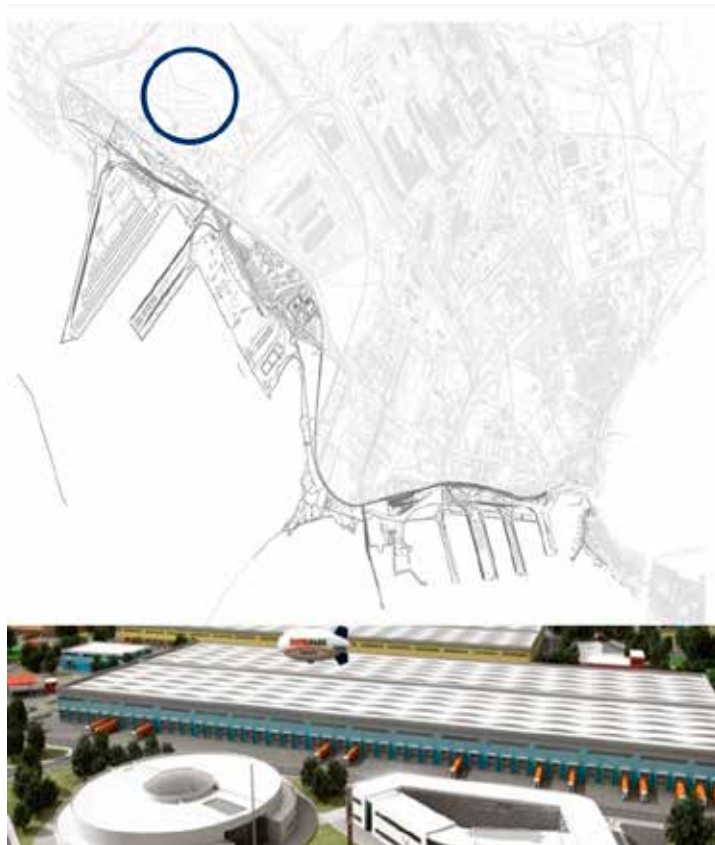
The facility is in a favourable location for investors and users intending to develop traffic to/from Southern Europe and the Mediterranean: it is near, the Multipurpose Terminal and the new Logistic PaRK.

The facility is to be included in the Special Economic Zone.

Current progress: the area dedicated to the Distripark project has been acquired by the Port Network Authority.

The Distripark project foresees the realization of a facility which is able to attract, on the “offer” side, a number of transport companies, services, players which deal with processing and assembly of industrial components – and, on the “demand” side, new fluxes of traffic interested in the services managing the whole supply chain of goods with state-of-the-art technologies.

Revenues: the objective is to process 15% of the containers handled in the port, that is 120.000 TEUs, with the possibility of having a cumulative turnover (considering the two major items, warehouses rent and container handling for customers) going from 2,8 M€ at the start up to 90,4 M€ in the eleventh year. The trend might allow the revenue to reach about 300 M€ in the 22nd year.





**Autorità di Sistema Portuale
del Mare Adriatico Meridionale**

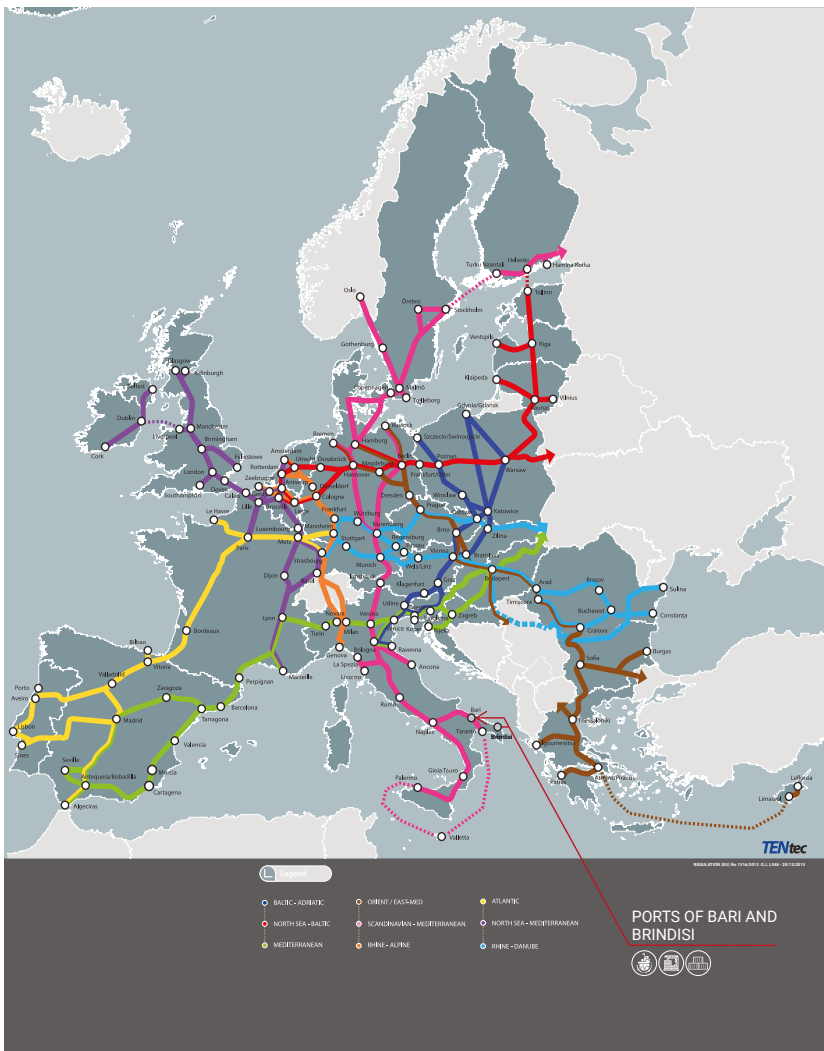
Bari, Brindisi, Manfredonia, Barletta, Monopoli

PORTS OF BARI AND BRINDISI





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Located close to the markets, reaching over 70 million consumers in Croatia, Serbia, Montenegro, Romania, Albania, Bulgaria, Moldova, and European Turkey, the network is separated by only 200 kilometers from the Balkan peninsula.

A good choice in terms of logistics in connecting the area with the rest of the world.

This central location offers the fastest and cheapest connections with the European hinterland as well as it stands as a gateway between Italy and the Middle East.

INFRASTRUCTURES

Bari					
Maximum ship dimensions	Quays	Services:	Anchorage	Distances:	Traffic:
Length: 330 m	Total number: 4	Ship repair – Bunkering	Available: yes	City center: 800m	Total cruise passengers
Width: no limit	Total length: 1,200 m	Waste disposal – Water	Ship tenders allowed: yes	Airports: 14km	2018:
Draft: up to 12 m	Quay depth: up to 12m	Provision – Post office	Tugs available: 2	Rail Station: 2 km	572.906
	Passenger terminals: 2	Car valet parking	Tidal movements/range:	Free city Shuttle service: yes	Total cruise calls
		Free shuttle bus	0,30 – 0,40 mt		2018: 213
		Luggage porters			
Brindisi					
Maximum ship dimensions	Quays	Anchorage	Distances:	Traffic:	
Length: 330 m	Total number: 3	Available: yes	City center: 5km Costa Morena;	Total cruise passengers	
Width: no limit	Total length: 1,200 m	Ship tenders allowed: yes	200mt from Carbonifera	2018:	
Draft: up to 11 m	depth: 7-11 m max	Tugs available: yes	Airports: Brindisi 6km;	104.085	
	Passenger terminals: 1	Tidal movements/range:	Bari 100 km.	Total cruise calls	
		0,30 – 0,40 mt	Rail station:	2018: 45	
			5km from Costa Morena;		
			1km from Carbonifera		
			Free city Shuttle service: yes		

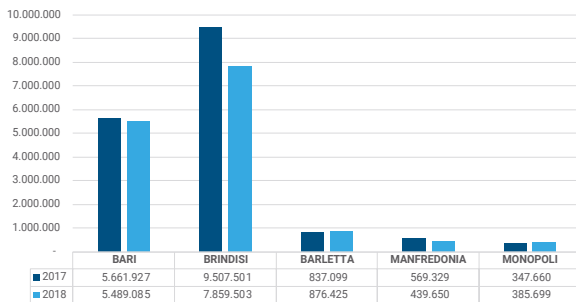
MARKET COVERED - SHORT SEA SHIPPING

CONNECTIONS

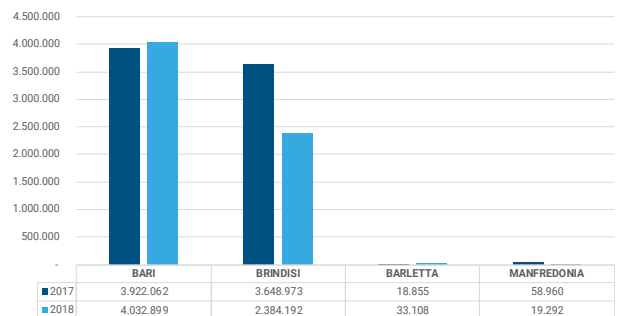


STATISTICS

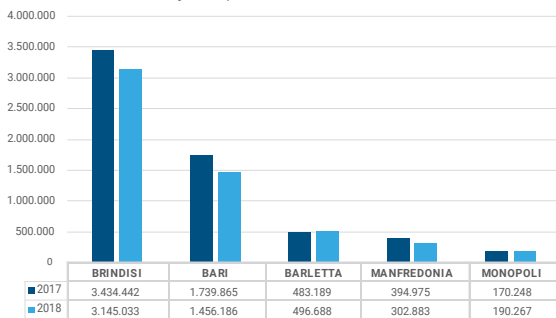
TOTAL THROUGHPUT PER PORT 2017-2018



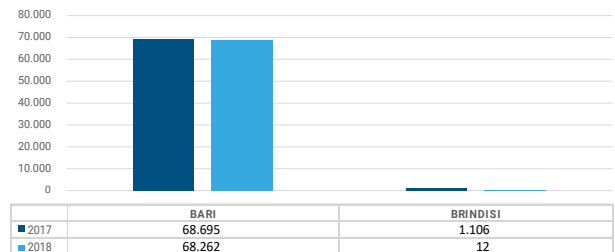
GENERAL CARGO PER PORT 2017-2018



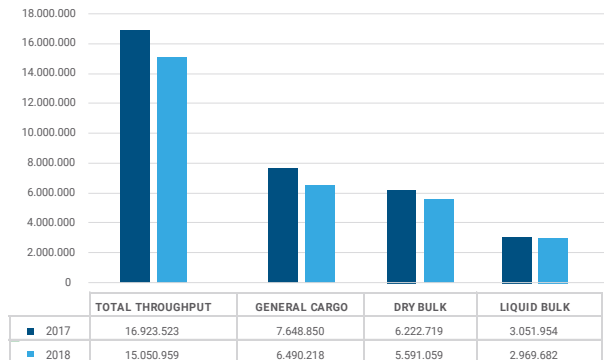
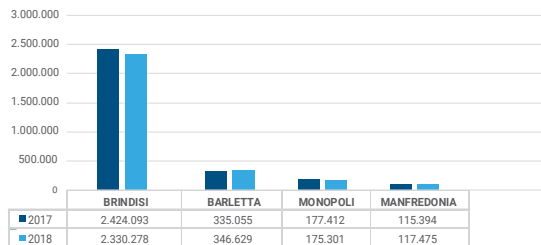
Dry Bulk per Port 2017/2018



TEU per port 2017/2018



Liquid Bulk per port 2017/2018



INVESTMENT OPPORTUNITIES

1. NEW RO-RO TERMINAL AT ST. APOLLINARE

The project includes the construction of a service area of approximately 11,000 square meters: 8,200 square meters complete with flexible flooring, street furniture, lighting and systems and 2,800 square meters green area.

The new berths will be made as follows:

- 1 quay direction with a total length of 256 meters divided into two sections of 86 meters and 170 meters, equipped with a service ramp for ship loading doors, which allows aft mooring for 3 180-meter ships and a 280-meter ship;
- 2 piers perpendicular and rooted on it, with a length of 180 m and 280 m respectively, which will allow 3 walled berthings;
- a connection of the head of the pier to the quay of Costa Morena - Punta Terrare, which will allow the continuity of the existing structure.

Investment needed 35 Million Euro



2. OPERATING COSTA MORENA INTERMODAL TERMINAL



COST	€ 21.750.000
COMPLETION	100 %
DURATION	1,5 years
TARGET	AVAILABILITY OF LARGE AREAS (approximately 200,000 sq. M) for intermodal and multipurpose stocking of containers, liquid and solid bulk for about 750.000 teu/year. Quay length about 1,4 km. Draught from 12 to 14 m.



COST	€ 7.100.000,00
COMPLETION	100 %
DURATION	5 years
TARGET	Enhancing rail infrastructure with new 1,5 km of railway into the port area.



ITALIAN
PORTS
ASSOCIATION



Autorità di Sistema Portuale
del Mar Tirreno Centrale

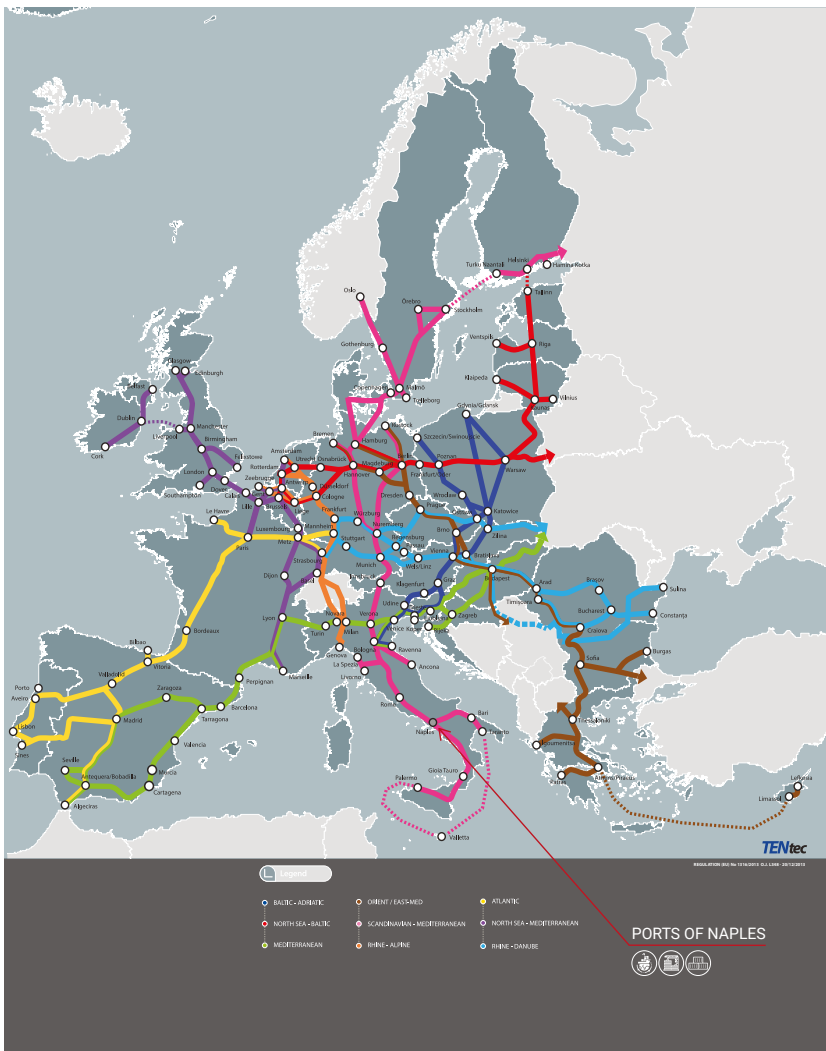
Napoli, Salerno e Castellammare di Stabia

PORTS OF NAPLES, SALERNO AND CASTELLAMMARE DI STABIA





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

The Campania Logistic System in the Mediterranean network:

- Central Position in the Mediterranean Sea (Euromediterranean Free Trade Area)
- Land-sea Integration with Northern Italy, Central North and Europe (Motorways of the Sea, Corridors n. 1 and n. 8)

INFRASTRUCTURES

Naples	
Position	40° 51' 19" North – 14° 15' 36" East
Total Water Area	2.660.000 sq. m
Total Land Area	1.426.000 sq. m.
Quay Length	11.145 l.m.
Water depth at the main terminals	15 m.
Berths	8
Moorings	73 for 16,5 km of wharves
N. Of Entrances	2- 250 and 300 m. long
Mobile Gangways	7
Cruise Traffic	1.068.797 (tbc)
Cruise Calls	379
Pax Terminal	1
Congress Center	Yes
Shopping Center	Yes

Castellammare di Stabia	
Position	40° 41' 42" North – 14° 28' 26" East
Total Port Area	281.800 sq. m.
Berths for yachting	5
Moorings	4 on 2 piers
N. Of Entrances	1
Max length	270 m.
Max draft	7 m.

Salerno	
Position	40° 39' 52" North – 14° 44' 41" East
Total Port Area	500.000 sq. m.
Port entrance	280 m. width, 13 m. water depth
Turning basin	550 m. diameter, 12 m. water depth
Basins	11.5 m. water depth
Quays	n. 9 with an overall length 2,950 m., 11,5 m. water depth
Moorings	15 on 5 piers
Berths	2
N. Of Entrances	1
Mobile Gangways	0
Total Cruise Traffic	101.967
Total Cruise Calls	79
Pax Terminal	1



STATISTICS

	A	B	C			A+B+C	E	F
	Liquid Bulk	Dry Bulk	General Cargo			Total (Tons)	TEU'S	Passenger
			Container	Ro-Ro	Total			
NAPOLI	5,258,237	1,076,846	5,945,240	5,391,528	11,336,768	17,671,851	583,361	6,767,139
SALERNO		151,814	5,608,190	7,969,207	13,577,397	13,729,211	453,187	771,031
CASTELLAMARE DI STABIA								161,931
PORT NETWORK AUTHORITY OF THE CENTRAL TYRRHENIAN SEA	5,258,237	1,228,660	11,553,430	13,360,735	29,914,165	31,401,062	1,036,548	7,700,101



THE PORT TODAY - NAPLES

The Port of Naples, located in the center of the Mediterranean Sea, in the ideal route from Suez to Gibraltar, is among the principal harbors for commercial traffic and is experiencing a constant increase in its passenger traffic. From the touristic area of the Port, in the historical center of Naples, it connects, with fast boats and ferries, the islands of the Bay of Naples and Sorrento. Similarly, the archaeological sites of Pompeii, Herculaneum and the Phlegraean Fields can be easily reached from the port. In the cabotage sector the Port of Naples is a leader, representing 50% of the Italian trade. Moreover, it is a fundamental hub for the commercial and passenger traffic directed to the main islands (Sicily and Sardinia). The shipbuilding and the ship repair sector represent the industrial sector of the Neapolitan harbor, continuing to invest to improve the capacity and quality of the production.

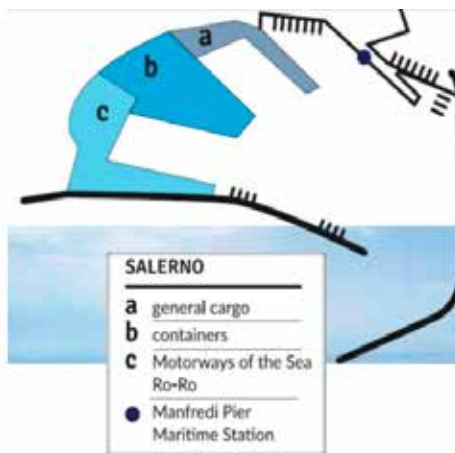


- a. Passengers
- b. Miscellaneous activities
- c. Break-bulk
- d. Shipbuilding
- e. Containers
- f. Oil
- g. Industry
- h. New Container Terminal

THE PORT TODAY – SALERNO AND CASTELLAMMARE DI STABIA

The Port of Salerno is one of the most dynamic and efficient ports in Europe, representing an important hub of the Motorways of the Sea. It is among the principal regional ports in terms of trade of containers and among the first hubs for new cars.

The commercial and passenger traffic are in constant growth thanks to the launch of new regular lines and to the modernization of the port infrastructures.



The Port of Castellammare di Stabia centers its activity in the yachting and shipbuilding sectors, thanks to the historical existence of the “Fincantieri” factory.

The industrial activity represents a branch with a great economic and occupational value for the city. The production is being progressively oriented towards the construction of parts of military ships and ferries.



INVESTMENT OPPORTUNITIES – NAPLES



**Waterfront redevelopment
Calata Beverello**



**The new Maritime Station of Levante, borgo
Marinaro and water surface of S. Giovanni a
Teduccio**



The new eastern dock "Darsena di Levante"



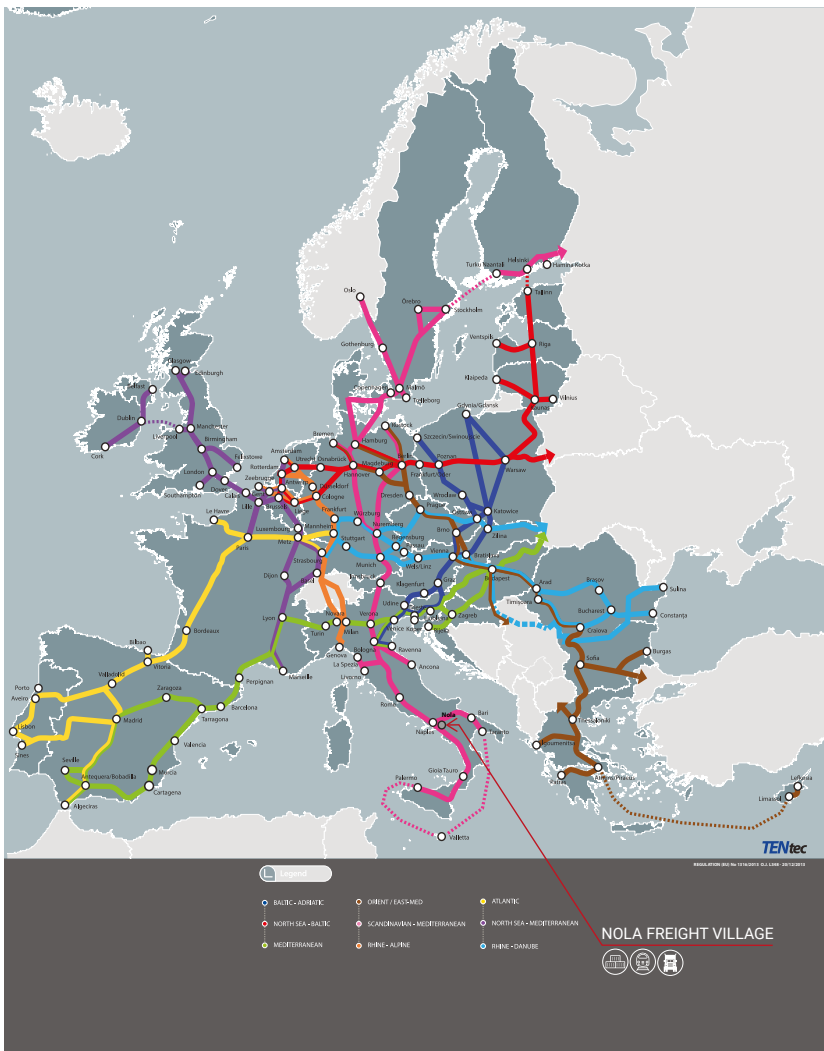
The water surface and Borgo Marinaro





NOLA FREIGHT VILLAGE





GEOGRAPHICAL POSITIONING

Located in Nola, 30 km from Napoli, it is the largest logistic hub in Centre-South of Italy

It is conveniently based on most important freight traffic corridors

- North-south Europe
- East-West Mediterranean
- Berlin – Palermo railway axis

Due to its infrastructures Interporto allows efficient management of traffic via 4 transport modes

- Trains: Internal railway station linked to the national and international network
- Sea: Road link with 4 most relevant Mediterranean ports Naples, Salerno, Gioia Tauro and Taranto
- Road: Direct access to main highway junctions (A16; A30; A1; A3)
- Air: Nearness to Napoli Capodichino International Airport

INFRASTRUCTURES

Intermodal Terminal

Managed by Interporto subsidiary TIN S.p.A., the Terminal provides clients with services as (i) storage, handling and manipulation of unit load, (ii) emptying / filling of containers, and (iii) maintenance/repair and cleaning of containers and swap bodies.

- 225.000 sq. m. Intermodal Terminal.
- 60.000 sqm Extra EU deposit (A3).
- Customs offices.
- 7 pairs of rail tracks each 1km long.
- Direct link to the internal railway station.

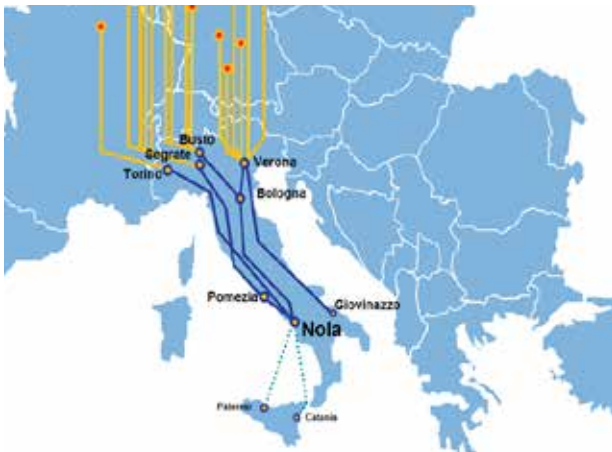
Railway Station

Interporto Campano is the unique Italian freight village to have on its internal area a railway station (managed by the national company RFI) linked to the national rail network. The station, named "Nola- Interporto", is included in the Italian National Network Statement and is directly connected to the Intermodal Terminal, so to optimize and reduce times of goods sorting.

Reefer Terminal

The Reefer Terminal, managed by its subsidiary company Nola Reefer Terminal S.r.l., includes over 100,000 cubic meter warehouses and it's the largest of all the central-southern Italy. The multi-purpose cells, with temperatures that can each up to -30°, provide a storage and conservation service for all kinds of frozen, chilled or fresh food. Additional 100,00 cubic meters warehouses are being built on order of the Italian company Veronesi (AIA) that will directly manage them.

RAILWAY CONNECTIONS



SERVICES

Security and Institutions

- 100 security staff 24/7
- Police station
- Fire station
- Customs Office
- Finance Police
- Automated access gateway

Services for companies

- Internal Rail Station
- Intermodal Terminal
- Temporary good storage
- Reefer Terminal
- Private Rail freight services
- Weighing scale and scanner
- Truck parking area
- Congress Centre
- Technical support
- 2 Petrol stations

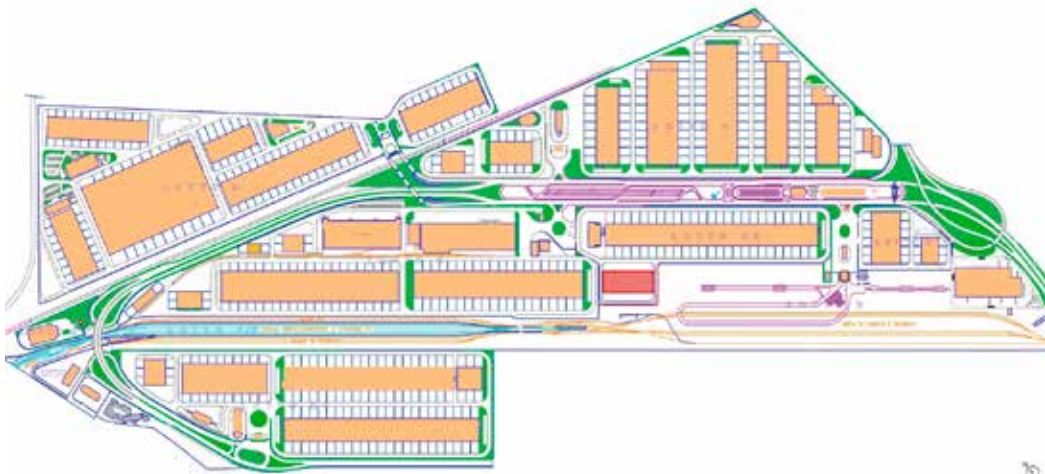
Personal Services

- Highway connections
- Wellness Centre
- 4 star Hotel
- 30 food corners
- Multi screen cinema
- Auchan Hypermarket and 160 other shops
- Leisure areas
- 6 Banks
- Post Office



FIGURES

- 2,000,000 sq.m. of total area, of which 450,000 are covered
- 200,000 cb.m. of reefer terminals
- 225,000 sq.m. dedicated to the intermodal terminal
- 200 companies
- 4,000 employees
- 450,000 sq.m. of specialized buildings for tailor-made services and logistics, mostly occupied by approx. 200 companies: logistic platforms (eg. Kimbo); forwarders and couriers (eg. Schenker); headquarters of Italian distribution companies (eg. Carpisa - Original Marines)



INVESTMENT OPPORTUNITIES

1. WAREHOUSES

- Present SALE portfolio: 50,000 sq.m. built for distribution companies, logistics operators, couriers, shippers, industrial and light industrial players
- Collateral businesses leveraging on Nola Business Park advantages and on the access to over 600 companies operating in the Nola Hub

2. EXPANSION AREA

One Million Sq. m. of potential expansion dedicated to industrial and light industrial companies, logistics operators, express couriers, production companies.

Completed lot – Alstom/NTV high speed trains maintenance workshop

Surface area: 142,500 sq.m.

Covered surface: 31,000 sq.m.



1. Surface area: 547,348 sq.m. Covered surface: 191,000 sq.m.

2. Surface area: 551,810 sq.m . Covered surface: 248,000 sq.m.

3. Surface area: 80,733 sq.m.

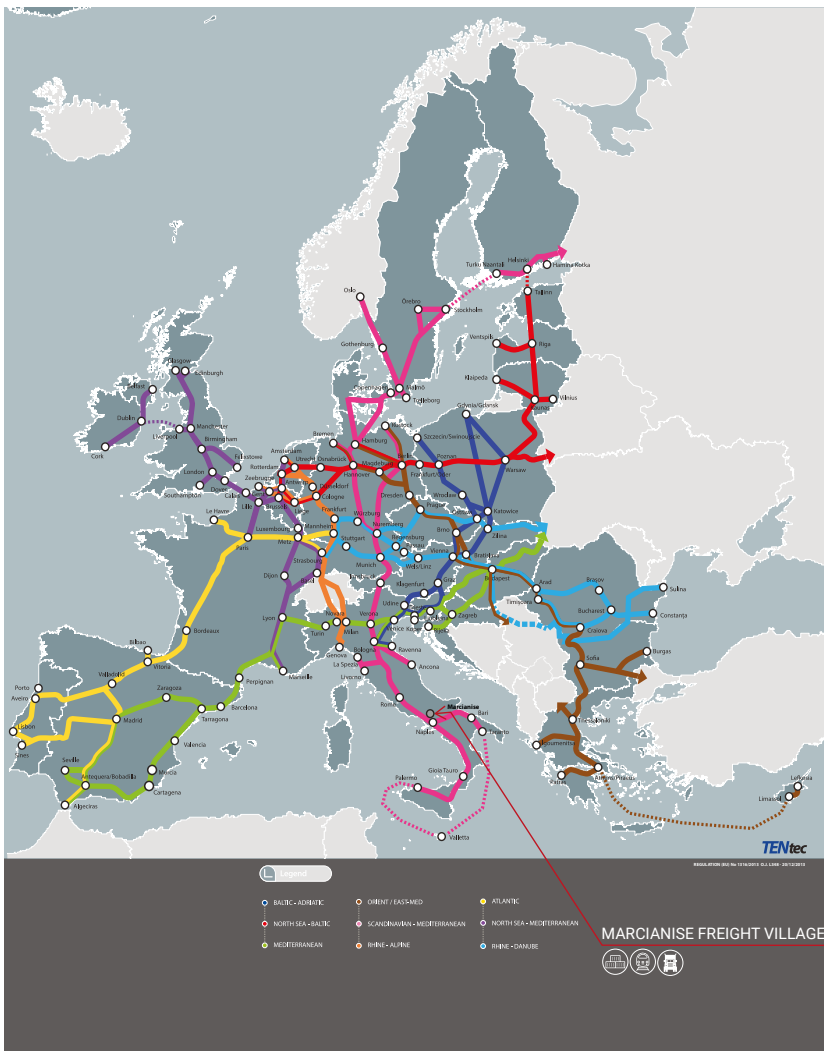


MARCIANISE FREIGHT VILLAGE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Best Location for logistics hub in central and southern Italy along TEN-T Scan-MED Corridor, very close to Napoli and Salerno Ports and to the east-west axis towards Bari.

Motorway connections with A1 and work in progress for a new direct connection with A30.

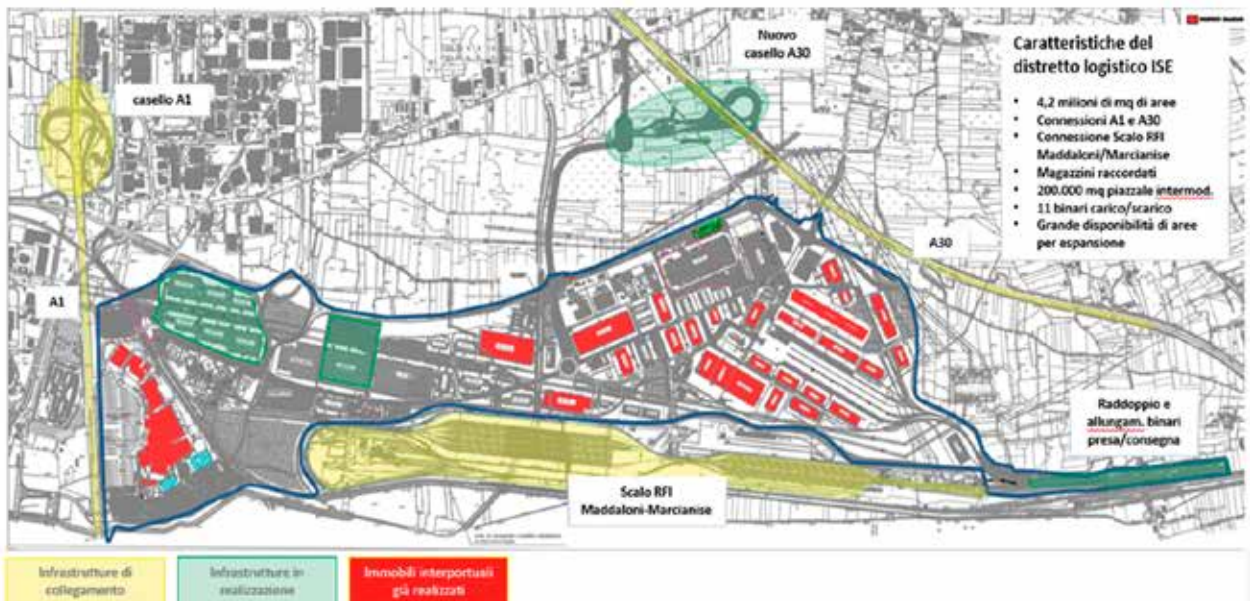
Railway Connection with RFI Maddaloni/Marcianise Freight Station.

20 minutes/25 km away from Port of Neaples.

1h from port of Salerno (50' when A30 connection will be completed).

1.600 trains per year towards many national (Milano, Parma, Lucca, Bari) and international locations (Poland, Germany)

LAYOUT



INFRASTRUCTURES

- 4.2 million sq.m. of areas
- 376.000 sq.m. warehouses (of which 81.000 sq.m. connected by tracks)
- 200.000 sq.m. intermodal yard - 11 tracks loading/unloading
- Customs Agency
- Training school in transport and logistics
- Bar service and refreshment point
- Shopping Centre



SERVICES

Design and construction of buildings for logistics within the ISE.

Management of the common parts and provider of ancillary services related to transport and logistics activities carried out by the established operators.

Services offered through ISE subsidiaries:

- Advanced security services, through the subsidiary VI.PR.ISE;
- Railway shunting and terminal management services, through the subsidiary SERV.ISE which, with its own personnel and means, offers the following services to customers of ISE and external customers:
 - Railway manoeuvres and distribution of railway wagons to/from the railway terminal and the connected warehouses;
 - Loading/unloading of railway wagons;
 - Handling and stuffing/unstuffing of intermodal transport units;

- Repair of intermodal transport units;
- Direct management of the customs areas of the terminal, through telematic connection with the office of the Customs

Agency of Caserta.

- Temporary storage services;
- Facility management services, in particular maintenance of logistics properties;

Concessions/third party operators:

- Bar service and refreshment point;
- Services related to goods and shipments (Customs Agency and Guardia di Finanza)

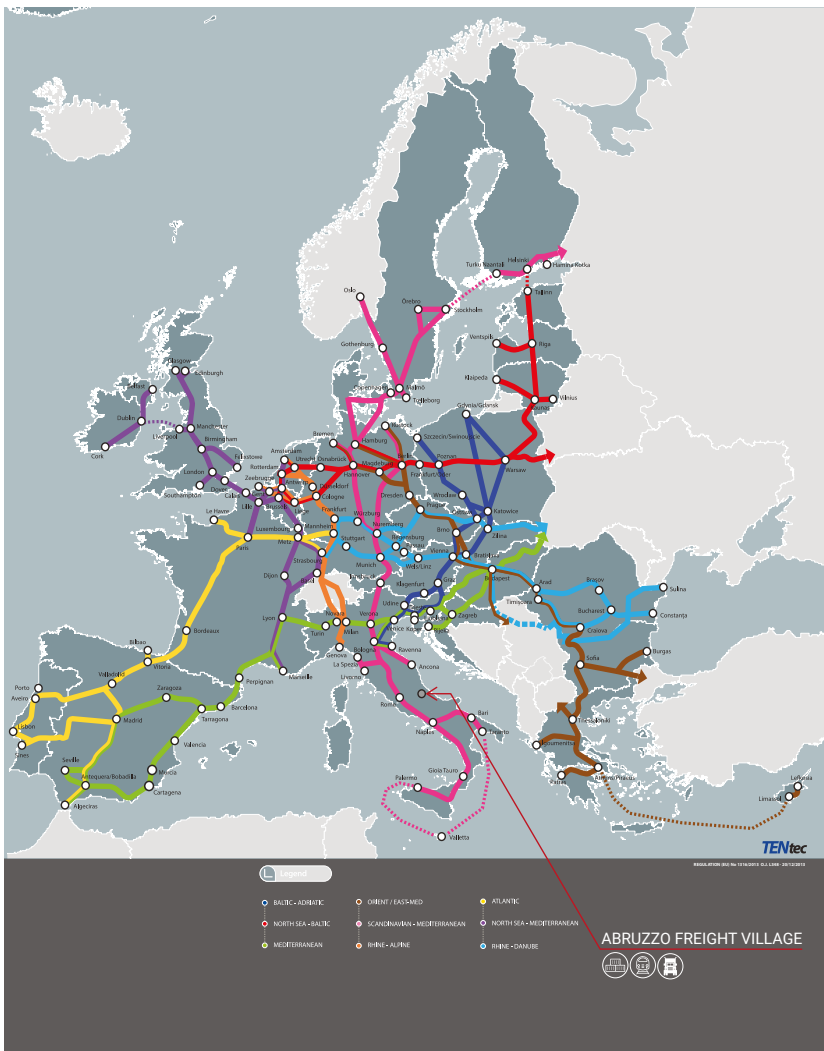


ABRUZZO FREIGHT VILLAGE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Abruzzo Freight Village is a logistic infrastructure for the modal exchange along the TEN-T (comprehensive network).

Its location is strategic, being at the crossroads of the main motorways (A25 and A14), and a short distance from the provincial capitals of Pescara and Chieti.

Thanks to a dedicated motorway exit, directly interconnected with the Freight Village, it is possible to reach quickly the regional port of Ortona and Pescara international airport, located 40 and 25 km away respectively.

LAYOUT



INFRASTRUCTURES

- 960.000 sq.m. of total area
- 251.200 sq.m. of service areas
- 80.000 sq.m. of warehouses
- 65.000 sq.m. of intermodal terminal
- 10.000 sq.m. for offices
- 30.000 sq.m. of potential new covered areas
- Up to 5.000 cars store capacity



SERVICES

- Security guards 24/7
- Patrol surveillance
- Control access with O.C.R. reading of car plates (web oriented system)
- Digitalized video monitor, thermal cameras and weather station (YARD)
- Enabling IP infrastructure for broadband connection
- Illumination and maintenance of the lighting fixtures and common areas
- Horizontal and vertical road signature maintenance
- Waste water treatment (white and black)
- Fire systems common areas
- Fire emergency team
- First emergency center
- Environmental treatments (green maintenance / disinfections / interventions for environmental reclamation intervention)
- Yard washing plant
- Fifth-wheels coupling service for semitrailer
- Engagement / disengagement of h24 drivers
- Sanitation services for traveling personnel
- Cargo train terminalization (conventional / intermodal/ramps for rolling stock);
- Storage of intermodal loading units for the transport of dangerous goods (ADR-RID)

RAILWAY CONNECTIONS

Thanks to its organization and the gate-way function of the nodes of the transalpine corridors (Lombardy – Piedmont – Friuli V. Giulia), Abruzzo Freight Village is the central-southern Italy platform that most of all maximizes the efficiency of international combined transport.

With connection to the Adriatic High Capacity railway line (PC80 profile) and its weekly 5RT, the main shipments are from / to: Germany, France, Netherlands, Scandinavian, UK, and Ireland.



INVESTMENT OPPORTUNITIES

The business proposal of the Abruzzo Freight Village aims at:

- Tenants (GDO, E-Commerce, Automotive Industry, End Users, Grocery, Operators 3PL or 4PL, etc.), and
- Developers of the Real Estate market (Logistics & industry segment).





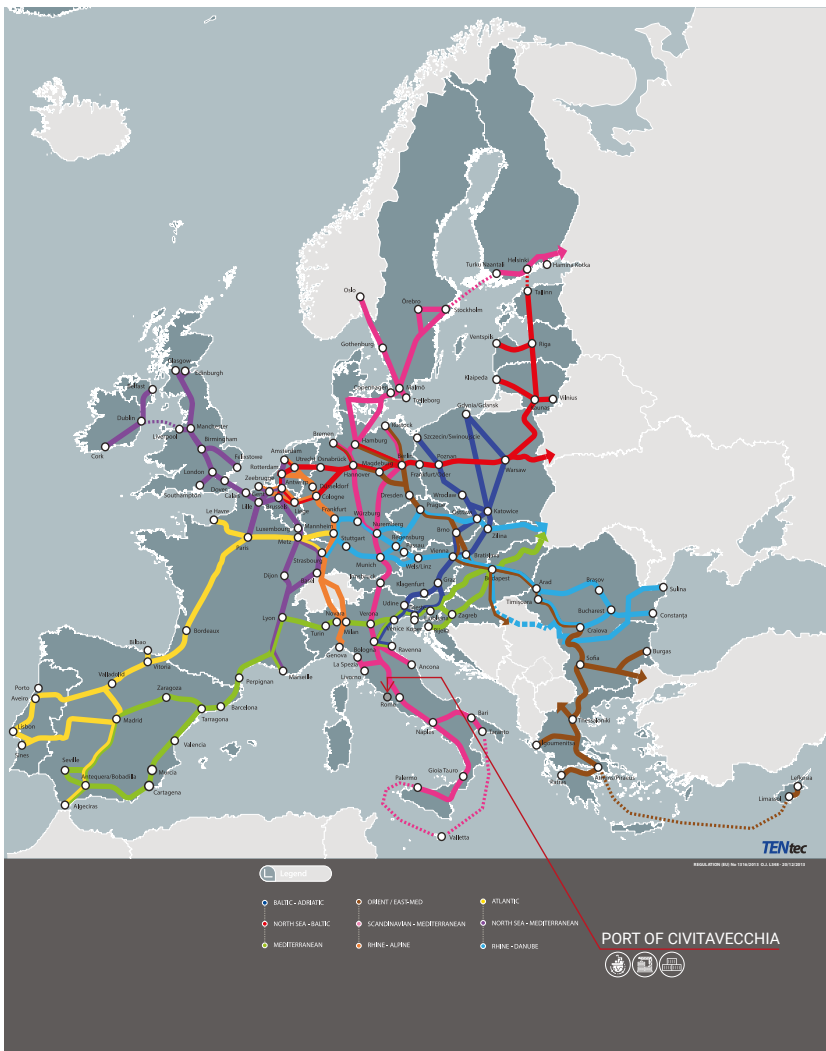


**Autorità di Sistema Portuale
del Mar Tirreno Centro Settentrionale**

PORTI DI ROMA E DEL LAZIO • CIVITAVECCHIA • FIUMICINO • GAETA

PORT OF CIVITAVECCHIA





GEOGRAPHICAL POSITIONING

The Port of Civitavecchia is considered the “door” towards Rome since it is located in a strategic position and its catchment area is one of the largest economic area and the second more populated area of Italy.

The ports of Rome, comprising the ports of Civitavecchia, Fiumicino and Gaeta, are the gateway of freight maritime transport in the heart of Italy.

In particular, the port of Civitavecchia is growing as a gate for Motorways of the Sea aimed at integrating the maritime transport in the logistic chain, not only for the catchment area of Rome, but also towards international markets putting into connection Western Mediterranean with the Eastern Mediterranean area through an intermodal cross corridor.

The logistic system of the port allows national and international

customers a variety of opportunities in several economic sectors: from transport of solid and liquid bulk to cars, from food and agriculture products to containers.

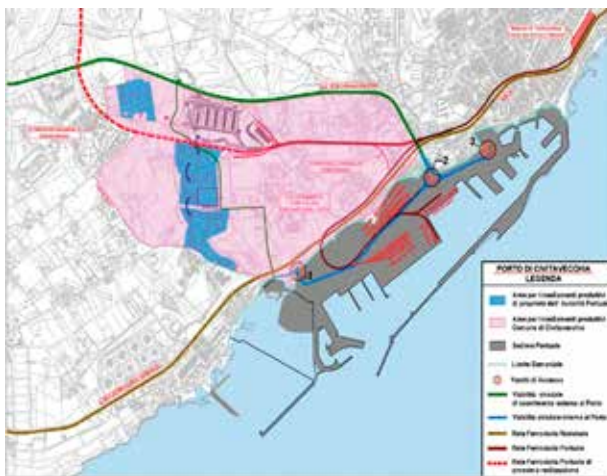
THE PORT TODAY

The areas included in the state property compendium of the port of Civitavecchia develop a total surface of 200 hectares and 6 operating terminals (3 with railway infrastructure).

One of the greatest peculiarities of the port of Civitavecchia is the availability of a massive retroport area greatly destined to logistic-industrial activity not developed yet.

The exploitation need of the freight area has been discussed at government level as in the case of the “Protocol of understanding for the completion of the strategic plan of the harbour Hub of Civitavecchia, Fiumicino and Gaeta and the system of networks and logistics”, signed by the Presidency of the Council of Ministers in April 2013.

Later on, in July 2017, the “Integrated Plan for the sustainable development of infrastructure in the North Quadrant of the Roman area” was finally approved with the Decree of the Department for Infrastructures of the MIT.



PLANNED DEVELOPMENTS

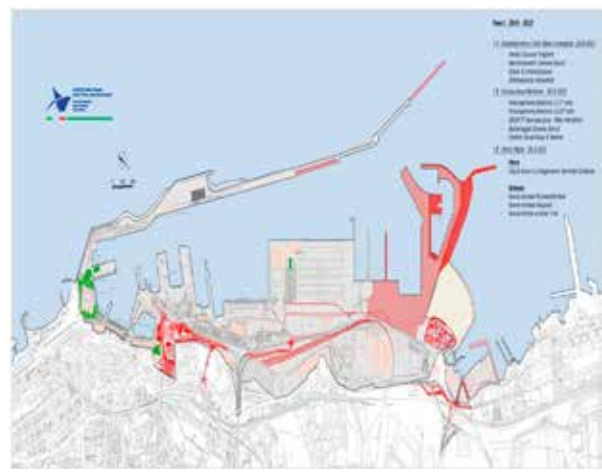
Among the planned infrastructure projects, which are aimed at implementing the Port Masterplan and the last strategic programme documents (Port Operating Plan 2018 – 2020 and its annual updates), are to mention the following:

1. “BCLink: MoS for the future”: approved and co-financed by the European Union among the CEF blending call on Motorways of the Sea, it is the Pier II which will create a further maritime link in order to improve commercial traffics between Italy and Spain and of all the Ro-Ro in general (completion expected by 2020);
2. The new Ferries Dock of the Port of Civitavecchia (completion expected by 2020);

The Dock Services (expected by 2021);

The Commercial Port of Gaeta (expected by 2020);

The new Commercial Port of Fiumicino.



INFRASTRUCTURES

CIVITAVECCHIA

- Port area: 1,5 million sqm
- Total port length: 7 km
- Quay length: 16,3 Km
- Docks n.: 34
- Commercial traffic docks n.: 4
- Cruise traffic docks n.: 8
- Ro/Ro and Ro/Pax ferry docks n.: 9
- Total number of terminals: 6 (3 with rail connection)
- Water depth at terminals: 16 m

FIUMICINO

- Total land area: 138.094 sqm
- Total port length: 2,9 km
- Water depth: 10 m

GAETA

- Port area: 180.000 sqm
- Quay length: 950 m
- Water depth: 10,5 m

CONNECTIONS

The Port of Civitavecchia is very well connected to Italian and European logistic networks thanks to direct motorways as well as easy rail and airport connections.

The port of Civitavecchia has daily and weekly maritime connections for transport of passengers and trucks to Spain, Sardinia, Sicily, Tunisia and is currently looking for creating new commercial destinations.

Number of Ro/Ro units (2018) (Commercial vehicles):
758,530 New cars (units): 225,507 (Vessels traffic
(number of calls): 3,431



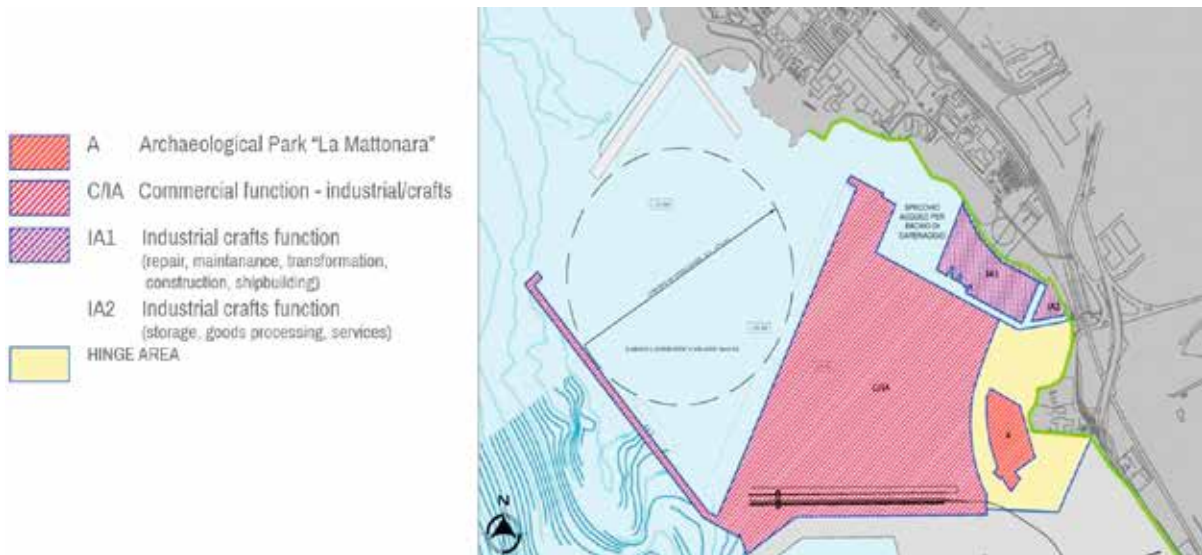
STATISTICS

Civitavecchia	A	B	C				A+B+C	E	F
	Liquid Bulk (ton)	Dry Bulk (ton)	General Cargo (ton)				Total (ton)	TEU'S	Passengers (MoS)
			Container	Ro-Ro	Other goods	Total		Total n.	Total n.
	5.293.938	4.824.353	974.060	5.484.400	29.068	6.487.528	16.605.819	108.402	1.827.620



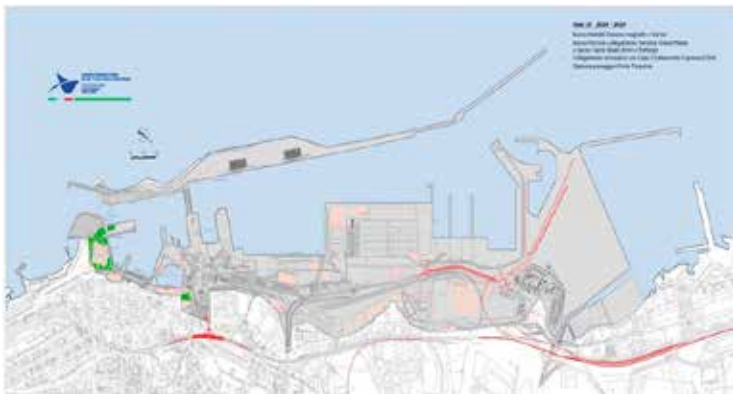
INVESTMENT OPPORTUNITIES

NEW ENERGETIC AND MULTIPURPOSE DOCK



The plan previews a basin of circa 650 meters diameter, a new energetic and multipurpose terminal and an oil storage quay.

The new energetic and multipurpose dock would be set in the northern area of the port, which would mostly benefit the outcomes, being close to the Motorway A12 with no impact on the local transport.

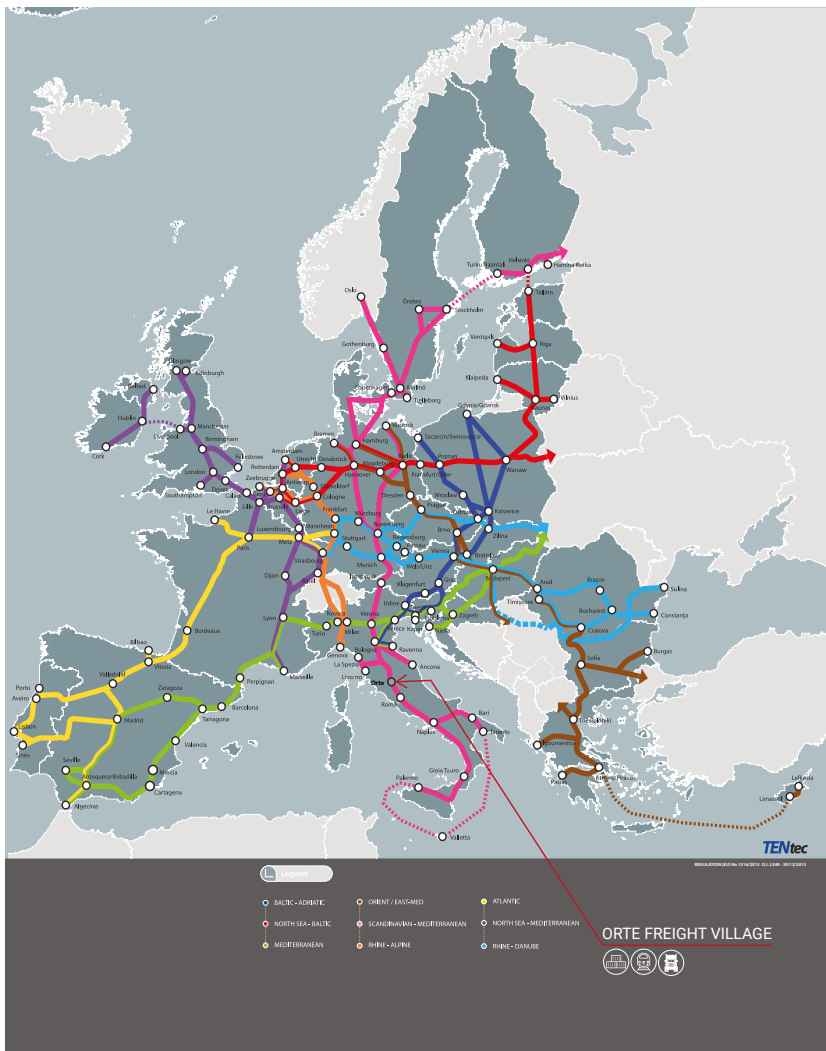


Masterplan 2019-2026
LAST IMPLEMENTING PHASE



ORTE FREIGHT VILLAGE





GEOGRAPHICAL POSITIONING

Orte Freight Village, 70 Km north Rome, is the the main logistic hub of Central Italy. It is located on the most important North-South and East-West transport axes, along the European Corridor TEN-T 5 Helsinki-La Valletta.

MOTORWAYS

North-South: A1 Milan-Bologna-Naples

Toll booth only 250 m. far

East-West: highway E45 Ravenna-Civitavecchia

Exit: Orte Freight Village

RAILWAY

Orte Freight Village is directly linked to the main national route and to the TEN-T 5, Corridor. It can count on its own rail terminal

PORTS AND DISTANCES

Civitavecchia: 85 Km

Livorno: 285 Km

Ancona: 205 Km

Ravenna: 280 Km

AIR CARGO

Rome Fiumicino International Airport:
100 Km far

INFRASTRUCTURES

		Indoor	Outdoor	Total
Total Surface	Sq. m.	80,000	420,000	500,000
Rail Road Terminal Area Surface	Sq. m.		150,000	150,000
Terminal Container Area Surface	Sq. m.		100,000	100,000
Overall Track Works Lenght	Km			> 10,0
Temp. Controlled Warehouses (+4°C/-28°C)				500,000 m ³

SERVICES



INVESTMENT OPPORTUNITIES

On a total area of 400.000 sq.m. within the Freight Village, the managing company has approved and started the expansion plan, essentially based on:

- A rail- road terminal, to strengthen intermodality
- New large dry and refrigerated warehouses

Possibility to cooperate with foreign companies are

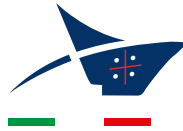
related to:

- Sharing with the managing company the investment plan,
- Managing the financial partnership for the rail-road terminal
- Renting dry and refrigerated warehouses and services

INVESTMENT PLAN

New Warehouses, refrigerating cells 40.000sq.m	15 M/€
Completion and enlargement rail terminal	4,15 M/€
Equipped areas for container terminal	5 M/€
5 new rail tracks	10 M/€
Office building	4,75 M/€
Shop and Fuel&LNG Station	4 M/€
Hotel and Restaurant	4,80 M/€

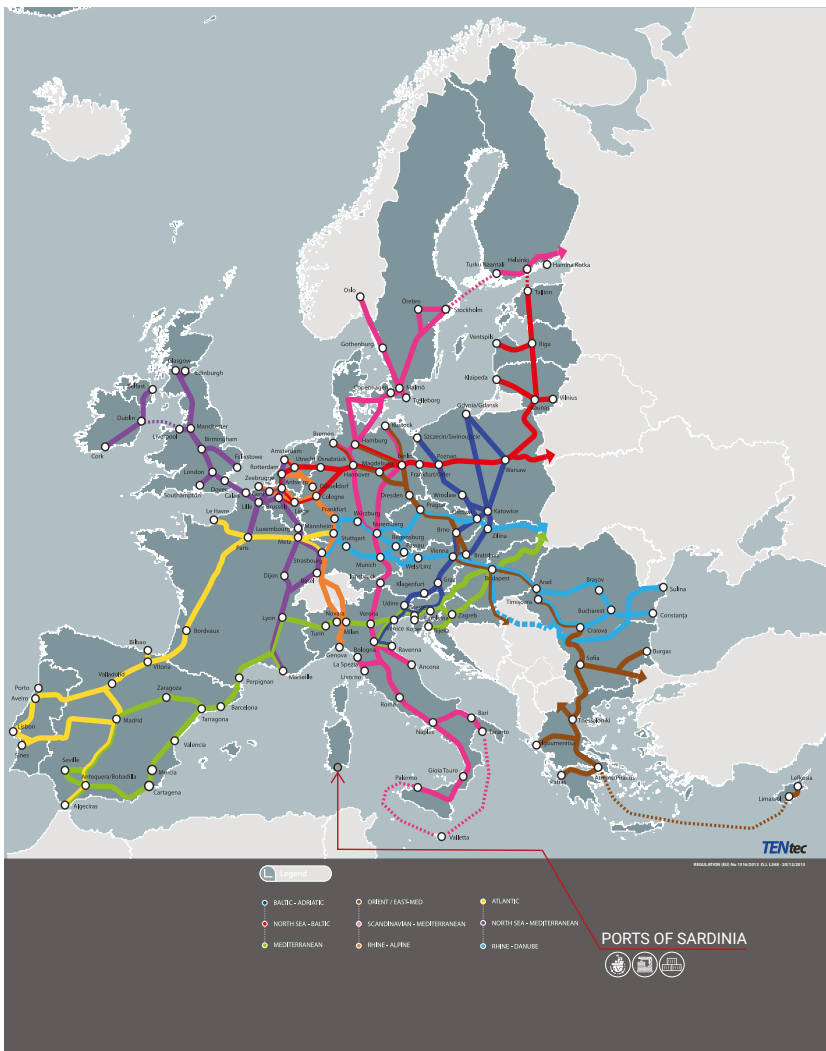




Port Network Authority
of the Sardinian Sea

PORTS OF SARDINIA





GEOGRAPHICAL POSITIONING

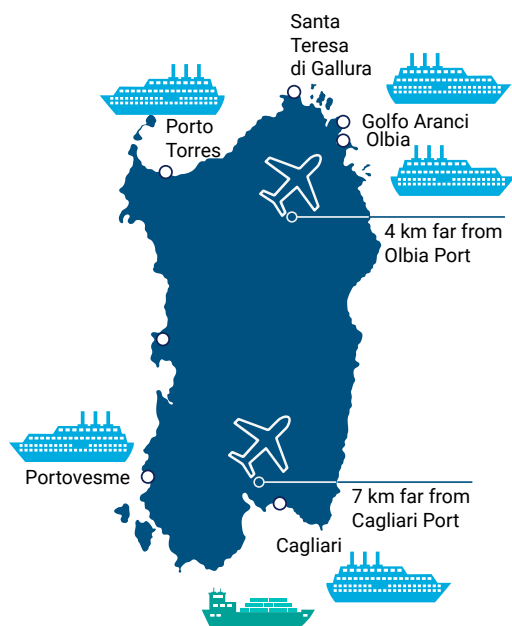
Located in a strategic position at the heart of the Mediterranean Sea, Sardinia is the second biggest island in the Med and its ports are close to the main Asia-Europe trade route, a crossroad between Italy, Spain and France, the most important industrial triangle in the area.

The Port Network Authority encompasses seven ports on the Italian island, five of which accept cruise traffic which is, together with containers and short-sea shipping, the core of the commercial traffic. The ports are: Cagliari, Olbia, Golfo Aranci, Porto Torres, Oristano, Portovesme and Santa teresa di Gallura

Port of Cagliari lies on the southern shores of the island. The capital of Sardinia is the main industrial and commercial center, and the port is home to flour mills, sugar refineries, and manufacturers of ceramics, cement, and superphosphates.

A new development for Sardinian ports is related to the possibility to become an LNG hub. The extensive LNG project underway in Sardinia includes Porto Torres in the north, Oristano on the west coast, serving routes to Spain, and Cagliari in the south.

SARDINIAN COMMERCIAL PORTS



PORT OF CAGLIARI - INDUSTRIAL PORT

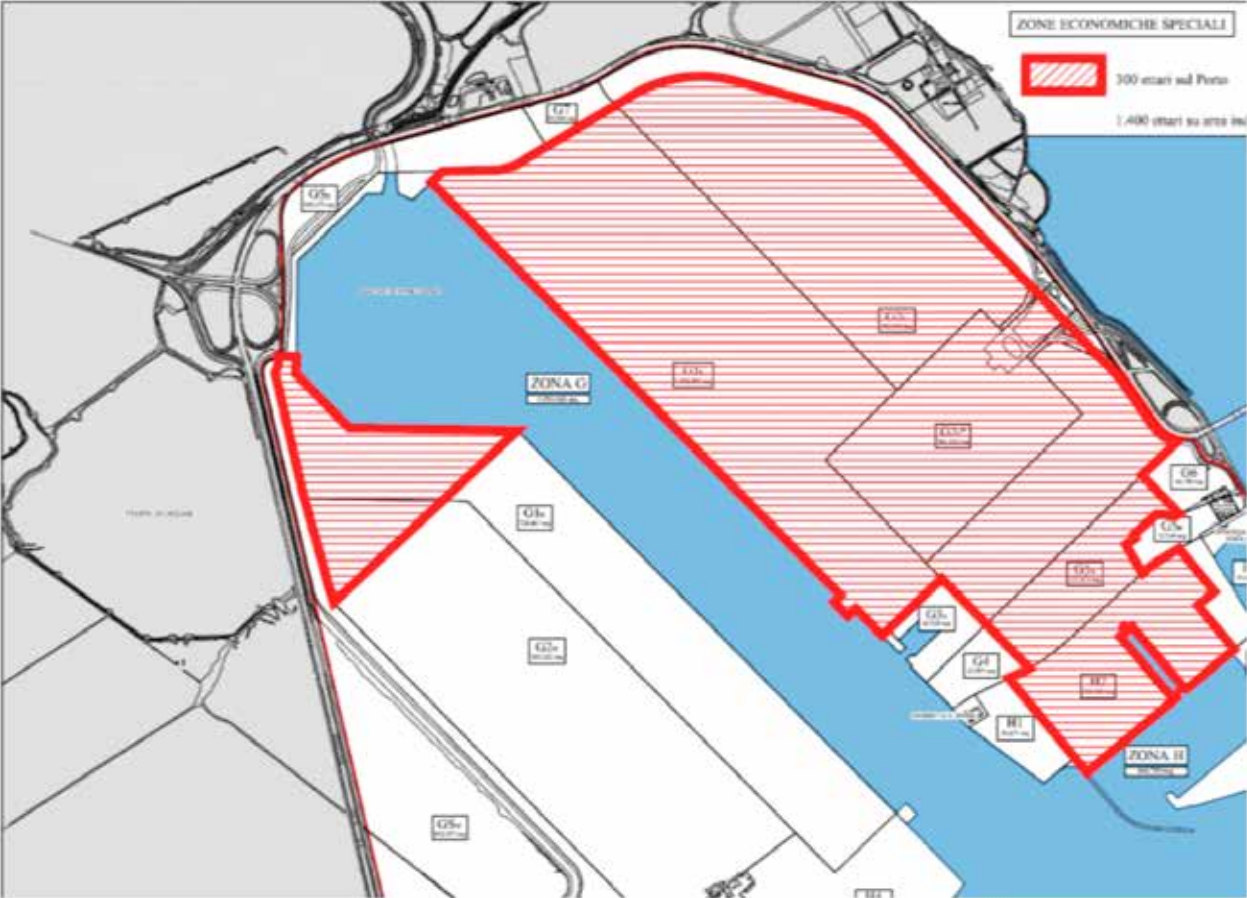
Port of Cagliari has an industrial port («canal port»). It's mainly a container transshipment terminal with a land area of 435,000 sq.m. with two quays with 7 berths and 16 meters draft for container transshipment and Ro-Ro ships. The port has got an efficient connection to 68 ports in the world. There is also an oil terminal for bulk liquids located in the area of Porto Foxi (about 9 nautical miles from the historic port) that serves the area's chemical industries. In the industrial port there is the BIP – Border Inspectino Point to provide the procedures for the identification and verification of food products arriving from non EU countries.



BORDER INSPECTION POINT



SPECIAL ECONOMIC ZONE



Special Economic Zone :

Special Economic Zone: to attract news business with fiscal benefits and a simplification of the bureaucratic procedures.

STATISTICS 2018

	A	B	C General Cargo				A+B+C	E TEU'S	F Passenger
CAGLIARI, ORISTANO, OLBIA, PORTOVESNE, PORTO TORRES	Liquid Bulk 28.582.636	Dry Bulk 5.107.448	Container 3.204.918	Ro-Ro 10.509.879	Other Goods 83.573	Total 13.798.370	Total 47.488.454	Total 288.794	Total 4.791.287





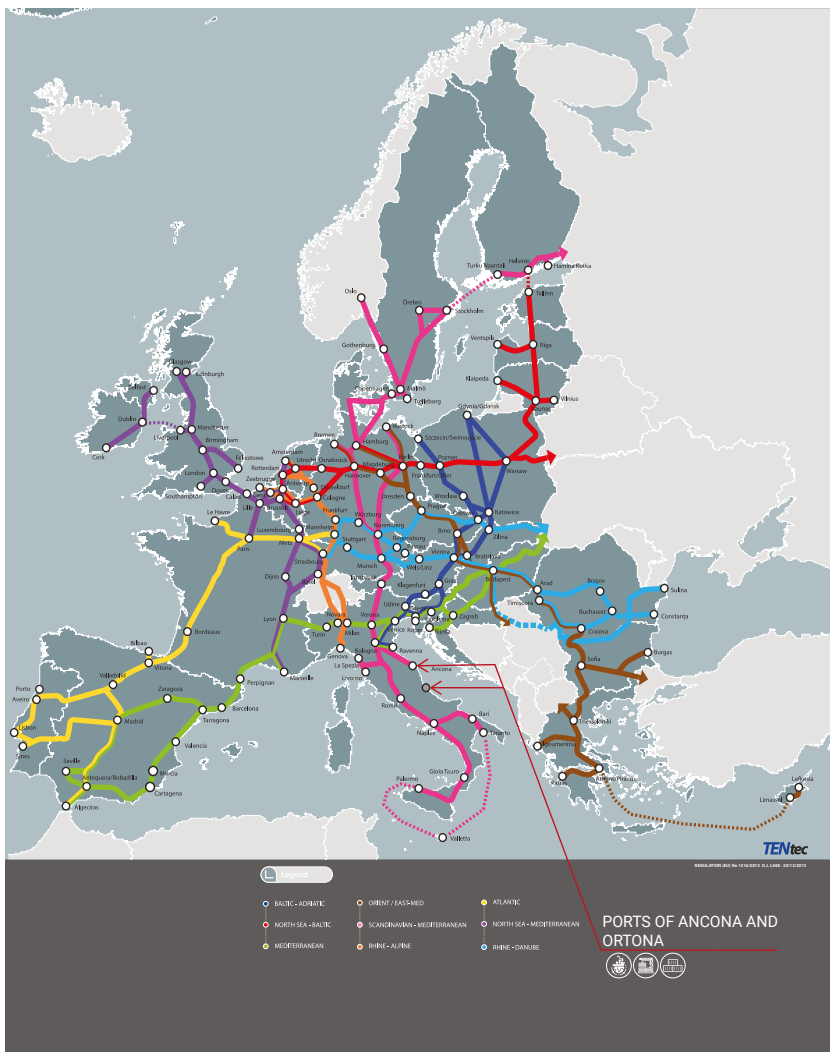
Autorità di Sistema Portuale
del Mare Adriatico Centrale

PORTS OF ANCONA AND ORTONA





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

ANCONA

43°37'39"N; 13°39'69"E

The port of Ancona is located in the middle of the Italian Adriatic coastline, linked to the A14 motorway and to the Adriatic railways line

The port is included in the SCANMED core network corridor

Ancona is the main port of the Central Adriatic Ports Authority

ORTONA

42°20'96"N; 14°25'44"E

The port of Ortona is the main multipurpose port of Abruzzo region. The port is linked to the A14 motorway and to the Adriatic railways line

Ortona is the second commercial port of the Central Adriatic Ports Authority

CONNECTIONS

Origin and destination of the main freight flows of the RO/PAX traffic in the port of Ancona



- International ferry links:
- Igoumenitsa-Patras (GR)
- Durres (AL)
- Split (HR)
- Zadar (HR)

Container traffic:

- Piraeus (GR)
- Malta (MT)
- Trieste (IT)
- Eastern Med ports

STATISTICS 2018

ANCONA

ANCONA	A	B	C General Cargo				A+B+C Total	E TEU'S	F
	Liquid Bulk 4,607,454	Dry bulk 305,619	Container 1,135,549	Ro-Ro 4,770,465	Other goods 0	Total 5,906,014	Total 10,819,087	Total 159,061	Total 1,151,235

ORTONA

ORTONA	A	B	C General Cargo				A+B+C Total	E TEU'S	F
	Liquid Bulk 430,294	Dry bulk 570,315	Container 0	Ro-Ro 12,743	Other goods 0	Total 12,743	Total 1,013,352	Total	Total 917



PORT INFRASTRUCTURES

ANCONA

- Indicate the following data:
- Total water area: 2,46 million sqm;
- Total land area: 1,43 million sqm;
- Total port length: 5.700 mt;
- Quay length: 5.700 mt;
- Total number of terminals: 5
- Water depth at the main terminals: 11,5 meters

ORTONA

- Indicate the following data:
- Total water area: 1,02 million sqm;
- Quay length: 2.000 mt;
- Total number of terminals: 2
- Water depth at the main terminals: 6,8 meters

THE PORT TODAY

ANCONA



ORTONA



PLANNED DEVELOPMENTS - ANCONA



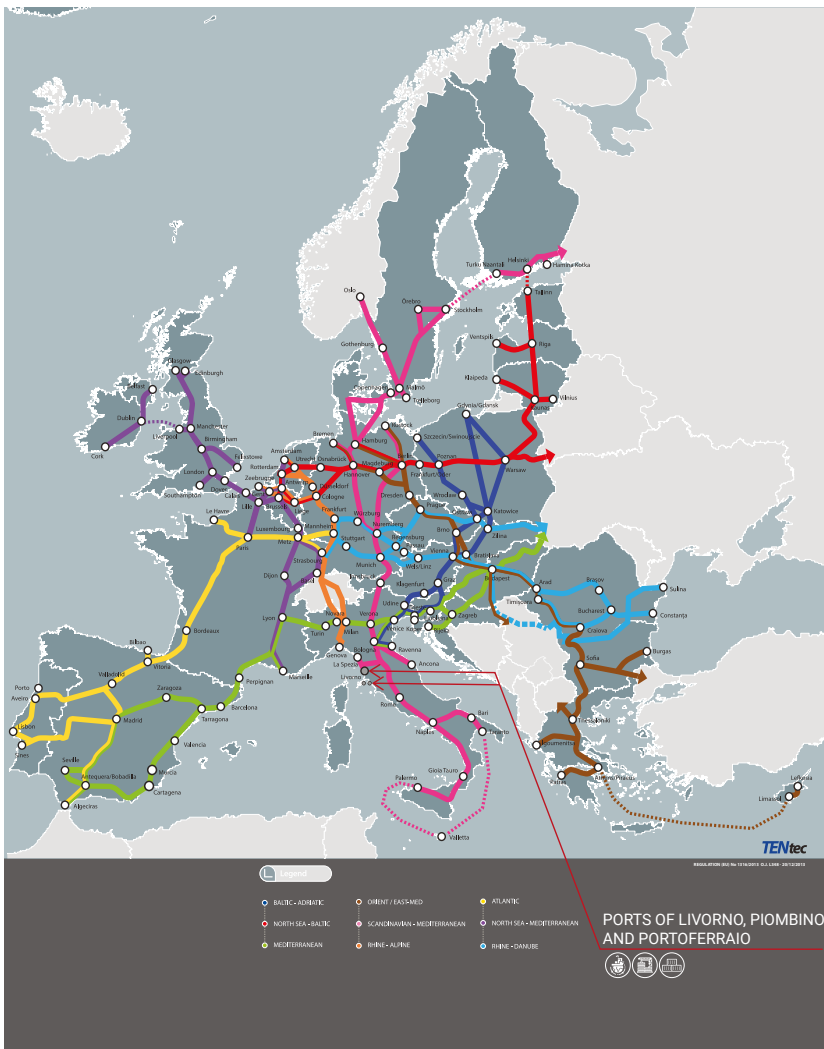


PORTS OF LIVORNO, PIOMBINO AND PORTOFERRAIO





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

These ports comprise one of the largest systems of Italian ports for the total traffic handled with over 42 million tons of goods and 9 million passengers every year.

The network's most important nodes (the Port of Livorno and "A. Vespucci" freight village), are well connected with the secondary nodes of the network and are part of the Scandinavian Mediterranean Corridor; the Port of Piombino, Pisa Airport, Florence Airport and the freight village of Prato, being on direct road and rail links, are also connected to the ScanMed Corridor, with a high capacity for penetration into the markets of Central and North Europe.

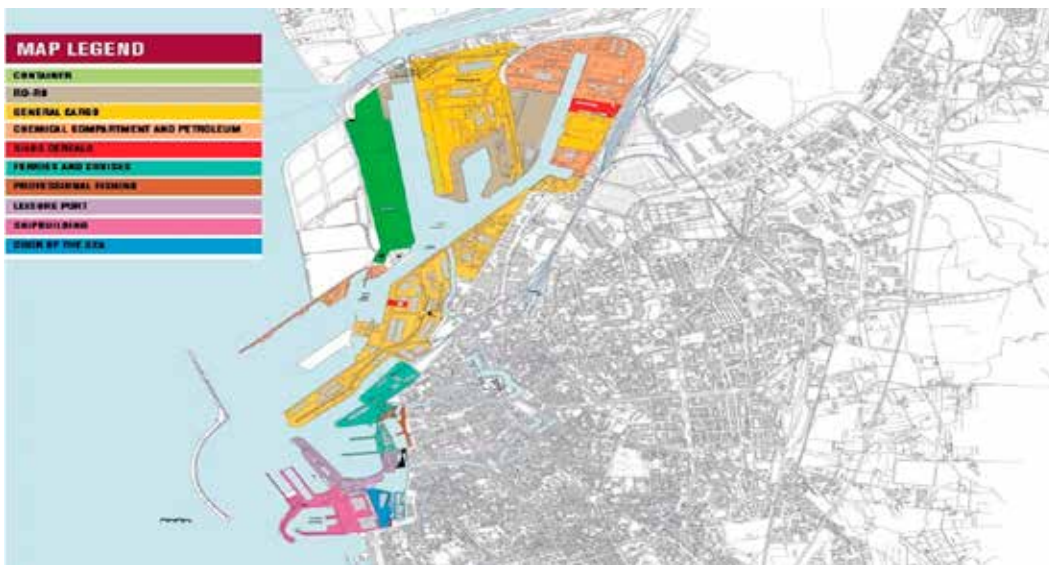
PORT INFRASTRUCTURES STATISTICS 2018

Livorno	Piombino
Total area: 2,5 milion square meters	Total area: 400,000 square meters
Total quay length: 21 km	Total quay length: 3,5 km
Draught up to 13 m	Draught betwee, 6 and 20 m
Number of berths: 90	
10 different functional areas	

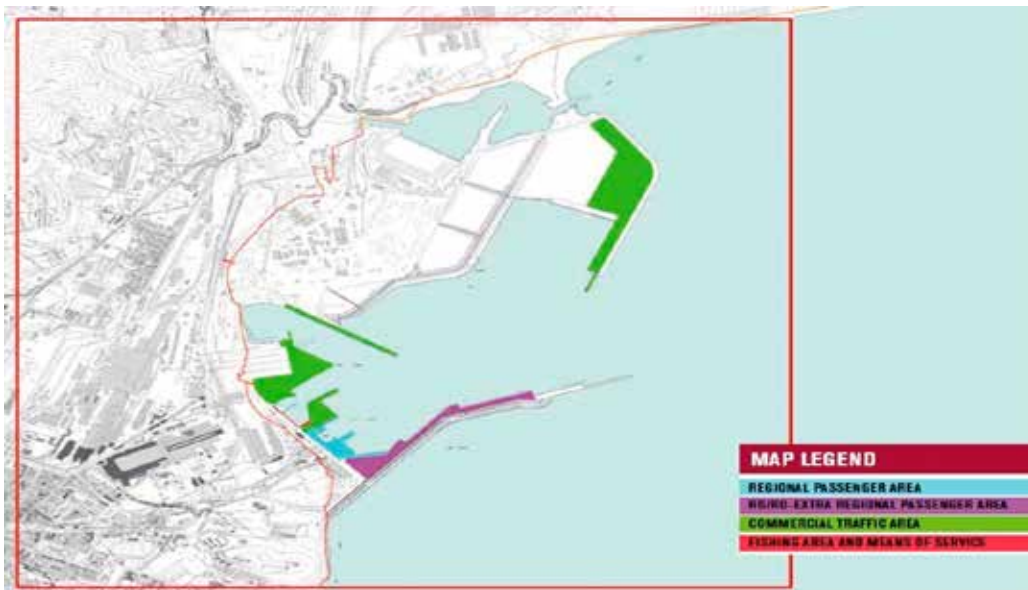
Port of Livorno	2018	Var %	Port of Piombino	2018	Var %
Total traffic (tons)	36,558,305	8,5 %	Total traffic (tons)	4,789,912	-06 %
Number of calls	7,946	1,1 %	Number of calls	13,129	-11,5 %
TEUs	748,024	1,9 %			
RoRo units	507,406	13,2 %	RoRo (tons)	3,455,732	1,4 %
Passengers	2,652,829	5,3 %	Passengers	3,251,727	-2,7 %
Passengers (cruises)	786,136	12,5 %	Passengers (cruises)	12,759	116,4 %
New cars (units)	666,651	1,3 %	Dry bulk	1,266,299	-0,8 %
Forestry products (tons)	1,647,427	4,0 %			



THE PORT TODAY - LIVORNO



THE PORT TODAY - PIOMBINO



PLANNED DEVELOPMENTS - LIVORNO

LIVORNO LOOKING TO THE FUTURE: THE EUROPE PLATFORM

3 km of new piers, an area of 2 million square meters and a draught of 18 m and a new channel capable of accommodating latest generation super ships. These are the vital statistics of the Europa docks, an expansion and redevelopment project laid out in the new Port Masterplan that was approved in March 2015, ensuring that Livorno continues to compete with ports of international stature.

The project will see investment of about 1 billion Euro and the construction of two large new terminals. There will be large areas and longer piers for container traffic



(first phase: A), while infrastructures will be built in the second phase (second phase: B) dedicated to the Motorways of the Sea and

other traffic that is important for the port of Livorno. Once completed, Livorno will be able to offer large spaces and cutting edge structures; for new and existing cargos.

PLANNED DEVELOPMENTS – PIOMBINO

The new projects foresee the construction of piers with specialist areas and moorings for the decommissioning and refitting of ships, industrial logistics, bulk terminals for the commodity hinterland, terminals for steel products, a public port with state-owned, back-port areas having logistics specialisation etc. There will also be infrastructure works of an environmental nature for the construction of a North Dock and associated yard as well as the fitting of an area for industrial logistics. These are clearly defined plans that are rooted in the tradition and specialist expertise of the port of Piombino and will fit in neatly with the Tyrrhenian port system creating a special synergy with the nearby port of Livorno.



EUROPA DOCK - LIVORNO

Piattaforma Europa / Europa dock The Europa dock is the new planned

container terminal of the Port of Livorno. It's a land reclamation project, already begun, which aims at creating a new container capable of -16 draughts (with the possibility of reaching -20) with a quay length of 1,5 km in the first development phase.

An interested investor can participate to this investment opportunity through a project financing scheme. The investment of the public sector will be approximately of € 503 million and the required initial investment from the private sector is estimated in € 60 millions. Depending on the financial planning and on the terminal setup, the required investment range from the private operator along a time span of 30 years is set between € 800-1000 millions. To access this opportunity, the potential investor can send a binding expression of interest together with the required administrative and technical documentation.

NORTHERN DOCK - PIOMBINO

The port of Piombino has an ongoing land reclamation project that has the intend use for logistic/industrial investments.

The public investment covers the consolidation and the surfacing of the terminal, totaling approximately € 30 millions.

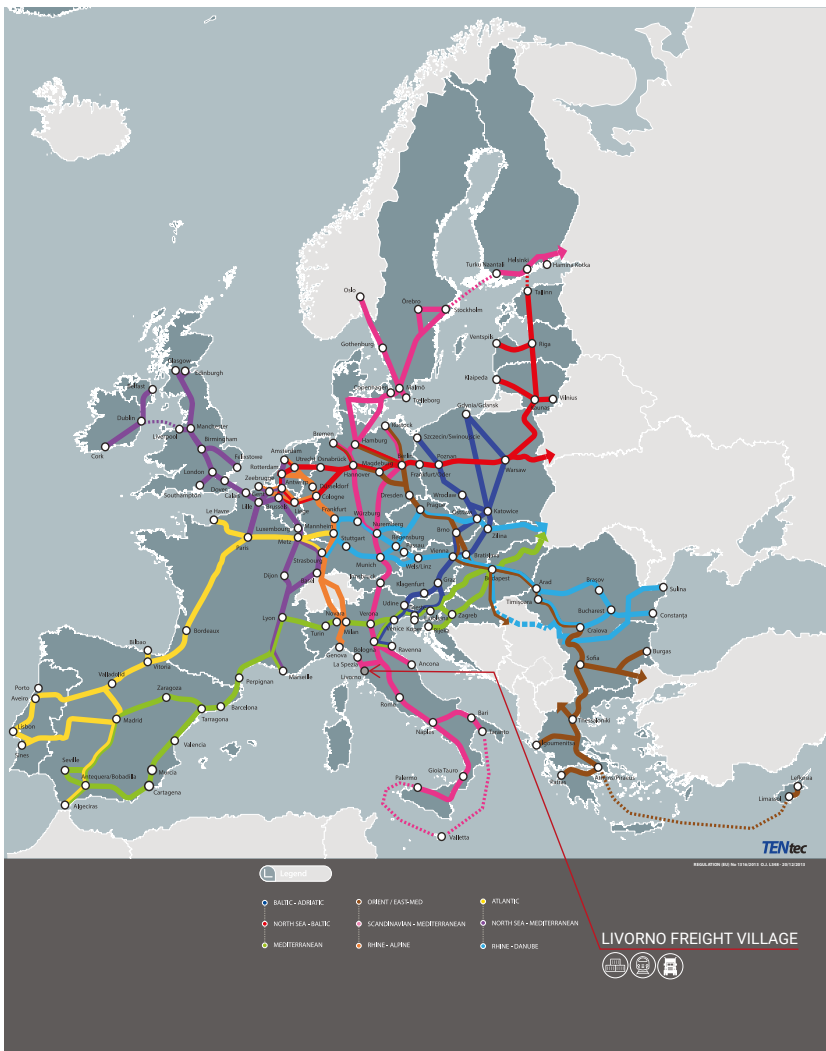
The interested investor is expected to propose a project for the exploitation of a port concession in the logistic/industrial sector. Eventually, the investor can also contribute to the final development phase of the terminal in order to reduce the concession fee.





LIVORNO FREIGHT VILLAGE





GEOGRAPHICAL POSITIONING

The Intermodal is a “must” among the most interesting areas in Europe for cutting-edge logistics, thanks to the strategic role within the Tuscany’s Port System and due to the fact it is near the Livorno Port which is 5 km away: it has a unique position within Italy thanks to which you can join the markets around the world.

Located in the center of the Tuscany seaside platform, it is connected to the main national and international road networks and is a hub of enormous potential for transit and handling of goods departing and arriving from Europe, Asia, America.

The Interport is an intermodal center that combines the classic types of road and rail carrier with the close proximity to the Port of Livorno and Pisa Airport.

The area is located along the SGC FI-PI-LI which is accessed by two

junctions, it is also 3 km away from the Collesalveti exit of the A12 Genova / Rosignano Solvay.

INFRASTRUCTURES

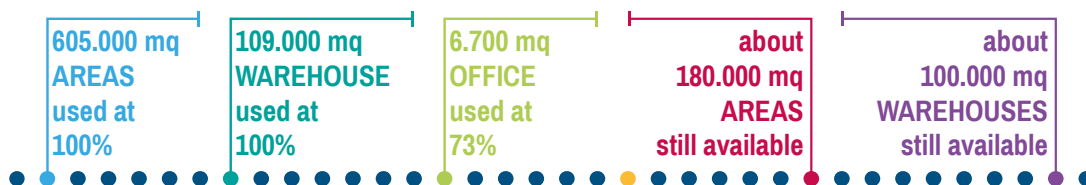
LOGISTICS AND SERVICES

The logistic area occupies most of interportual surface and represents the operational heart in which activities are connected by the transport of goods.

The 2 gates, east and west, can be accessed by operators specialized in different types of goods.

The area has modern depots dedicated to various sectors: vast parking areas, container storage, vanguard structures for safety and work quality.

All areas are served well by a modern internal road network as well as relational and equipped large railway terminal. The service area is easily accessible from the west junction of the FI-PI-LI located in a set place with green spaces. It provides a wide range of services for firms and people to offer a complete and comfortable management for transit and permanence .



FACILITIES



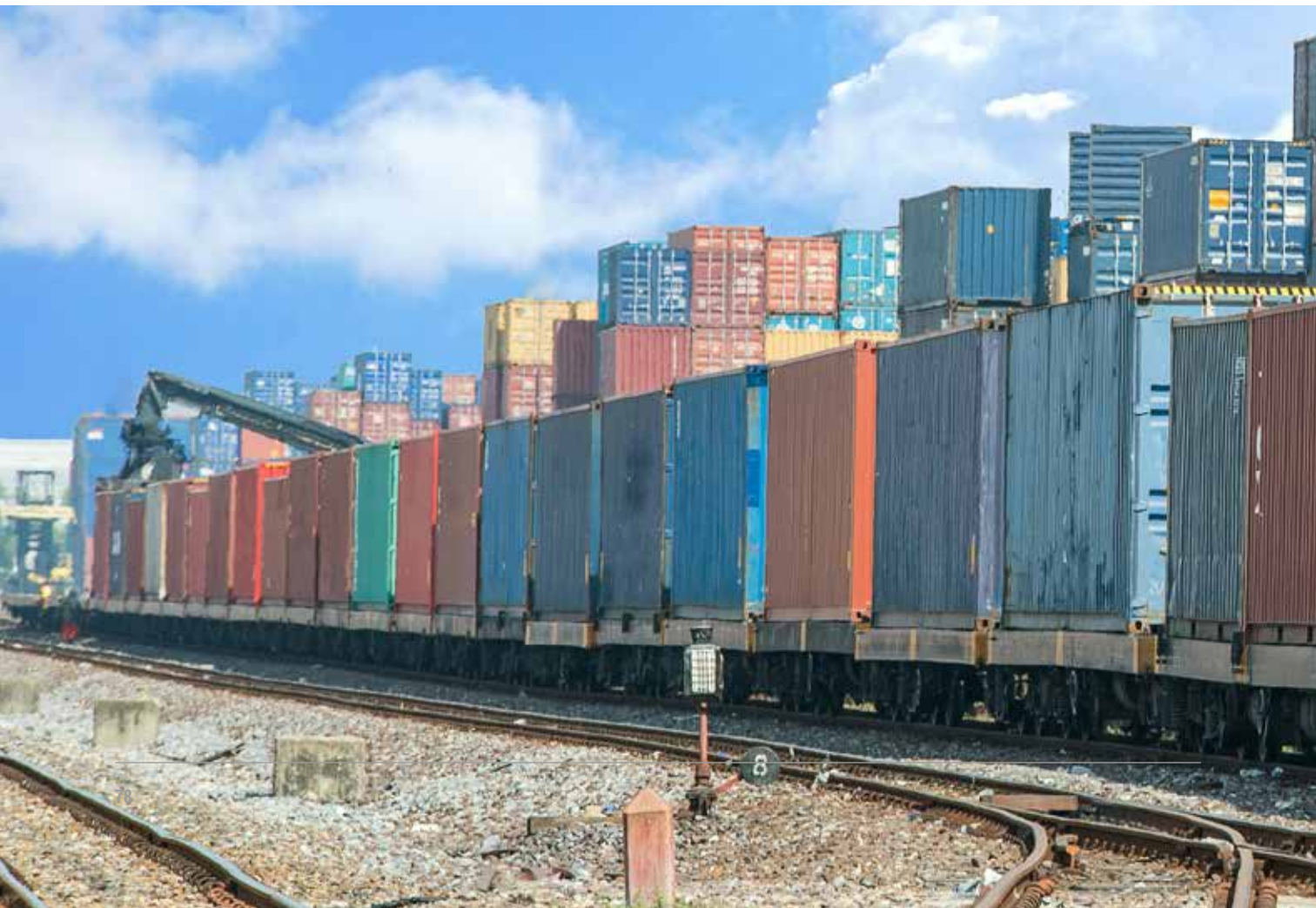
Activities

- Automotive
- Warehouses for wine storage
- Warehouses for storage Cellulose and timber
- Cells for emptying and food storage (fruit)
- Container storage and repair
- Sea Motorway Terminal

RAILWAY CONNECTIONS

The Freight Village Amerigo Vespucci is a logistic platform able to integrate modern structures and vanguard technologies with all the transport modes: trucks, ships, trains.

A complex of quality in constant evolution to satisfy all combined needs transporting goods, connected directly to the national railway and highway line, as well as to a world valence port, such as the multipurpose Livorno port.



INVESTMENT OPPORTUNITIES

1. LOTTO COM

2. LOTTO P-OVEST

3. LOTTO W

The freight village encloses large areas previously urbanized, equipped with modern arranged implants to quickly fulfill investors needs. It's a manned place cleaned and valued with vanguard technologies and represents a sure interest for firms and companies that want to settle in secure times, with competitive costs in a tightly linked contest with the tuscanian cost and Livorno port, easily approachable by large roads. The interport offers:

- Zero bureaucracy - immediate start of works thanks to builders tools made available by the submitting authority, the Collesalveti town council.
- Concessions - possible activation of tax breaks and subsidies to businesses through notices of Tuscany Region or national.
- Defined and certain town planning laws - detailed by a particularly easy plan, agreed with the maximum flexibility implementation in terms and sizes of manufactured batches for use destination.
- Buildable areas
- Completely urbanized areas - loggings, offered by the Interport immediately operative: industrial drinkable water system, fire emergency, average gas network with high pressure, combined with low electrical tension, with cabins of average voltage belonging to the interports optic fiber

1. LOTTO COM

51.450 sq.m.

Purchase price range 85-90 €/sq.m.



2. LOTTO P-OVEST

24.250 sq.m.

Purchase price range 85-90 €/sq.m.



3. LOTTO W

51.727 sq.m.

Purchase price range 85-90 €/sq.m.





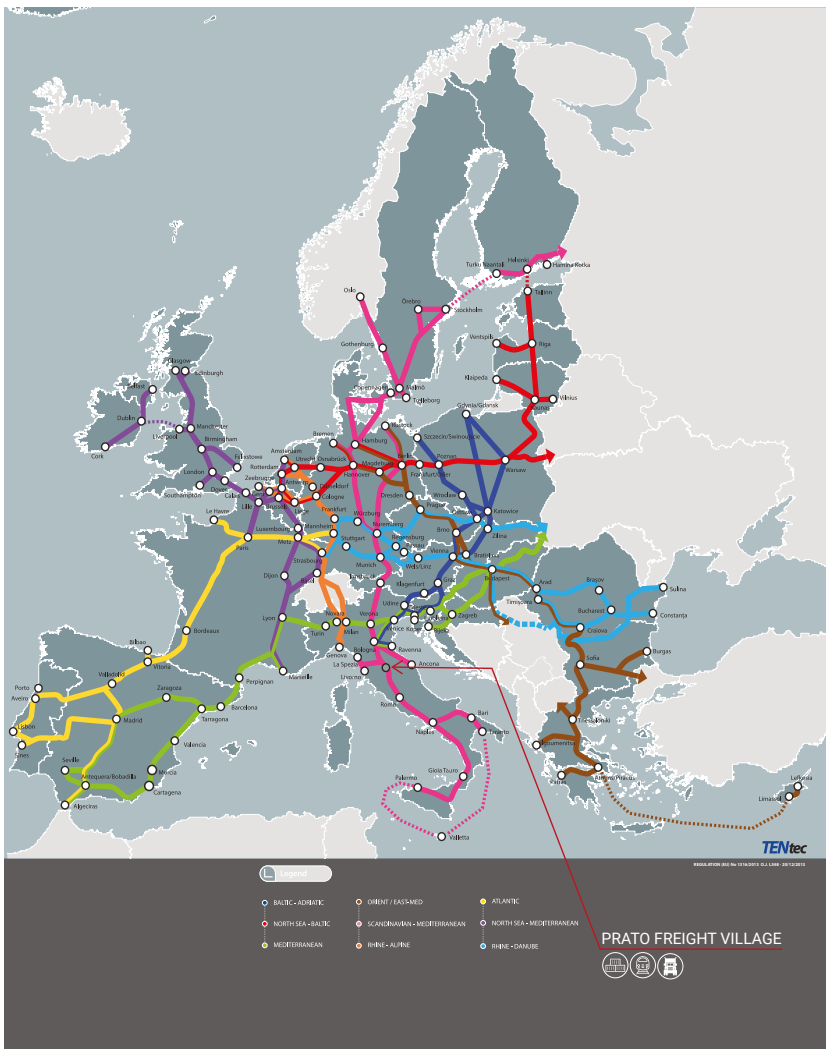
Unione Interporti Riuniti



INTERPORTO
DELLA TOSCANA CENTRALE

PRATO FREIGHT VILLAGE





GEOGRAPHICAL POSITIONING

The Tuscany Freight Village is a complex of structures and services, aimed to promote international trade cargo, located in the very middle of Firenze and Prato large urban area.

This extensive area includes the cities of Florence (15km), Pistoia (15km), Lucca (50km), Pisa (60km), Leghorn (70km), Siena (65km), Arezzo (75km) up to Perugia (130km).

Thanks to this modern logistics platform, it will be possible to have direct access to Mediterranean markets, Northern Europe and then Russia, China, Kazakhstan and Middle East.

Today, the freight village is a strategic structure within the TEN-T Core Network Scandinavian – Mediterranean fast corridor.

LAYOUT



INFRASTRUCTURES

Intermodal platform offers many opportunities for freight traffic in a green economy policy helping to reduce road traffic and improving the environment. The main target is to serve by rail an important part of import/export maritime volumes. This allows to reduce truck transportation and to manage empty containers in a more efficient way.

The storage and processing area has been located in a rectangle between tracks n. 2 and 3. Internal traffic runs parallel to storage areas on both sides. There are two gates: east and west.

TRAIN CAPACITY	Rows: 88
Lenght: 750m	Bays: 8
Weight: 1300 tons	Tier: 4
TEU: 40 units	Ground Slot: 704
	Teusmax: 2.816
	Corridors: 2
	Gates: 2

SERVICES

PRATO BONDED WAREHOUSES (MGDP) SRL is totally owned by Interporto and represent a historical structure where it is possible to store and move Italian and Foreign State goods (Temporary Custody, Custom Dep., VAT Suspension and Excise Dep.). The target is to integrate whole logistic and intermodal services that Interporto is developing on the railway platform. The covered area is 2500 square meters, equipped with shelves and served by an outdoor area of over 5,000 square meters.

Services under customs regulations:

- Custom warehouse A4 - Custom warehouse up to 4 years in custom duties and VAT suspension regime (already in place)
- General Warehouse (already in place)
- Alcohol storage (to be activated)
- VAT deposit - VAT suspension for intra- community goods (already in place)
- Logistics Services and National Goods Warehouse (already existing):
- Deposit of nationalized goods with picking services, order management and preparation, packaging, shipments;
- Full load distribution or groupage services throughout the national territory;
- Container and/or tilt/container trucks transport services throughout the national territory;
- Value-added services: packaging, handling, labeling, bar-codemanagement, etc.

RAILWAY CONNECTIONS

Intermodal service La Spezia-Prato: Saturday –Tuesday – Wednesday - Thursday

Intermodal service Prato–La Spezia: Monday – Wednesday – Thursday - Friday

Container 20ft e 40ft BX-Hcube

Intermodal Service Prato-Ancona-Jesi: Saturday – Tuesday - Thursday

Intermodal Service Jesi/Ancona-Prato: Monday-Wednesday – Friday

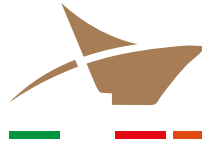
Container 20ft e 40ft BX-Hcube

INVESTMENT OPPORTUNITIES

The managing company is available to evaluate:

- Proposals for the acquisition of the 18% of the share capital.
- New specialized partners for the port company in charge of developing the intermodal and logistics areas
- Investors in our expansion area, 250.000 sq.m., in which it is possible to locate warehouses up to 65.000 sq.m. of covered areas.





**Autorità di Sistema Portuale
del Mare Adriatico Centro Settentrionale**

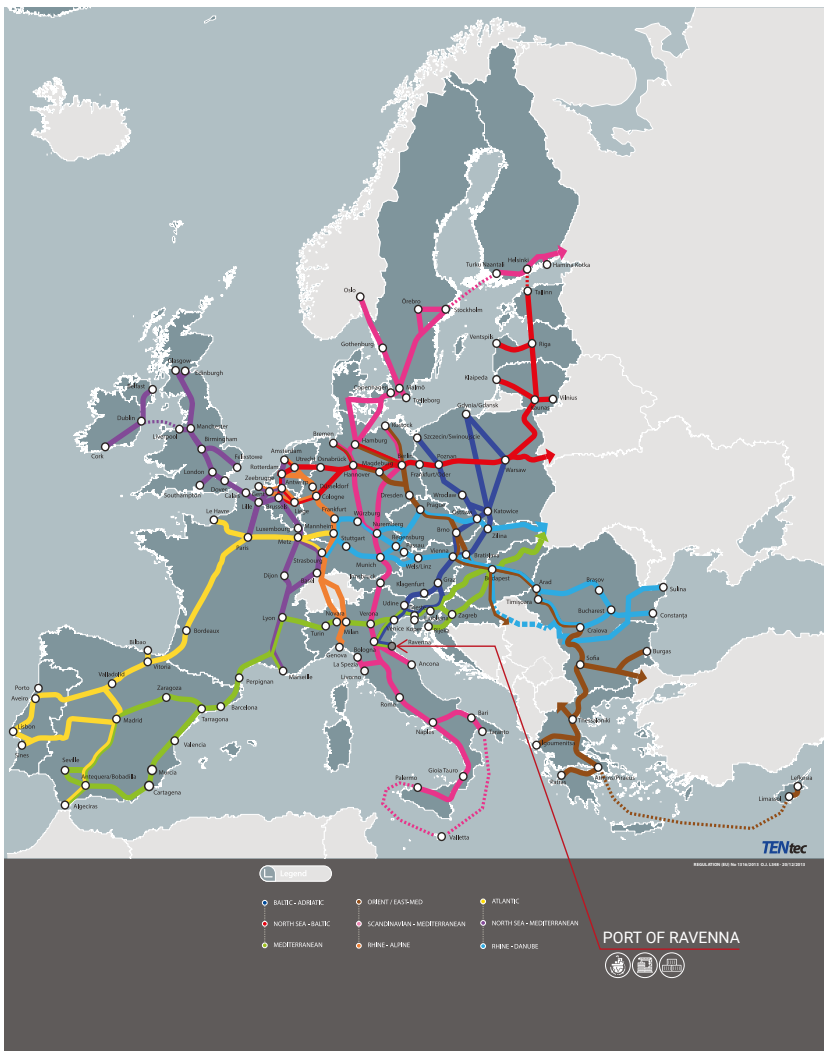
Port of Ravenna

PORT OF RAVENNA





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

The Port of Ravenna is the port of the Emilia-Romagna Region.

By virtue of its strategic geographic position, the Port of Ravenna is a leading port in Italy for its trade with the markets of the Eastern Mediterranean and Black Sea (almost 40% of the national total and excluding coal and oil products) and plays an important role as regards trade with the markets of the Middle and Far East.

PORT INFRASTRUCTURES

Port canals length	14,0 km
Operational quays	14,5 km
Current max depth	11,5 mt
Number of Ber-ths	100
Private port terminals	27
Yards	1,350,000 sqm
Storage tanks	1,300,000 cum
Warehouses	600,000 sqm
Port Railways network	35 km

7,300 trains per year from Ravenna terminals to Italy and North Europe carrying 3,5 Million tons, 13,5% of total cargo handled in the port.

MONTHLY TRAIN CONNECTIONS:	
Italy	529
Germany	27
France	14
Hungary	14
Poland	13
Serbia	10
Austria	1



From 2019 gauge railway P/C 80

From 2021 module 750 meters

STATISTICS

Italy

Source: Assoport (2018)

- 1st in handling of general cargo
- 2nd in handling of solid bulk cargo
- 7th for total throughput

Europe

Source: Eurostat (2017)

- 10th in dry bulk cargo
- 33th for total throughput

MAIN GOODS HANDLED 2018	Tons
Dry bulk	11,301,203
Liquid bulk	4,623,994
Containerised goods	2,383,200
RO-RO	1,662,011
General cargo	10,759,144
Total handling (tons):	26,684,341
Containers (TEUs)	216,320
Cruise Passengers (n.)	18,068
Ferry Passengers (n.)	1,451

PLANNED DEVELOPMENTS

Works approved and fully financed starting in 2019

- Dredging up to -14.5 m
- Refurbishment of 6,5 km of existing quays for container and multipurpose terminal
- Urbanization of new logistics areas for 2 million sq.m, directly connected to the quays and to the rail network

Following the dredging works:

- Phase I: - 12,50 m
- Phase II: - 14,50 m



INVESTMENT OPPORTUNITIES



1. NEW CONTAINER TERMINAL IN TRATTAROLI AREA



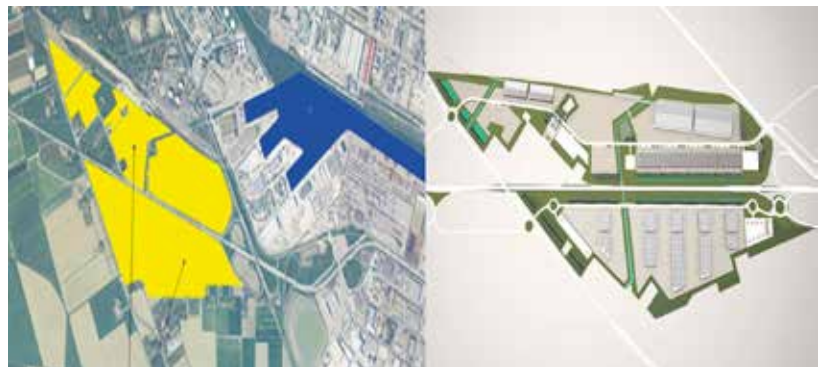
2. S3 LOGISTIC AREA

Directly connected with the rail cargo shunting stations and to the National railways infrastructure.



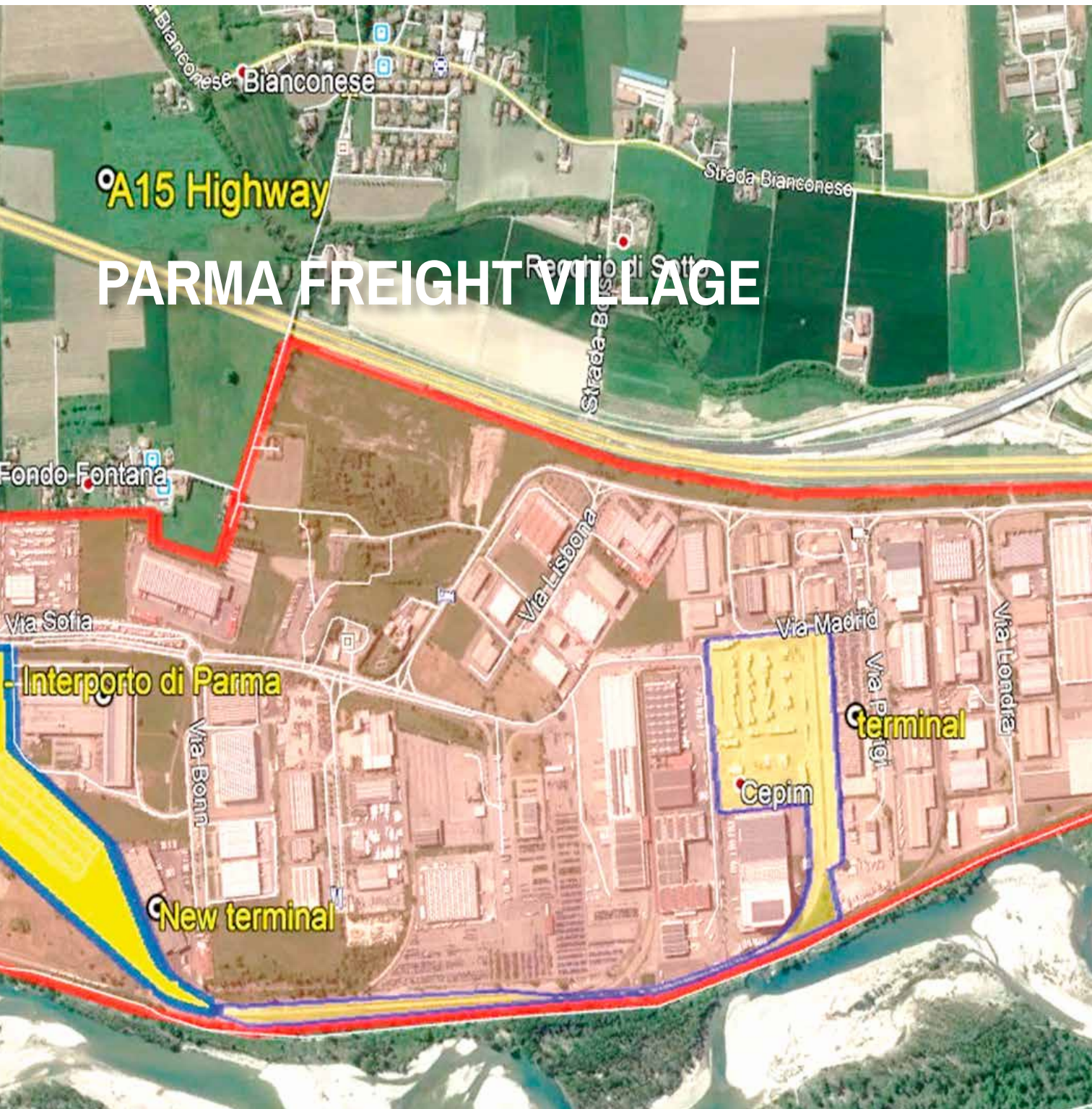
3. L1-L2 LOGISTIC AREA

Simplified procedures for new settlements and businesses (ZLS)





Unione Interporti Riuniti



A15 Highway

PARMA FREIGHT VILLAGE

Interporto di Parma

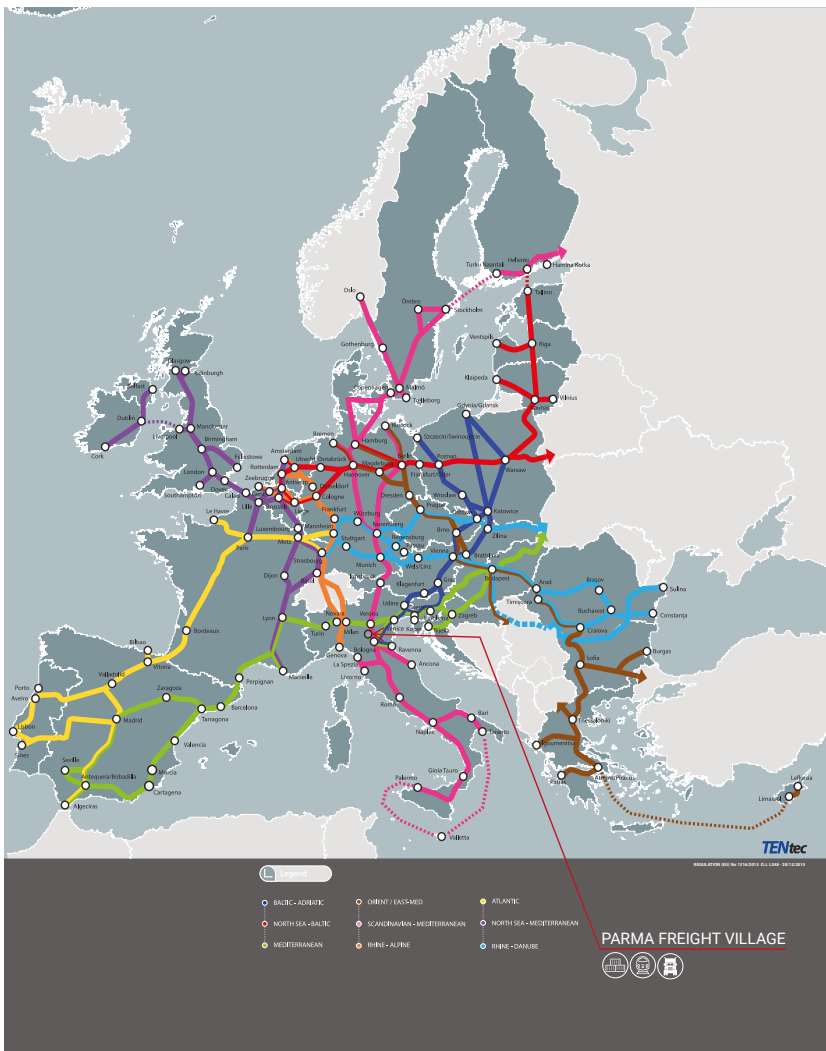
New terminal

Cepim

terminal



TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

The freight village of Parma is located in an ideal location, a real center of gravity compared to the major European freight distribution centers, along the corridors TEN-T. Barycentric to the distribution centers of northern Italy and redirection throughout whole Europe and the Mediterranean countries.

MOTORWAYS

A1 Milano - Napoli (E35)

A15 Parma – La Spezia (E31)

RAILWAY

Milano-Bologna

PORTS

100 km - La Spezia (A15)

180 km – Ravenna (A1)

PARMA AIRPORT G.Verdi

INFRASTRUCTURES

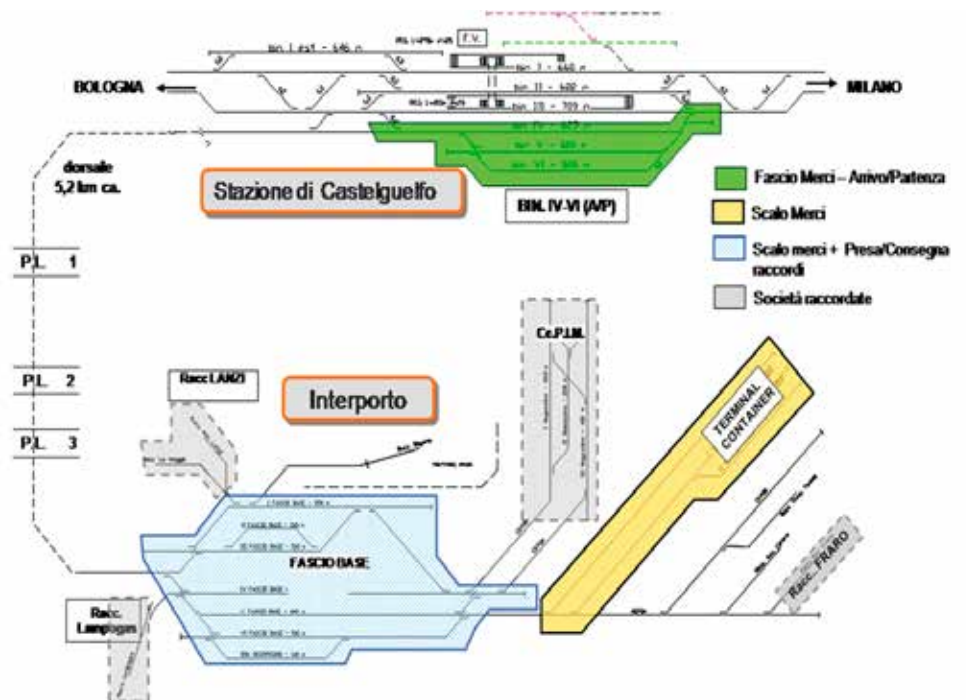
		Indoor	Outdoor	Total
Total Surface	Sqm	600.000	1.920.000	2.520.000
Intermodal Area Surface (new project)	Sqm		140.000	140.000
Terminal Container Area Surface	Sqm		90.000	90.000
Overall Track Works Length	Km			> 15.0
Temp. Controlled Warehouses (+4 °C/-28 °c)			525.000 m3	

2,5 million-m² area approximately one hundred companies with 1600 people

SERVICES



RAILWAY CONNECTIONS



INDUSTRIAL SECTORS

CePIM is an Integrated Logistics Operator - M.T.O. Multimodal Logistic Operator, and in the heart of Italy it represents a landmark for many industrial sectors:

- Agribusiness (finished products and raw materials);
- Automotive;
- Iron and Steel products;
- Petroleum products (polymers, lubricants, tires);
- Packaging (paper, glass, metal, etc.);
- Machinery and Spare Parts;
- Fashion
- Food and Beverage

INDUSTRIAL SERVICES

CePIM offers its Customers services that integrate the supply chain both upstream of the production process (inbound logistics) and downstream in the distribution process of their goods (outbound logistics), playing an active role in the design of their business model.

Specialization, but also flexibility and personalized services, allow you to make efficient handling and transport (reduction of waiting times, administrative procedures, loading mode, ...) and to improve the quality of the shipment (defective products, loading errors, ...).



INVESTMENT OPPORTUNITIES

Cepim Spa has started the investments to develop terminal equipment, with a particular attention to intermodality, rail-road terminal operators and new large dry and refrigerated warehouses for organized large-scale distribution (GDO). The area covered by these operations is about 405,000 square meters inside the Parma Freight Village and it is made up of buildings to be recovered and green areas.

- Investment participation in partnership with Cepim Spa to develop new logistic project
- Acquisition of green areas
- Rent of covered area
- Rent forecourts
- 20 million euros for the construction of the new terminal.
- 24 million euros for the redevelopment and construction of new warehouses and logistics areas





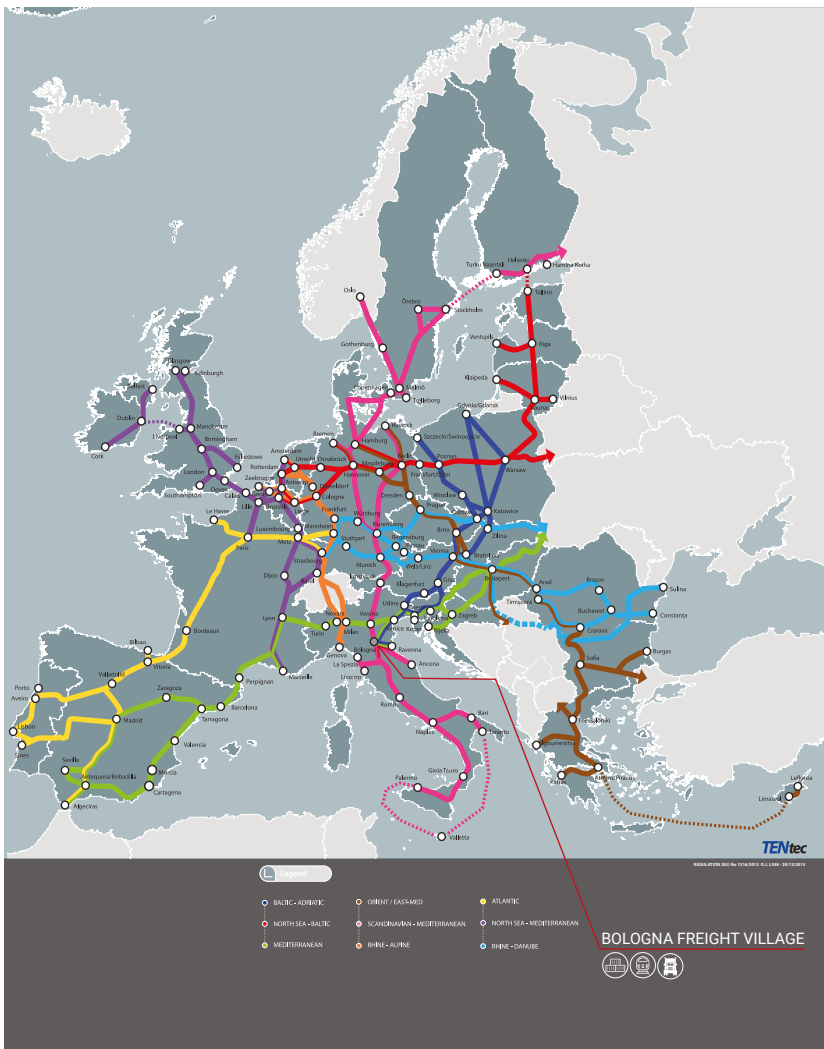


BOLOGNA FREIGHT VILLAGE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

3 TEN-T Corridors:

Corridor 1 – Baltic Adriatic.

Corridor 3 – Mediterranean.

Corridor 5 – Helsinki – La Valletta.

Direct road & rail connections:

Bologna – Padua: dedicated highway toll gate Bologna Freight Village.

Bologna Freight Village rail station along the Bologna – Padua – Venice line.

OVERVIEW TODAY



3rd Development area 1.100.000 Sq m of	1st Development area 1.377.000 Sq m	2nd Development area 987.000 Sq m
New expansion	Couriers & standard warehouses	3PLs, e-commerce players, e-fulfillment providers

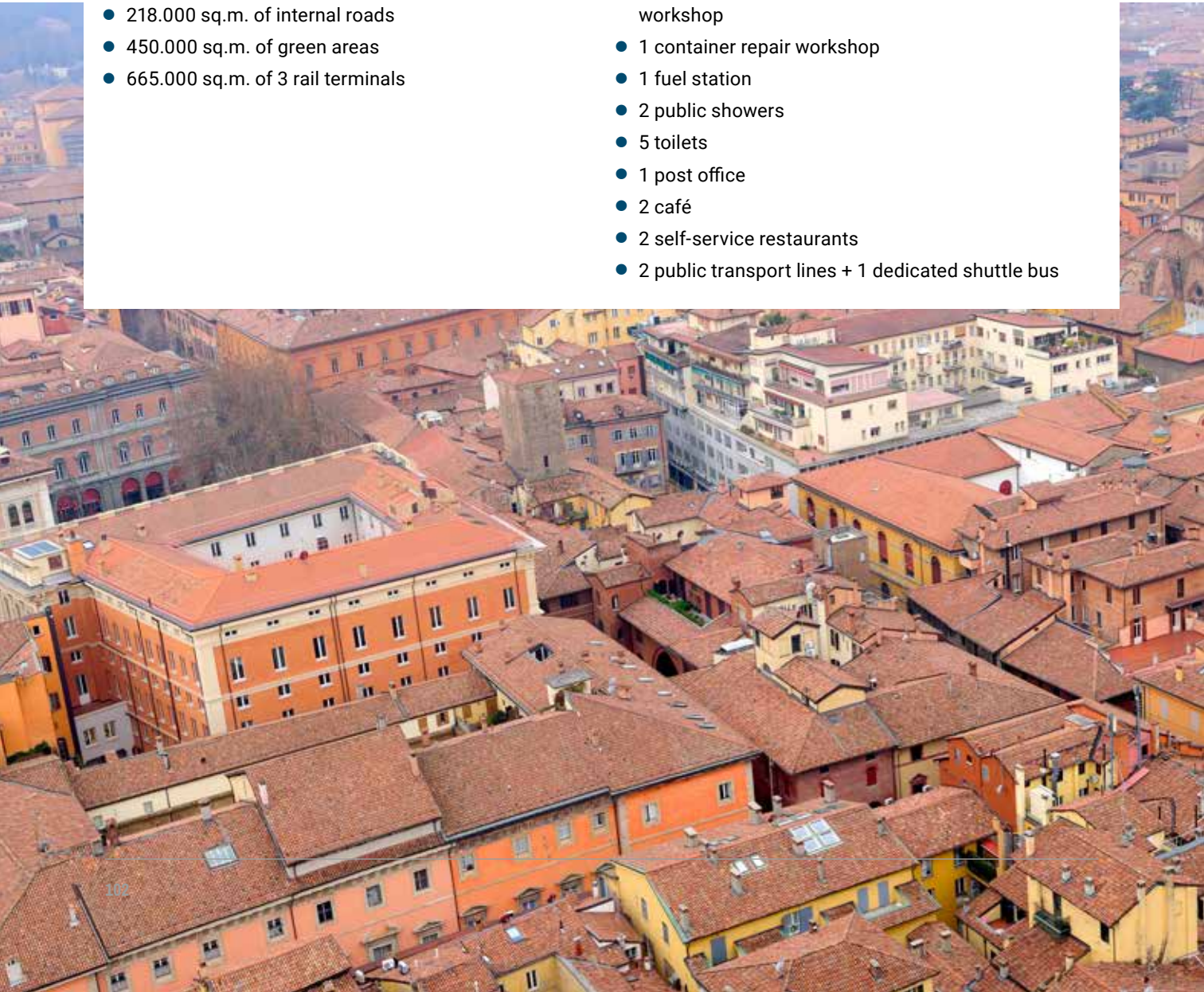


INFRASTRUCTURES

- 650.000 sq.m. of warehouses
- 446.000 sq.m. of yards
- 63.000 sq.m. of offices
- 136.000 sq.m. of parking areas and walkways
- 218.000 sq.m. of internal roads
- 450.000 sq.m. of green areas
- 665.000 sq.m. of 3 rail terminals

SERVICES

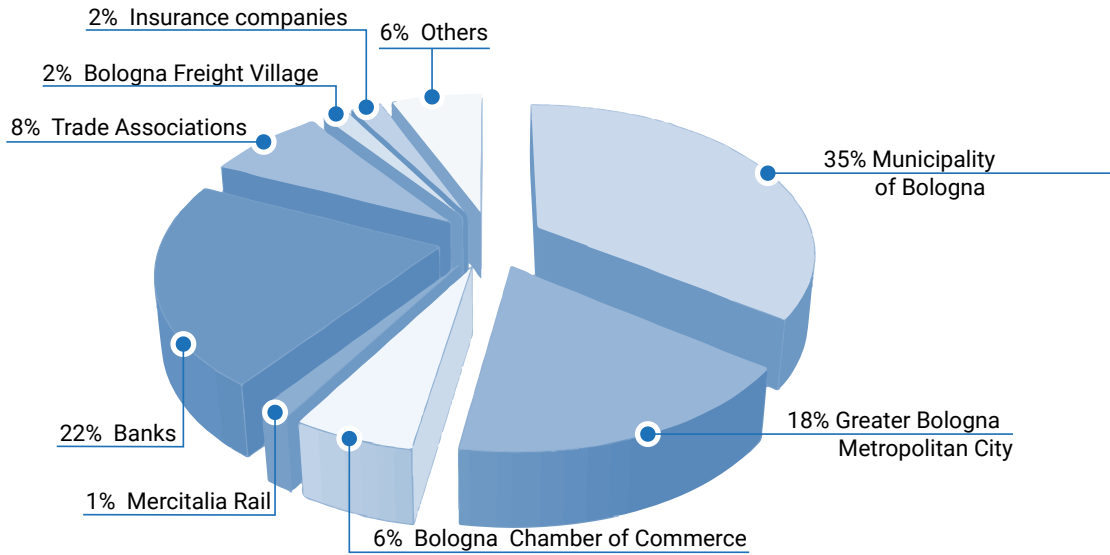
- 1 access control gate
- 1 entrance for emergency vehicles
- 1 custom office
- 1 rail wagons and locomotives maintenance workshop
- 1 container repair workshop
- 1 fuel station
- 2 public showers
- 5 toilets
- 1 post office
- 2 café
- 2 self-service restaurants
- 2 public transport lines + 1 dedicated shuttle bus



RAILWAY CONNECTIONS

Destination/Origin	Typology	Weekly frequency	MTO	Railway Company
Bari	UCT	3	GTO	GTS
Busto Arsizio	UCT	5	Hupac	Interporto Servizi Cargo
La Spezia	UCT	6	Mercitalia Intermodale	Mercitalia Rail
La Spezia	UCT	1	Logtainer	Mercitalia Rail
Nola	UCT	5	Nuovo Operatore Intermodale	Interporto Servizi Cargo
Padova	UCT	3	GTS	GTS
Livorno	UCT	1	Mercitalia Intermodale	Mercitalia Rail
Trieste	UCT	2	Alpe Adria	Mercitalia Rail
Zeebrugge	UCT	2	GTS	GTS
Catania	Conventional	3	Mercitalia Logistics	Mercitalia Rail
Marcianise	Conventional	2	Mercitalia Logistics	Mercitalia Rail
Torino	Conventional	1	Mercitalia Logistics	Mercitalia Rail
Tarvisio	Conventional	3	Galatea Logistica	Mercitalia Rail
Marcianise (Mercitalia FAST)	High-speed	5	Mercitalia Logistics	Mercitalia Rail

INVESTMENT OPPORTUNITY





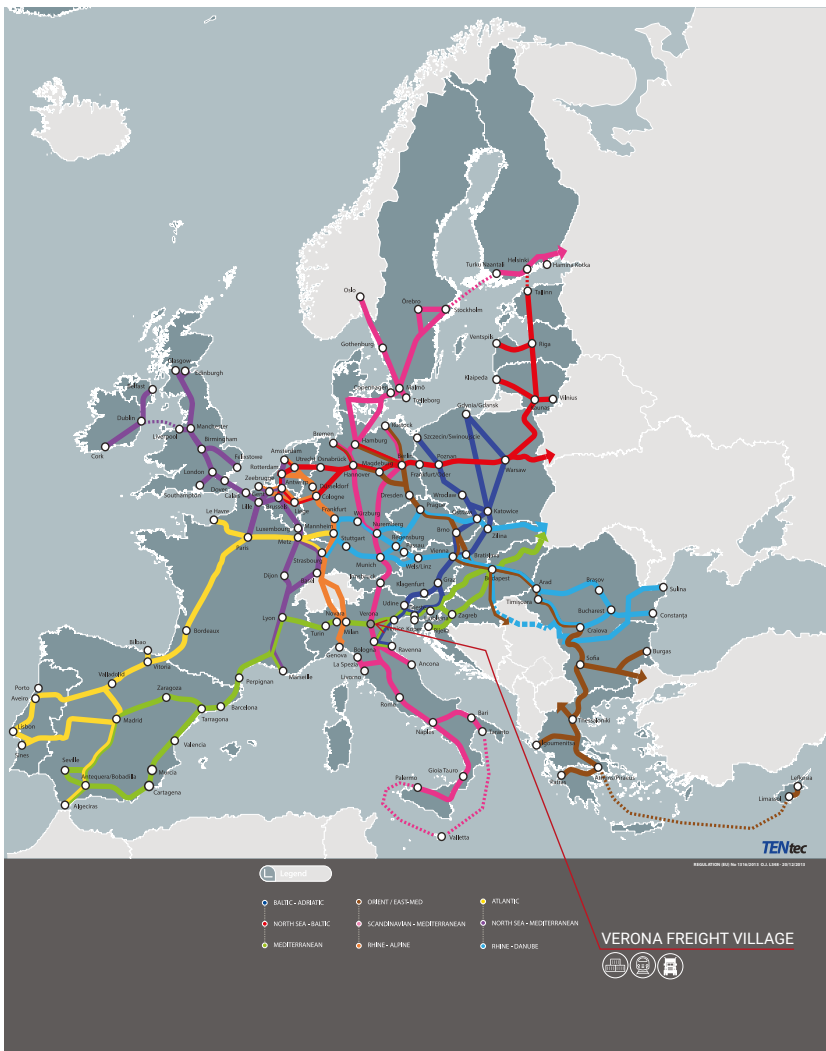
Consorzio ZAI



**Interporto
Quadrante
Europa**

VERONA FREIGHT VILLAGE





GEOGRAPHICAL POSITIONING

Verona and its freight village are located at the crossroad of Scandinavian-Mediterranean and Mediterranean Corridors and the respectively Rail Freight Corridors.

This geographical location makes it a main hub for freight traffic on the North-South route through the Brenner axis, but it is also a Core node of the East-West connections along Mediterranean Corridor, a potential node for the development of the traffic to Eastern Europe (not far from Baltic-Adriatic Corridor).

ROAD AND RAILWAY CONNECTIONS

Verona Freight Village is crossed both by railway and road connections.

Railways :

- Milan – Venice
- Brenner
- Bologna
- Modena

Motorways :

- A4 - Milan – Venice
- A22 Brenner

LAYOUT

QE area is 2,5 million sqm of Warehouses and Terminals. In the area are settled 130 Enterprises with 13,000 direct and indirect employees.

Main Real Estate figures:

- Forwarders Center: 100,000 sq.m.
- Volkswagen Group: 150,000 sq.m.
- DB Schenker: 385,000 sq.m.
- Customs: 15,000 sq.m.
- Agro-food wholesales market: 100,000 sq.m.

Main Railway Infrastructure figures:

1. QE Railway Station

- 18 Operative Tracks
- 6 Services Tracks
- Handling: 70% complete trains 30% wagons

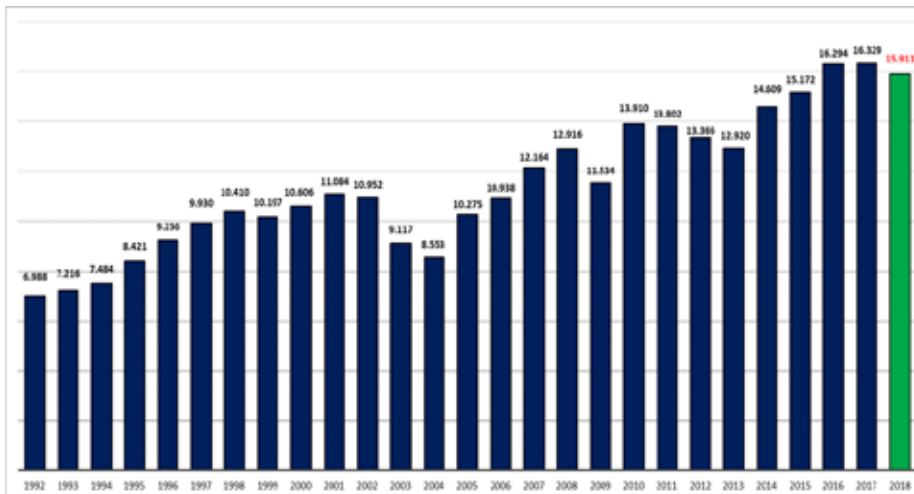


SERVICES

- The Freight Village offers every kind of logistics service to goods, particularly:
- Stocks management;
- Handling;
- Picking;
- Packaging
- Labelling;
- Sampling;
- Reverse logistics;
- Distribution;
- Transport;
- Quality control;
- Customs services;
- Integrated logistics services;
- Logistics consulting;
- Logistics maintenance.

RAILWAY CONNECTIONS

- 194 Train Pairs from/to Europe every week
- 16,294 Trains (54/day)
- 13,452 Intermodal trains (44/day)
- 2,842 Conventional trains: Cars and spare parts mainly
- Low reduction of the number of trains due to a strong reduction of trains transporting new cars
- Intermodal transport grows from 13,508 to 13,536 (with one week of closure due to a rail accident in Austria)

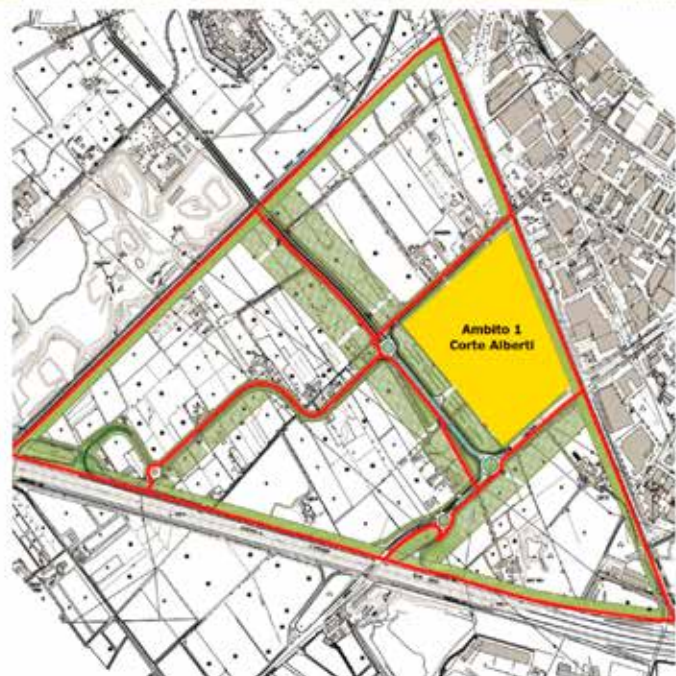


INVESTMENT OPPORTUNITIES

Marangona Innovation Area:

High level of Accessibility (by rail, road and air) from every direction

- 1,5 million sqm close to the city
 - Area Dedicated to Logistic functions
- 1,5 mln sq.m. of new logistic development directly linked to the quadrante europa freight village
 - High level of Accessibility
 - 5 Big available areas where innovative logistics, 3PL and 4PL, e-commerce operators can develop plants, offices, warehouses or other activities linked to logistics/industrial sector
 - Most of the Administrative path completed. Ready to build







Unione Interporti Riuniti

**INTERPORTO
PADOVA SPA**
LOGISTICS OPERATOR

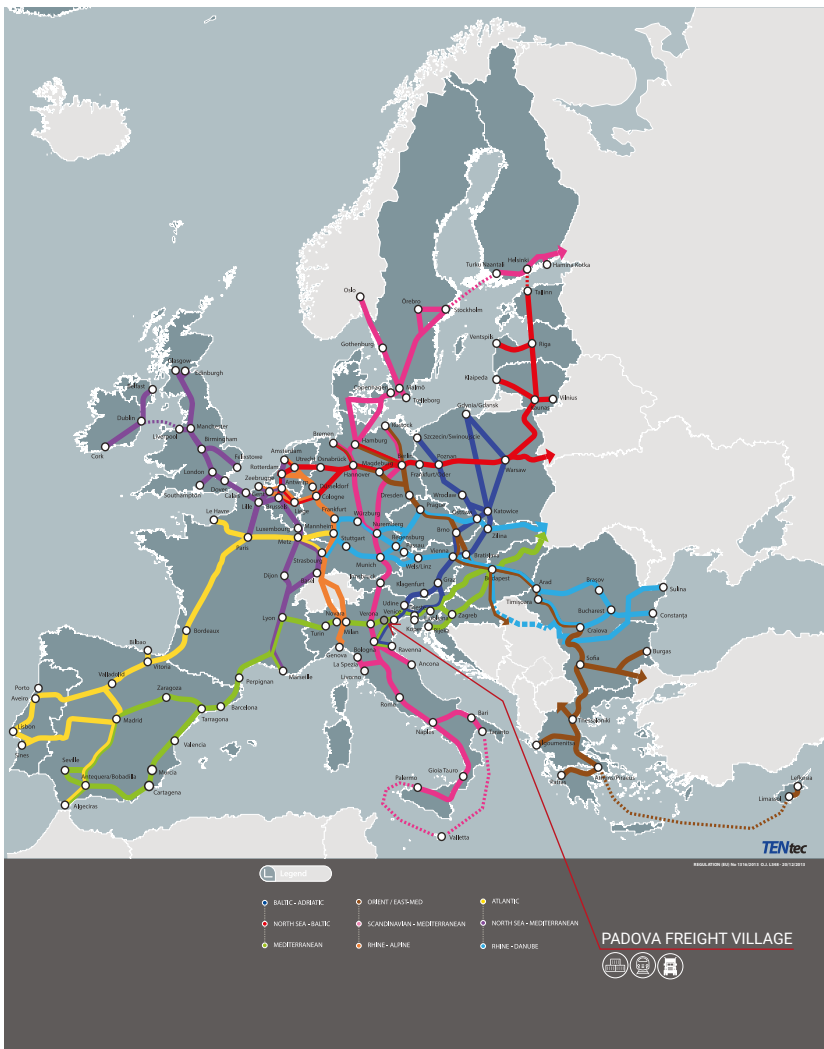


PADOVA FREIGHT VILLAGE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Located in the centre of the north-east of Italy, it is linked with the main national and international rail and road lines; at the intersection of Priority Projects I e V, this freight village is a strategic node for goods from/to Europe, Africa and Asia.

The Freight Village, located in the industrial area of Padua, is linked to:

Road: A4 – Padova est tollbooth, A13 Padua-Bologna, Padua Zona Industriale tollbooth-freight village;

Rail: backbone of 4 km which links the terminal container with the axe Trieste-Venice-Verona-Milan-Turin and the axe Padova-Bologna-Rome;

Ports: Venice 51 km, Ravenna 150 km, Trieste 183 km, Livorno 315 km, Genova 370 km, La Spezia 335 km;

Airports: Venice 52 km, Bologna 120 km, Milan Hub 270 km.

INFRASTRUCTURES

- At the moment:
 - 1,000 sq. m. of customs warehouses and 145,000 sq. m. of tax paid warehouses with road to road tailboard;
 - 105,000 sq. m. of tax paid warehouses with rail to road tailboard;
 - 1 warehouse of 1,000 sq. m. with controlled temperature (0-15°C) and road to road tailboard;
 - 30,000 sq. m. of offices;
 - 34,000 sq. m. of yards with rail connection;
 - Terminal container of 246,000 sq. m. with 17 mobile cranes and connected to 8 rail tracks.
 - After the merger with “Magazzini Generali” of Padova, there will be available:
 - 6,000 sq. m. of tax paid warehouses with road to road tailboard;
 - 70,000 sq. m. of general warehouses with rail to road tailboard of which 22,000 sq. m. of warehouses with controlled temperature (+15/-25°C);
 - 13,000 sq. m. of offices and a services centre of 6,000 sq. m.
 - Padua freight village has got an high informatics system with a fibre optic wiring to manage goods.
 - Our most technologically advanced structures are:
 - Distripark: 97,000 sq. m. of which 50,000 of covered warehouses
 - Logistics Area: 95,000 sq. m. with 67,000 sq. m. of warehouses, 2,000 sq. m. of offices; park area of 107,000 sq. m.
 - “Tower” for management activities: surface of 13,000 sq. m., 70 m. high.
- New Container Terminal: a terminal of 241,000 sq. m. with tracks 750 m. long and a handling capability of 500,000 TEU.
- There is a workshop for container maintenance and repair with offices and services.

LAYOUT



SERVICES

The Freight Village offers every kind of logistics service to goods, particularly:

- stocks management;
- handling;
- picking;
- packaging
- labelling;
- sampling;
- reverse logistics;
- distribution;
- transport;
- quality control;
- customs services;

- city logistics;
- integrated logistics services;
- logistics consulting.

It offers services to vehicles such as assistance, parking, fuel and washing.

The intermodal terminal container with a handling capacity of 500.000 TEU's has got storage and long term parking areas.

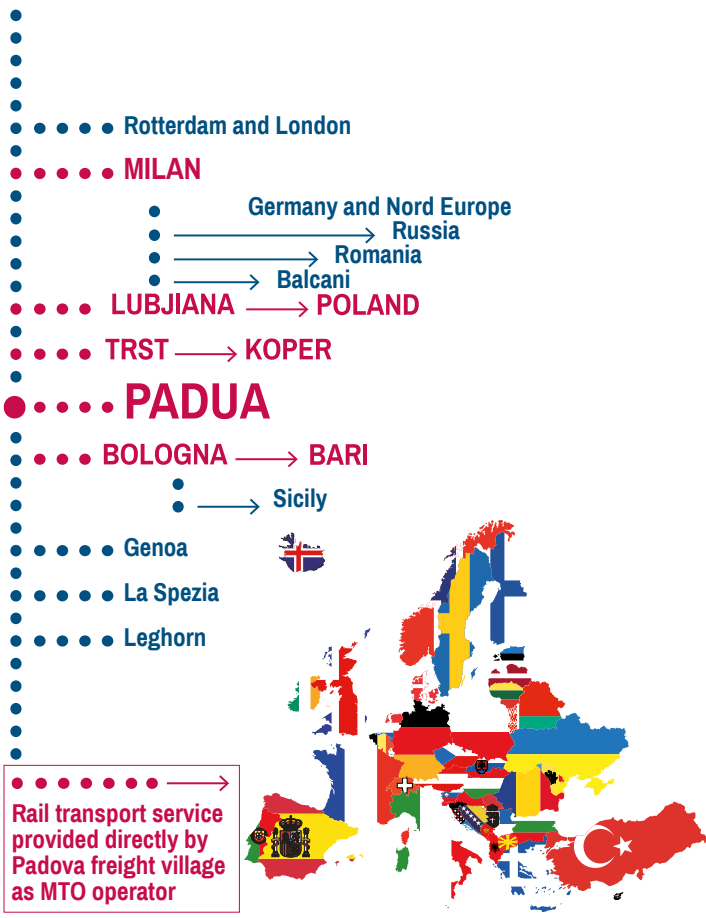
Finally the freight village offers ancillary services such as restaurant, market, post. etc.

RAILWAY CONNECTIONS

The Freight Village a system of links which uses road, rail and sea way of transport.

Thanks to railway it has got connections:

- Daily with Genoa Voltri, La Spezia, Busto Arsizio/ Gallarate, Livorno;
- Weekly with Rossano;
- Every 3 weeks with Trieste and Rotterdam.







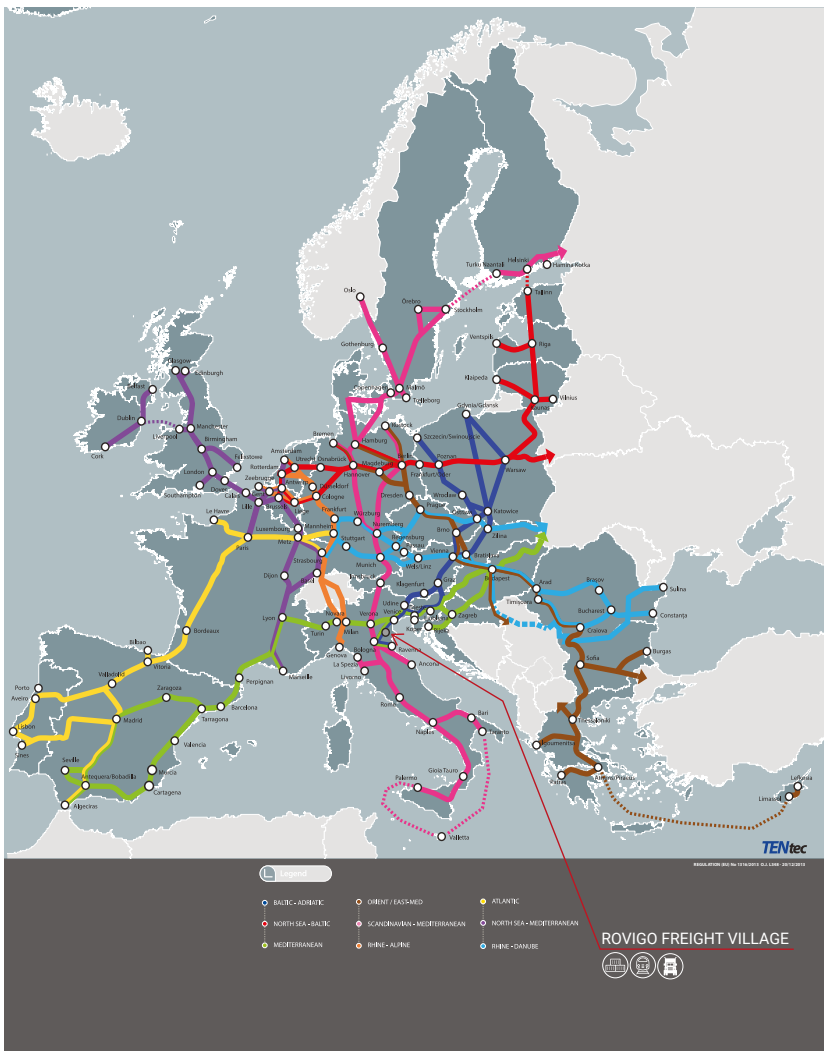
Interporto di Rovigo

ROVIGO FREIGHT VILLAGE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Geographically localized in an area close to the main production system of Emilia Romagna Region and Northern East, for which it represents the natural link to Centre-Italy, Rovigo Freight Village is only a few kilometers far from the primary traffic routes and it is directly connected to the major roads of communication through a slip road that does not intersect with the city traffic.

Rovigo Freight Village is also located on the first waterway section of the Fissero - Tartaro - Canalbianco - Po di Levante that connects Mantua to the Adriatic Sea.

INFRASTRUCTURES

- Covered areas: 50,000 sq.m.
- Outdoor areas: 250,000 sq.m.
- Adjacent areas already urbanized: 1,000,000 sq.m.
- Railway terminal: 30,000 sq.m.
- River approaching quay: 600 ml
- Square in front of river dock: 15,000 sq.m.
- Office building with conference room
- Offices of the Customs Agency of Padua and Rovigo
- Port of Rovigo Inspectorate



SERVICES

- Storage and handling of goods both inside the warehouses and on the aprons;
- Container handling;
- Internal railway traction;
- Customs services;
- Stopping vehicles;
- Multimedia conference room.



RAILWAY CONNECTIONS

Rovigo Freight Village is located on the strategic Bologna - Padua line, it inserts itself with the Verona-Chioggia section. This line is very important because it connects the Verona freight terminal, the Rovigo freight terminal, the Adria-Loreo industrial area and the Chioggia port. The structure of Rovigo is fully included in the logistics plan of the Veneto Region and a further enhancement is being planned.

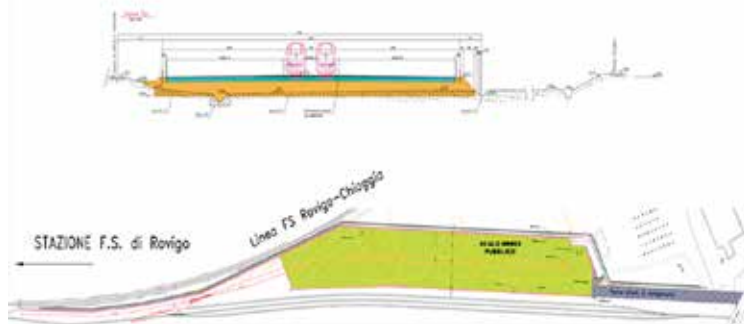
MARSHALLING YARDS AND FREIGHT YARDS: these are two adjacent external areas connected to the freight village area by a private railway link (700 ml) and a public road (1,000 ml).

Marshalling yard: 4 tracks 560 meters long each.

Freight yards: 15.000 sq.m. connected to the railway line with 2 tracks available to work on the divided block trains. Ideal for intermodal transport, it ensure the modal change.

INVESTMENT OPPORTUNITIES

- Warehouse rent: RENT: 36 - 46 €/ sq.m. / year
- External pitches for rent: 12 € / sq.m. / year
- Share capital
- Expansion area: 1.000.000 sq.m.





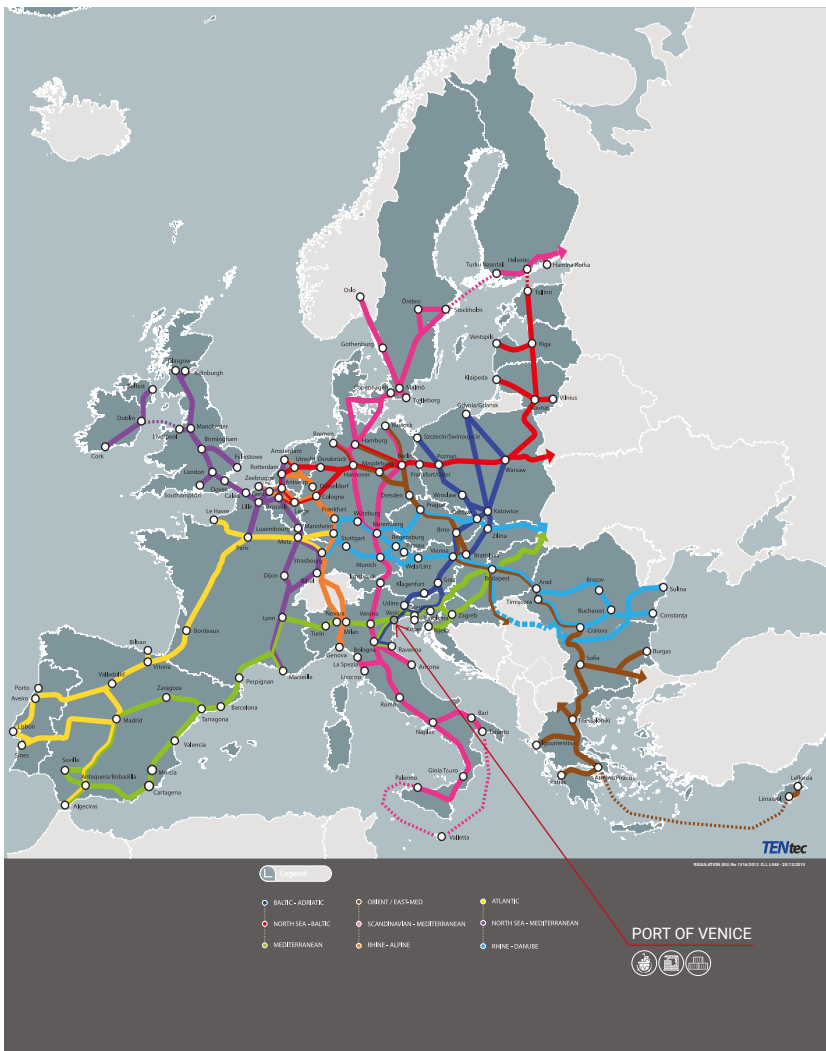
PORT OF VENICE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS

GEOGRAPHICAL POSITIONING



- 267 km Milan
- 513 Km Munich
- 602 Km Vienna
- 692 Km Lyon
- 1,102 Km Paris
- 1,130 Km Berlin

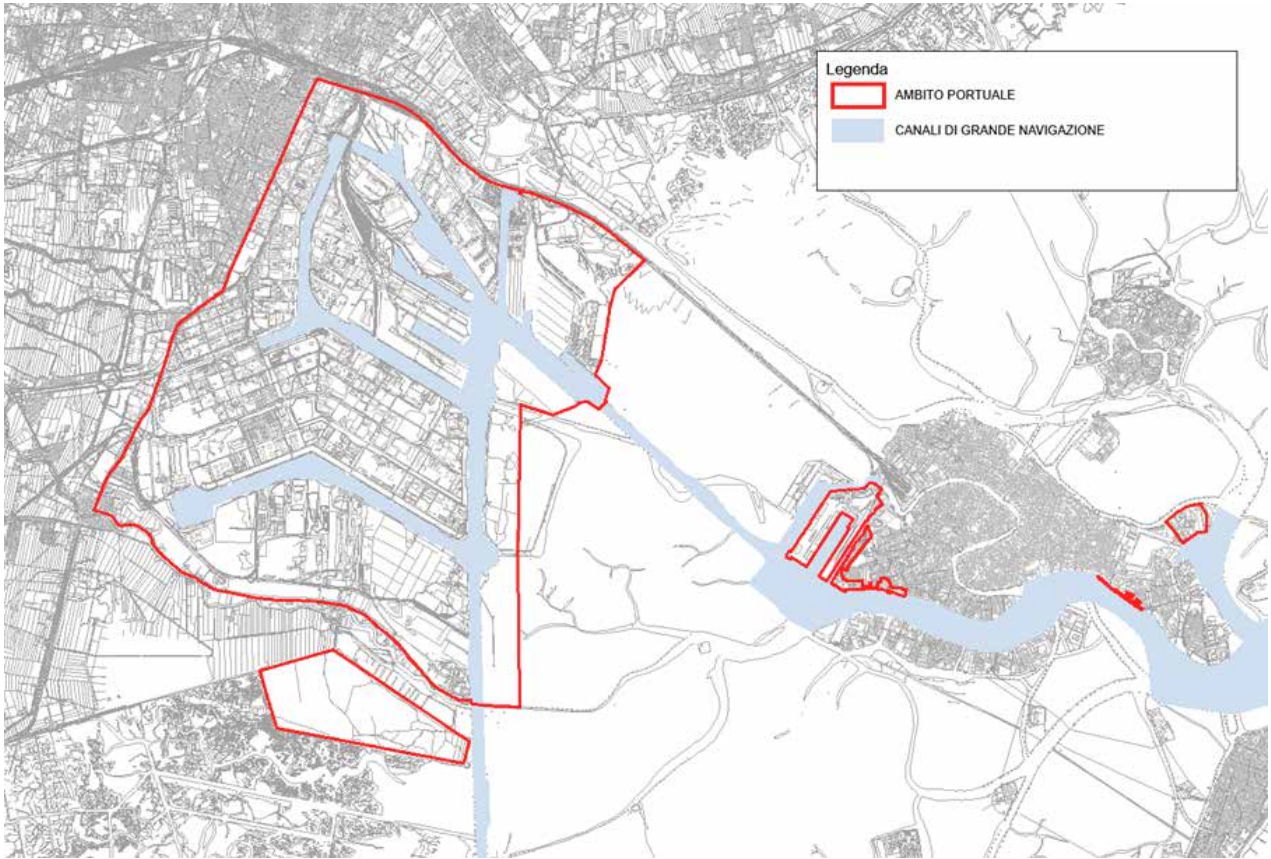
MARITIME CONNECTION



INTERMODAL CONNECTION



MAIN PORT AREA



THE CARGO PORT



STATISTICS

VENEZIA	A	B	C General Cargo				D TEU'S	E PAX
	Liquid Bulk 9,363,000	Dry bulk 7,380,000	Project Cargo 800,000	Value Project Cargo 800 Mln €	Ro-Ro 1,841,491	Total 9,752,000	Total 632,250	Total 1,788,000
OCCUPATIONAL FACT	13.500 OCCUPIED				1.000 COMPANIES			

PORT DEVELOPMENT

THE «NEAR» FUTURE OF CARGO PORT

The “port-centric” development of the cargo port



- 82 ha and 1700 mt long quay
- Rail and road connection
- Operational and semi-manufacturing area
- Simoultaneous berth up to 3 large Portacontainer
- 12 m depth
- A New “Fondaco 4,0”

THE ACTIVITIES - POT 2018/2021

The Triennial Operating Plan is the port planning tool that outlines, at the local level, the initiatives and strategic actions for the development and growth of the port system, in line with the national-European guidelines and in a coordinated way to the territorial planning.

The objective of the POT is to promote the development of port activities in terms of:

- economic sustainability
- social sustainability
- environment sustainability
- cultural sustainability

Planned Investments: 440 mln euro



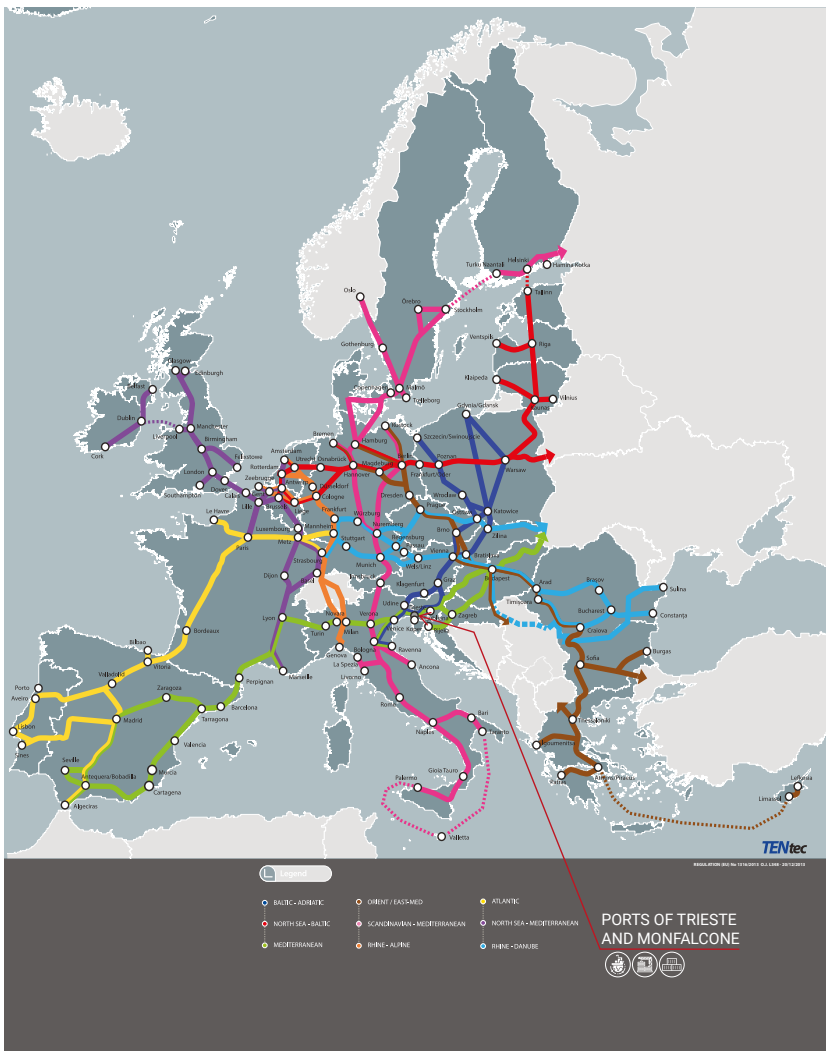
Autorità di Sistema Portuale
del Mare Adriatico Orientale
Porti di Trieste e Monfalcone

PORTS OF TRIESTE AND MONFALCONE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

TEN – T Mediterranean Corridor
TEN – T Baltic Adriatic Corridor
Motorways of the Sea

Suez → Northern Europe
distance 3,539 miles
days of navigation: 7

Suez → Trieste
distance 1,287 miles
days of navigation: 3

Gain via Trieste
distance 2,252 miles
days of navigation: 4

STATISTICS

ANCONA	A	B	C General Cargo				A+B+C Total	E TEU'S	F
	Liquid Bulk	Dry bulk	Container	Ro-Ro	Other goods	Total	Total	Total	Total
	43,234,735	1,665,508	8,147,908	8,650,105	978,246	17,776,259	62,676,502	725,426	111,539

PORT INFRASTRUCTURES

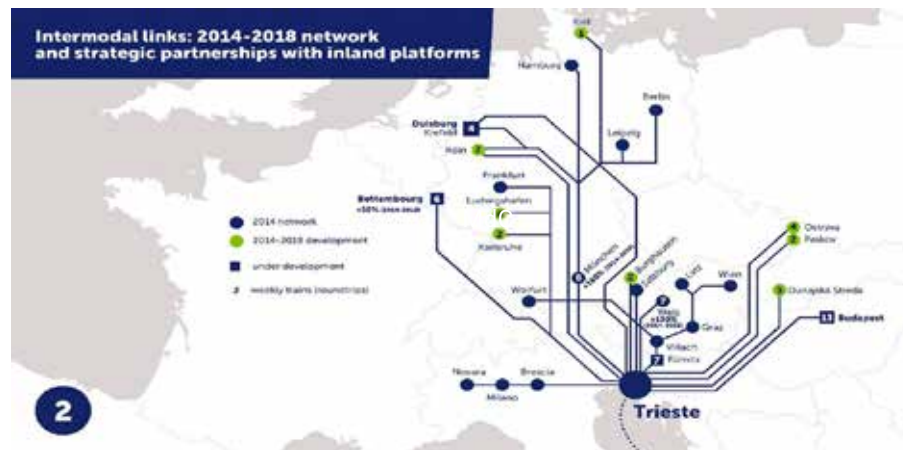
Total land area:

- 2,300,000 sq. m
- of which 1,800,000 sq. m of free port
- of which 925,000 sq. m of storage area
- Quay length: 12 Km
- Total number of terminals: 16
- Water depth at the main terminals: up to -18 m



CONNECTIONS

Approx 10,000 freight trains to/from the port of Trieste in year 2018 (1° railway port in Italy)



THE PORT TODAY



PLANNED DEVELOPMENTS



INVESTMENT OPPORTUNITIES

1. FORMER 'OLCESE' COMPOUND (OWNED BY CONSORTIUM 'COSELAG')

Built on a 31,400 sq.m plot of land, the covered buildings consist of 14,800 sq. m. The property to be re-developed includes 5 key units, with various possible uses (handicraft, industrial, offices, etc.). Possibility to realise 15,000 sq.m. for commercial activities.

Located in highly accessible areas next to the port of Trieste and directly connected to main European transport networks (seaways, highways and railway lines).

2. PROSECCO (OWNED BY PORT NETWORK AUTHORITY OF THE EASTERN ADRIATIC SEA)

Brownfield site of approximately 27,000 sq. m, 15 Km away from Trieste city centre and located along the Italy-Slovenia international railway line in close proximity to a railway shunting area.

The area includes two detached plots and some vacant units. There are opportunities to consolidate further plot of land. Meant for logistics operations (warehousing, labelling, assembling etc.) and/or light manufacturing in connection with expanding port and maritime business.



Ports of Trieste and Montebene

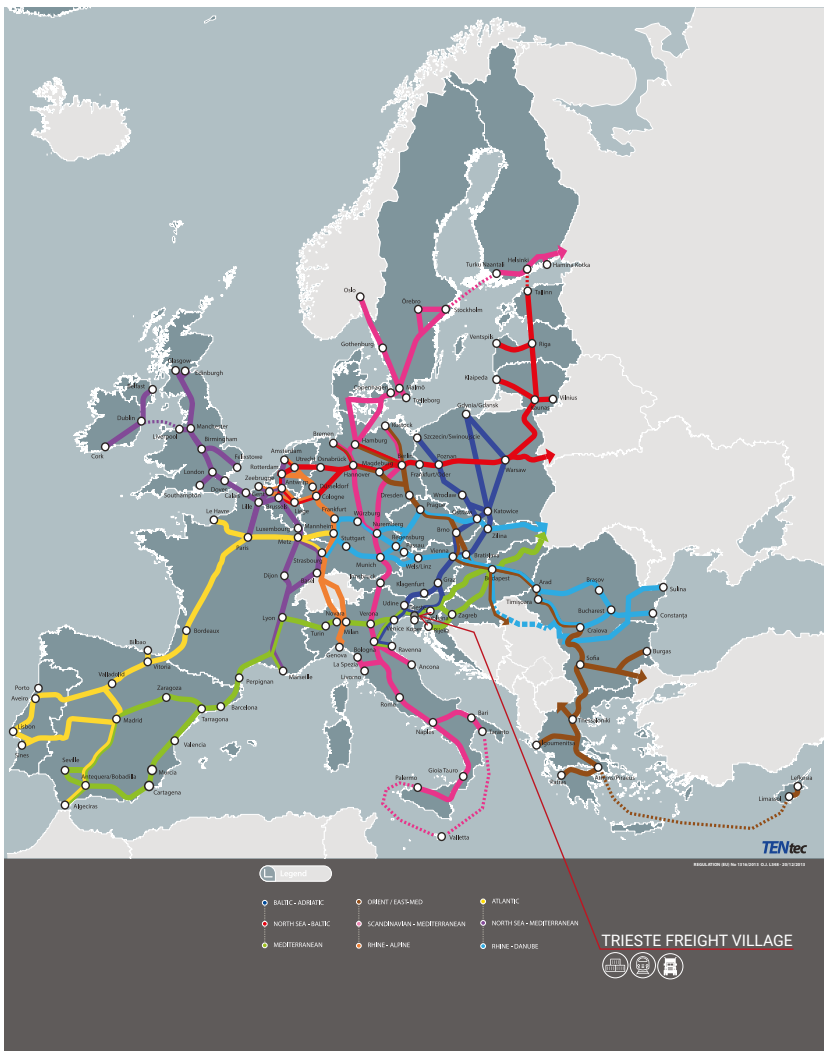
City - Port of Trieste
Italy
European Union





TRIESTE FREIGHT VILLAGE





GEOGRAPHICAL POSITIONING

Interporto di Trieste S.p.A. is a company active in intermodal logistics and located near the Italian-Slovenian border.

It is located in a strategic position to connect the goods traffic between the Central Eastern European markets and the Mediterranean basin. Interporto offers logistics services as dry port of the Port of Trieste and, during the last years, is strictly collaborating with the Port Network Authority of the Eastern Adriatic Sea. Therefore, Interporto has planned significant investments in order to develop its logistics activity concerning dry port services in synergy with the Port Network Authority. In this context the Port Network Authority identified a part of the industrial area owned by Wartsila Italia S.p.A. (Bagnoli della Rosandra- Trieste, Italy) as a site for the development of effective dry port activities and Interporto as

the vehicle company for the realization of the project called FREEeste. For these reasons, Interporto, will develop the activity of dry port and will benefit from the competitive advantage of the “Free Trade Zone” in FREEeste, will potentially be able to intercept also the flows of goods deriving from the Asian Far East directed to Europe or elsewhere.

INFRASTRUCTURES

Warehouses

- 72,000 sqm of dedicated to logistics activities
- possibility of building up new infrastructures up to 65,000 sqm
- processing and storage in the International Free Trade Zone
- 2,000 sqm cold storage (work in progress – within 09/2019)

Bagnoli della Rosandra	22/12/2017	2018
Total area (sqm)	240,000	240,000
Operating areas (sqm)	-	-
Vehicle parking areas (sqm)	-	-
Railway (n. tracks* m)	-	-
Warehouses (sqm)	74,000	74,000
Roofed surfaces (sqm)	-	-
Cold storage (sqm)	-	-
Other warehouses (sqm)	-	-
Other	-	-

Yard

- 100,000 sqm area with railway connection (work in progress – within 12/2019)
- Empty container depot
- Intermodal services

Industrial activities in International Free Trade Zone of Trieste

- Handling and storage of goods in customs-Free Trade Zone Areas

SERVICES

Services

- Loading and unloading of goods
- Storage, assembly and handling of goods
- Groupage consolidation and deconsolidation
- Handling containers, swap bodies, megatrailers, heavy lifts
- Armed security guard 24H

Origin/destination of the goods

- Eastern Europe
- Central Europe (Austria and Bavaria)
- North East Italy

Main sectors

- Textile machinery
- Ferrous and non-ferrous materials
- Forestry (various)

FREEeste Area - International Free Trade Zone of Trieste

- Import: warehousing without VAT and duties guarantees
- Export: closing of the export procedure at the gate of the Free Trade Zone

RAILWAY CONNECTIONS

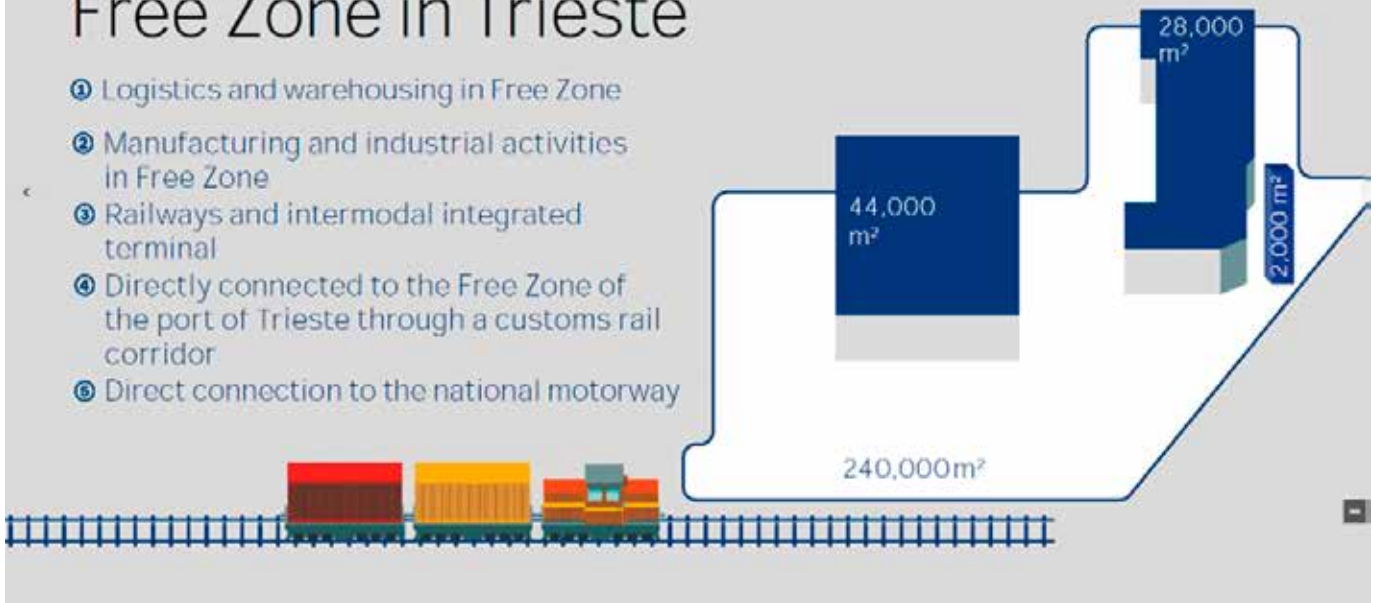
- Trieste Port: 10 km
- Railway direct connection (work in progress – within 12/2019)



INVESTMENT OPPORTUNITY

FREEeste The New Industrial Free Zone in Trieste

- ① Logistics and warehousing in Free Zone
- ② Manufacturing and industrial activities in Free Zone
- ③ Railways and intermodal integrated terminal
- ④ Directly connected to the Free Zone of the port of Trieste through a customs rail corridor
- ⑤ Direct connection to the national motorway





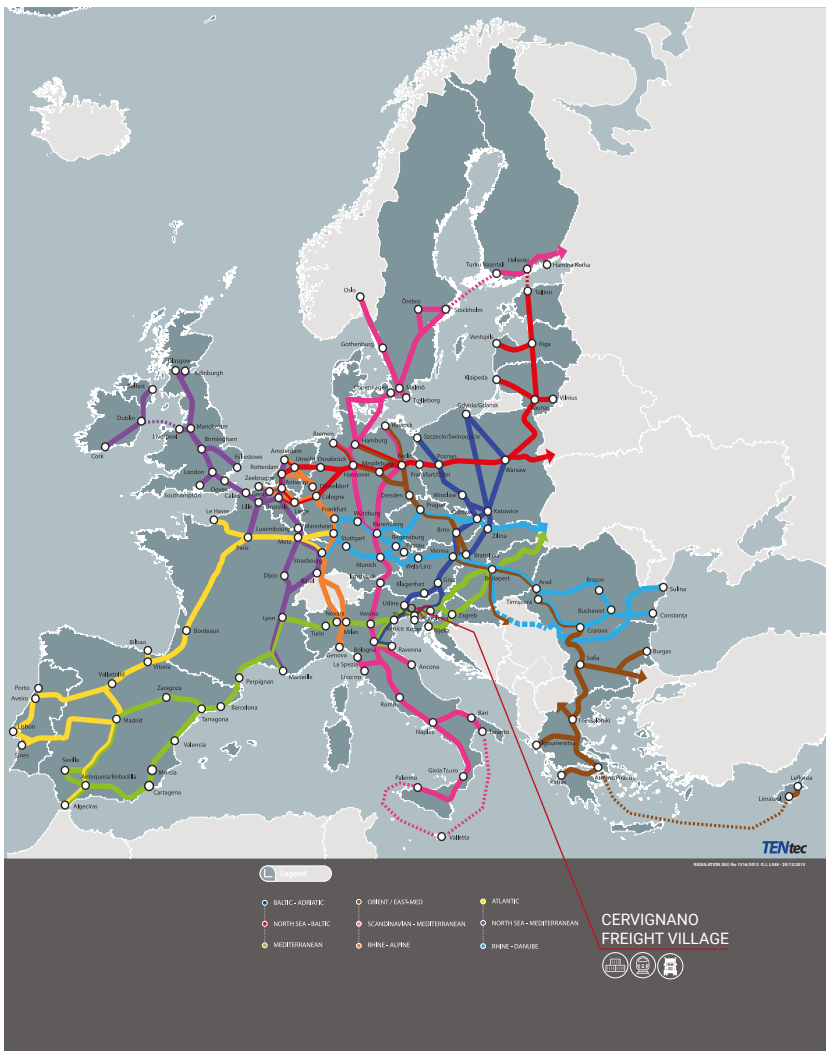


CERVIGNANO FREIGHT VILLAGE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Strategically located at the intersection of the Adriatic / Baltic Corridor, that extends in a north-south direction connecting the southern regions with the northern ones, and the Mediterranean Corridor which extends in an east-west direction, from Barcelona to Kiev.

Close to Trieste Port (48 Km far), and linked to the A4 motorway via 3 different connections: Palmanova (7 Km far), Villesse tollgate (11 Km) and S.Giorgio Nogaro (12 Km).
 Railway lines : Venice - Trieste, Cervignano - Palmanova – Udine and Udine – Tarvisio.
 Ronchi dei Legionari international airports is 15 Km. far

INFRASTRUCTURES

- Intermodal terminal, 160,000 sq.m. with 3 bundles of 2 tracks of 750 linear meters, equipped with road weighing and about 17,000 sq.m. of canopy with two bridge cranes from 12,50 and 30 tons.
- A locomotive, 3 Reach Stackers (two of which with piggy back), 2 shunting tractors and vehicles for handling different flow rates;
- 24,000 sq.m. of covered spaces (warehousing) with an internal useful height of 10,30 linear meters, connected to the railway, equipped with hydraulic ramps, an external platform at the ramp level, an anti-fire sprinkler system, service offices and technical compartments.
- 50,000 sq.m. of yards for parking spaces are available for vehicles, cargo and loading units;
- 2,500 sq.m. of operational and executive offices with modular spaces and availability of rooms.

SERVICES

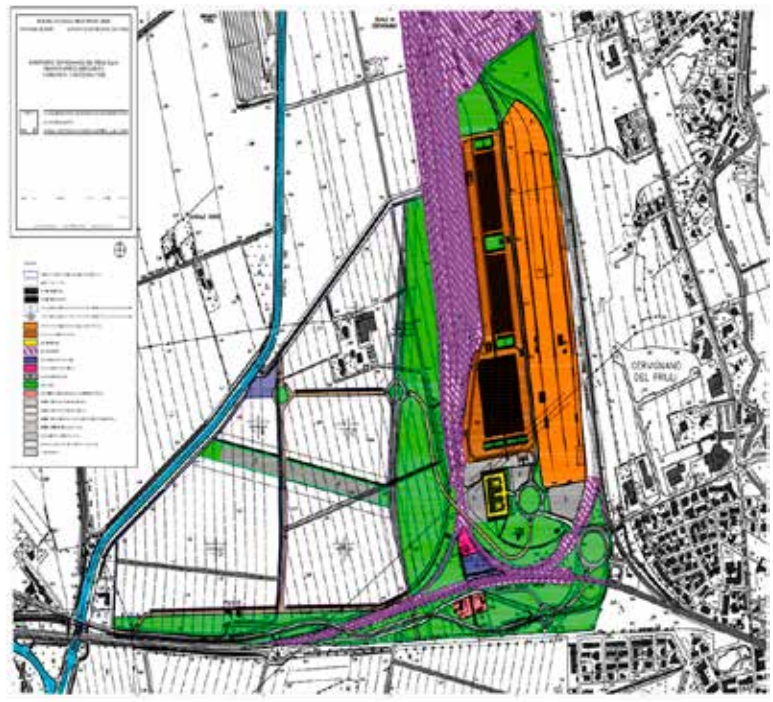
- handling services
- subsidiary services to rolling stock
- subsidiary services for goods
- warehousing
- consolidations and deconsolidation
- availability of offices for the operators,
- weighing
- customs, tax warehouses, etc.

The company is able to transfer from road to rail and vice-versa, both intermodal traffic and conventional traffic for different types of goods. It is also provided with authorization to move ADR / RID traffic.

INVESTMENT OPPORTUNITY

EXPANSION AREA

- 800,000 sq.m. of total development
- 500,000 sq.m. of commercial areas
- 300,000 sq.m. of green areas
- 250,000 sq.m. of covered areas to be built
- By 50 years long and renewable concession from the managing company, to one or more investors
- The area can be divided into different plots





Unione Interporti Riuniti

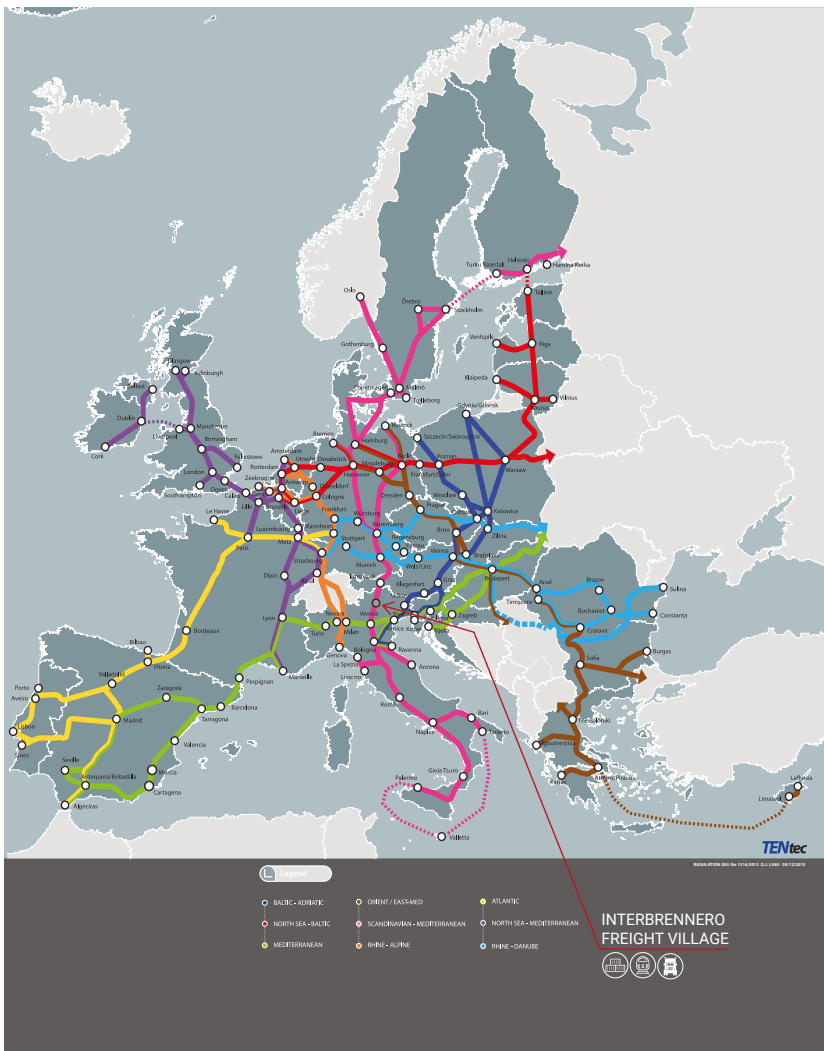


INTERBRENNERO FREIGHT VILLAGE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Trento Freight Village is located along the EU Corridor No.1 Berlin – Palermo and it is very well connected to the main national and regional road network.

The Brenner Motorway A22 (Motorway exit: Trento Nord) is only 200 meters far, like the State-road Valsugana 47.

In terms of railway, the freight village is served by the Brenner Line, while the closest port is Venice, 165 Km. far.

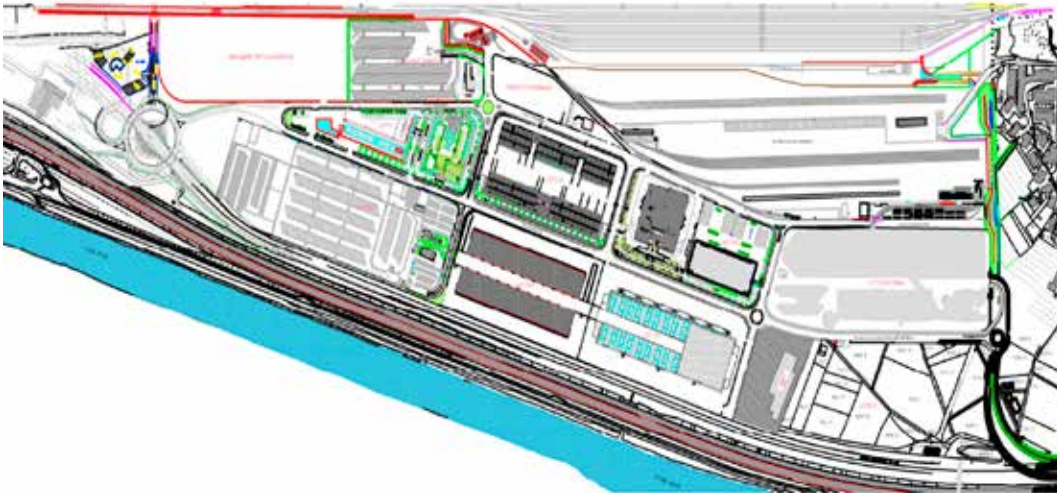
INFRASTRUCTURES

- Intermodal 1,000,000 sq.m. of total area
- 250,000 sq.m. goods handling areas
- 300,000 sq.m. public railway station
- Over 30,000 sq.m. parking areas
- 5,000 sq.m. of buildings
- 35,000 sq.m. for services (Business Center, restaurant, ATM, Punto Blu Autostrada)
- 15,000 sq.m. for Customs, Guardia di Finanza and customs yard
- 3,000 sq.m. for vehicles inspection
- 35,000 sq.m. lorry parking area.
- 40,000 sq.m. for small and medium road transport companies
- 95,000 sq.m. for big road transport companies.
- 55,000 sq.m. for logistic warehouse
- 50,000 sq.m. of warehouses for freight forwarders, couriers and goods storage
- 15,000 sq.m. for fuel distributors.
- 70,000 sq.m. For public transport

SERVICES

- Rail transport : traditional, RO-LA and unaccompanied
- Storage services
- Maneuvering services directly provided
- Multi-brand workshop service center
- Customs Section, Financial Police and customs services
- Warehouses and offices for transporters, freight forwarders, couriers and wholesaler
- Parking area and heavy vehicles arriving and departing equipped with 8 electricity
- supply stations
- Goods handling and storage
- Temperature- controlled warehouses
- Bars, restaurants, Bank
- Tesla Supercharger Network
- Fuel distributor under construction

LAYOUT



RAILWAY CONNECTIONS

- → **RoLa**
- → **Trento - Wörgl**



● → **TRADITIONAL SERVICES**

- → Trento-Marcianise
- → Trento-Monfalcone
- → Trento-Livorno
- → Trento-Pöls
- → Trento-Villach
- → Trento - Fossacesia
- → Trento - Wörgl



INVESTMENT OPPORTUNITIES

- Sale of warehouses € / sq.m. 900 - 1,200
- Rent of warehouses € / sq.m. 3,5 - 6
- Rental of offices € / sq.m. 8,5 - 11
- Rent of uncovered areas € / sq.m. 1,5 -2,5







Unione Interporti Riuniti



OUR PEOPLE MAKE THE DIFFERENCE

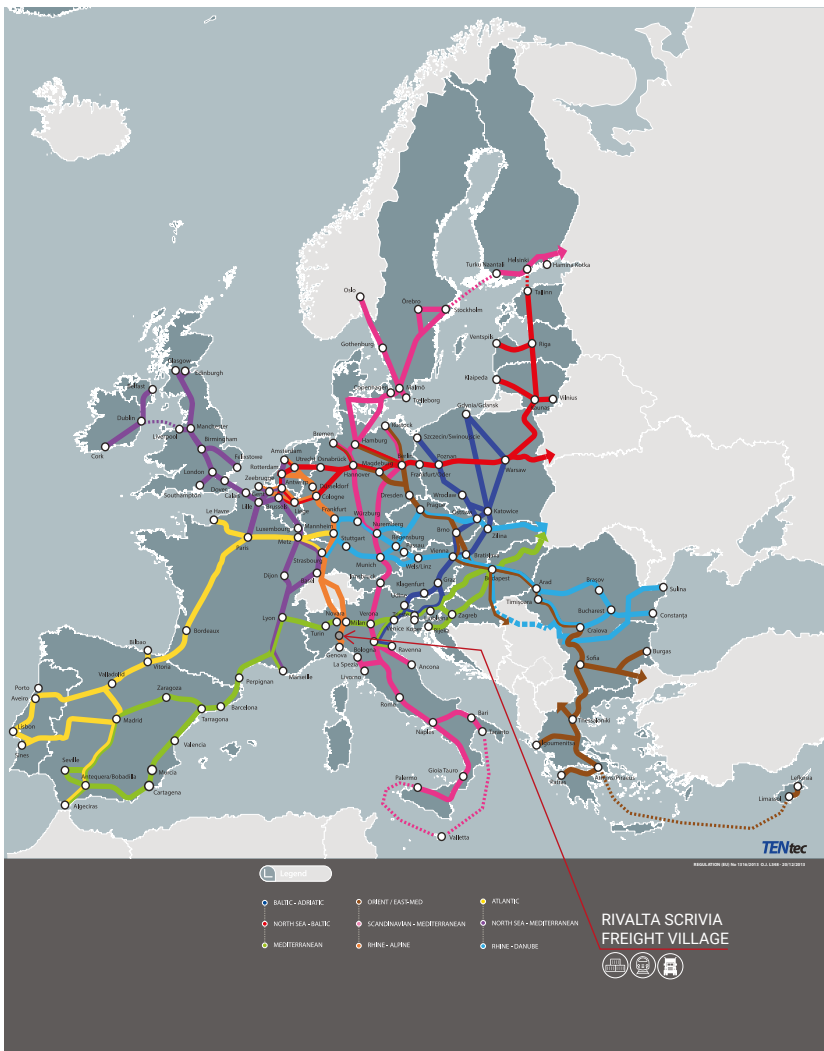
KATOEN NATIE

RIVALTA SCRIVIA FREIGHT VILLAGE





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Interporto Rivalta Scrivia Spa biggest KATOEN NATIE's platform (2nd to Antwerp) since 2012. Located in Tortona (AL), in strategic position to serve Northern / Central Italy. Close (3 km far) to motorway access, on the cross point of two major axes: A7 Milano-Genova / A21 Torino Bologna.

Conceived and officially named as dry port of Genoa, IRS is the natural, logical access to the Pianura Padana area, as well as to South-Western Europe, thanks to its proximity to the Ligurian ports.

Main distances to closest ports/ cities:

- Genova: 70 Km
- Milano: 70 Km
- Torino: 90 Km
- Savona: 100 Km
- La Spezia: 150 Km

Direct railways connections to

Ligurian ports: 2-3 trains/d round trip Rivalta ó Genova port; daily service from/to La Spezia port; 2 trains/w from/to Savona/Vado Ligure port; weekly rail connection with Switzerland and Austria.

INFRASTRUCTURES

Interporto Rivalta Scrivia S.p.A. (Katoen Natie Rivalta)	
Property	100% privately owned site
Total surface	1,500,000 m ²
Covered warehouses	525,000 m ²
Fresh & frozen warehouses	250,000 m ³
Direct employees (operations included)	550
Types of available WHs:	national under temporary custody fiscal (VAT / excises suspension) bonded fresh (+10°C) / frozen (-27°C) controlled/modified atmosphere ADR products BIO products areas HACCP protocols
Railway connections	direct railway/train access to covered WHs
Annexed services, close to terminal:	RHE (Rivalta Hub Euro-pe), terminal container Customs office (branch of Ge-nova HQ)

SERVICES

- 3PL services (all inclusive: real estate + operations)
- Operations: from the simplest (cross-docking; in/out; storage) to the most complex, automated ones
- VAS activities: quality / quantity controls, kitting, labeling, repacking...
- Tailor made warehousing: i.e. e-commerce projects; reverse logistics
- Customized projects for the management of complex logistic flows, including intermodal activities as well as automation in all steps of operations
- Real estate projects (for logistic operations as well as production & logistic facilities) inside our site
- Transport office for (outsourced) distribution services in Italy / Europe
- Internal Customs office for all kind of customs formalities (AEO-C certification)
- Close Customs branch office of Genova Customs HQ and inspection area internal to our platform
- own residence, canteen, cafeteria

LAYOUT



- An ITALIAN/SOUTHERN EUROPE Distribution Centre (for stores as well as end-consumers)
- An IMPORT PLATFORM to replenish Italian/not Italian Regional Distribution Centres (RDCs)
- A combination of both options

RAILWAY CONNECTION

Direct railways connections to Ligurian ports:

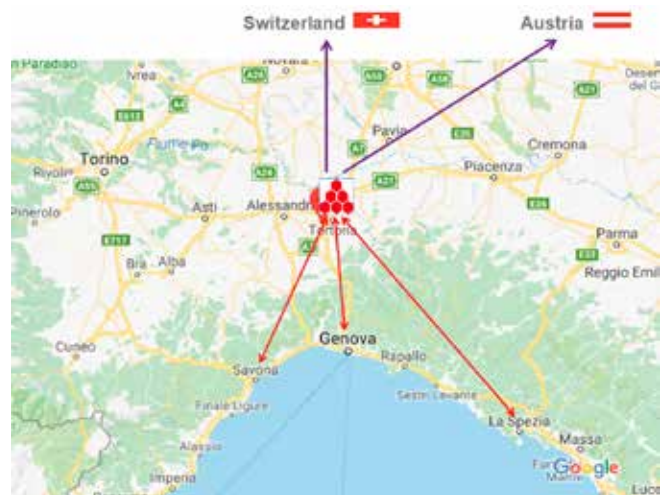
- 2-3 trains/day (round trip) Rivalta - Genova port
- daily service from/to La Spezia port
- 2 trains/week from/to Savona/Vado Ligure port
- weekly rail connection with Switzerland
- weekly rail connection with Austria

PROPOSAL FOR FOREIGN INVESTORS

Added value proposition of Katoen Natie Rivalta

Due to its specific position, perfect for:

- Goods (in containers) imported from overseas via the Ligurian ports
- “Big volumes”, taking into account the huge capacity of this site
- “Big volumes”, subject to seasonality/peaks, needing flexibility (multi-customer platform)
- So our site in Rivalta might be considered to become:



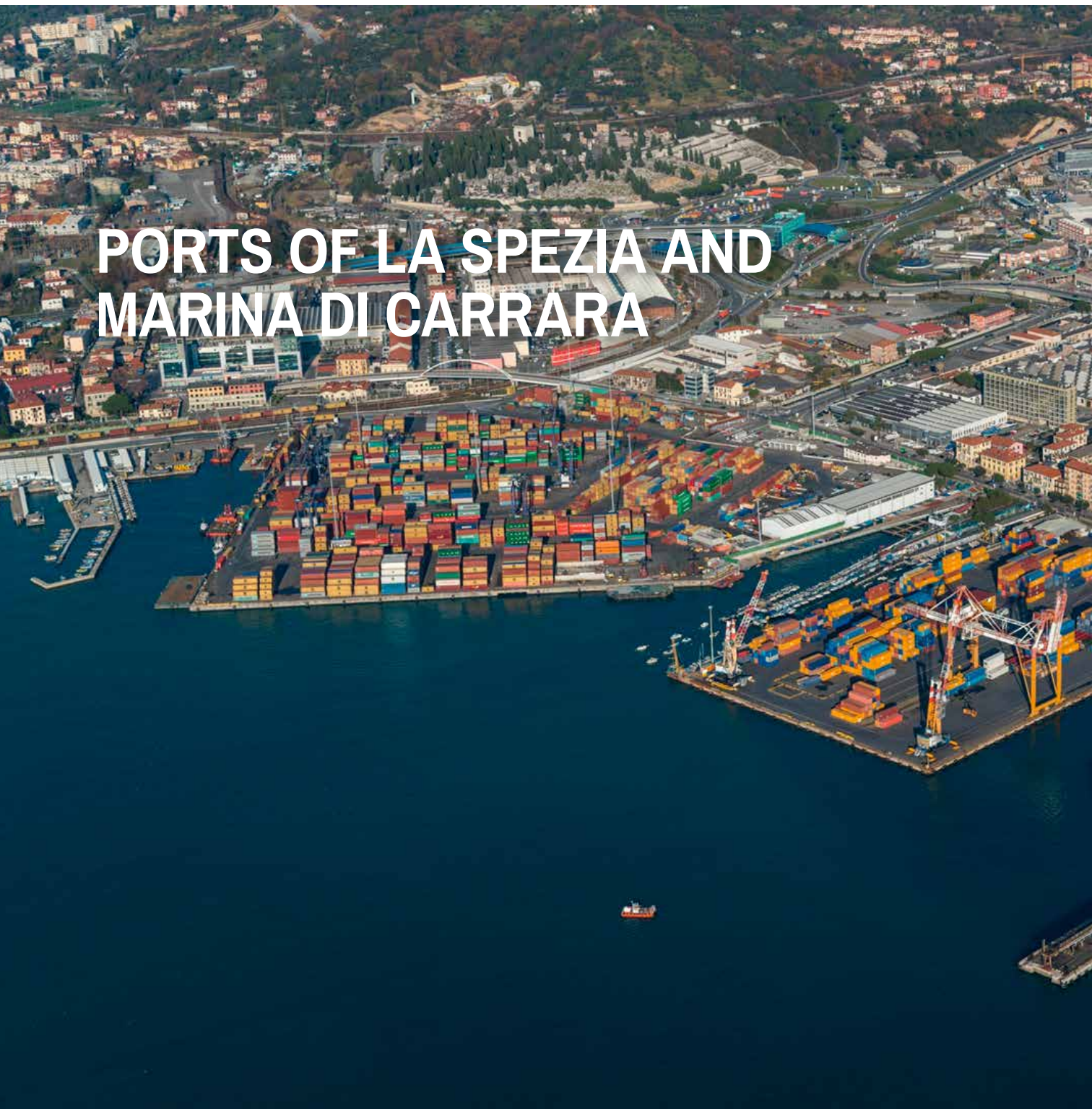


ITALIAN
PORTS
ASSOCIATION



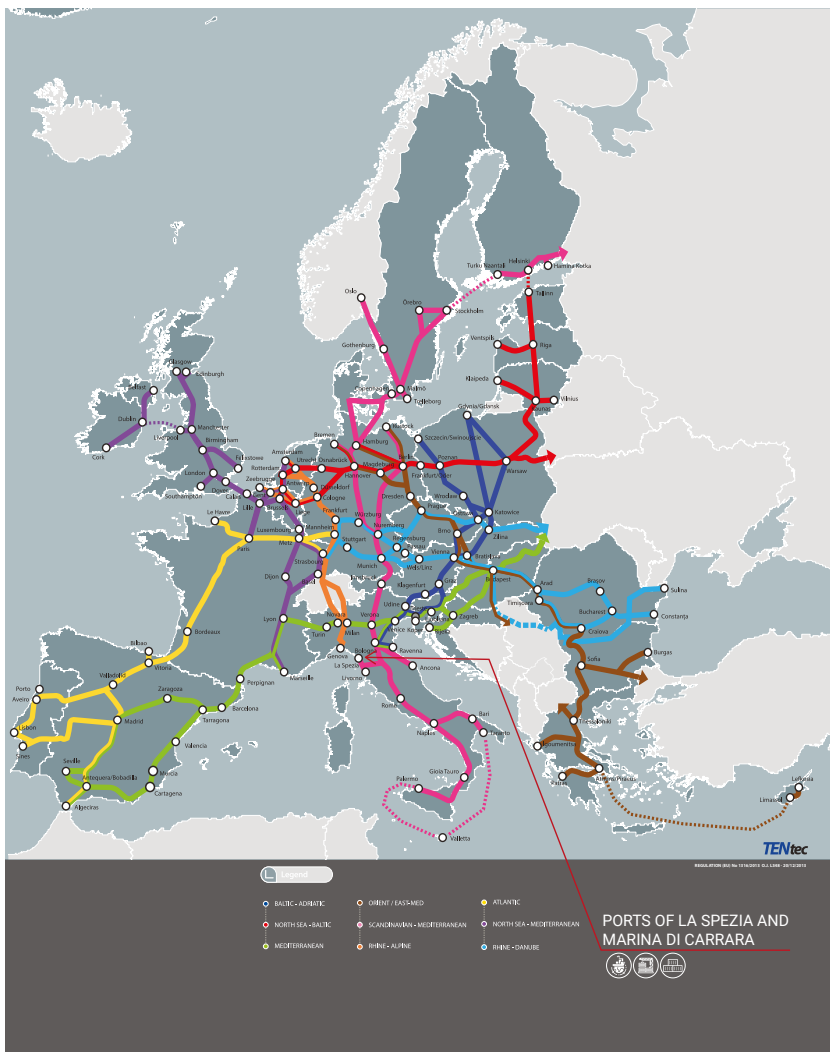
Autorità di Sistema Portuale
del Mar Ligure Orientale
Porti di La Spezia e Marina di Carrara

PORTS OF LA SPEZIA AND MARINA DI CARRARA





TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



GEOGRAPHICAL POSITIONING

Strategically located on the Eastern Ligurian Sea the ports of La Spezia & Marina di Carrara are included into the EU priority corridor Scandinavian-MED.

They are daily serving the main production and consumption markets in Northern Italy with weekly maritime connections to all the continents.

PORT INFRASTRUCTURES

LA SPEZIA:	MARINA DI CARRARA:
Total water area: 150 hectares	Total water area: 40 hectares
Total land area: 575,000 sqm	Total land area: 245,000 sqm
Quay length: 5 km	Quay length: 1,6 km
Total number of terminals: 4	Total number of terminals: 3
Water depth at the main terminals: 14,5	Water depth at the main terminals: 10

STATISTICS

LA SPEZIA	A	B	C General Cargo				A+B+C Total	E TEU'S	F PAX
	Liquid Bulk	Dry bulk	Container	Ro-Ro	Other goods	Total	Total	Total	Total
	1,368,550	902,376	13,417,030	0	92,584	13,509,614	15,780,540	1,485,623	471,652

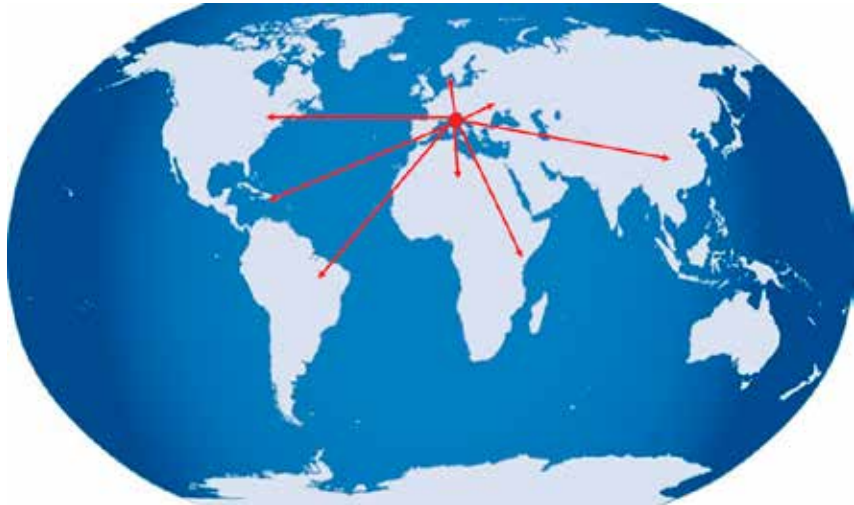
MARINA DI CARRARA	A	B	C General Cargo				A+B+C Total	E TEU'S	F PAX
	Liquid Bulk	Dry bulk	Container	Ro-Ro	Other goods	Total	Total	Total	Total
	0	492,038	877,637	580,709	9,545,752	2,004,098	2,496,136	57,999	23,534

CONNECTIONS

LA SPEZIA & MARINA DI CARRARA

Continents weekly interchanged:

- Africa
- Americas
- Asia
- Europe
- Oceania



RAILWAY CONNECTIONS



THE PORTS TODAY

- 1,55 Million Teus yearly handled, 18.3 M tons, 495,000 cruise pax
- Favourable ports weather condition all year long
- Reduced costs of pilotage, towage, and mooring
- Direct links to the railway and highway national networks
- The most significant share of transport of containers by rail, up to 33%
- ~200 weekly trains and >128,000 wagons to and from the main North Italian destinations
- Maximum use of the port storage areas, >4 teus/sqm
- Preclearing: customs clearance of goods for faster unloading and final delivery of cargoes
- The Port Community System APNet, completely integrated to the National IT platforms to improve the port efficiency speeding up the whole logistic chain



PLANNED DEVELOPMENTS

+25% port areas

1. Intervention in new dock infrastructures
 - 300M € private
 - 40M € public
2. Intervention in new rail & road infrastructures
 - 10M € private
 - 60M € public
3. Reclamation and dredging
 - 35M € public



INVESTMENT OPPORTUNITIES

THE LOGISTIC HUB OF SANTO STEFANO MAGRA

Stefano Magra, only a few kilometers from the port terminals, is the new challenge for the whole port system:

- Ideally located to serve Parma, Verona, and North of Italy with direct connections to major highways and railway routes.
- Main figures: 600,000 sqm for logistic activities (rail yard for 80,000 sqm, 8 rail tracks 650 meters long).
- Availability of additional services: warehousing, temporary storage, stuffing, groupage, offices and wider customs services.

THE NEW LOGISTIC HUB IN SANTO STEFANO MAGRA

- Area: 80,000 sqm
- Customs Single Window operations
- Container depot
- Rail shuttle link to La Spezia Port
- 4 new rail tracks

REAL ESTATE INITIATIVES

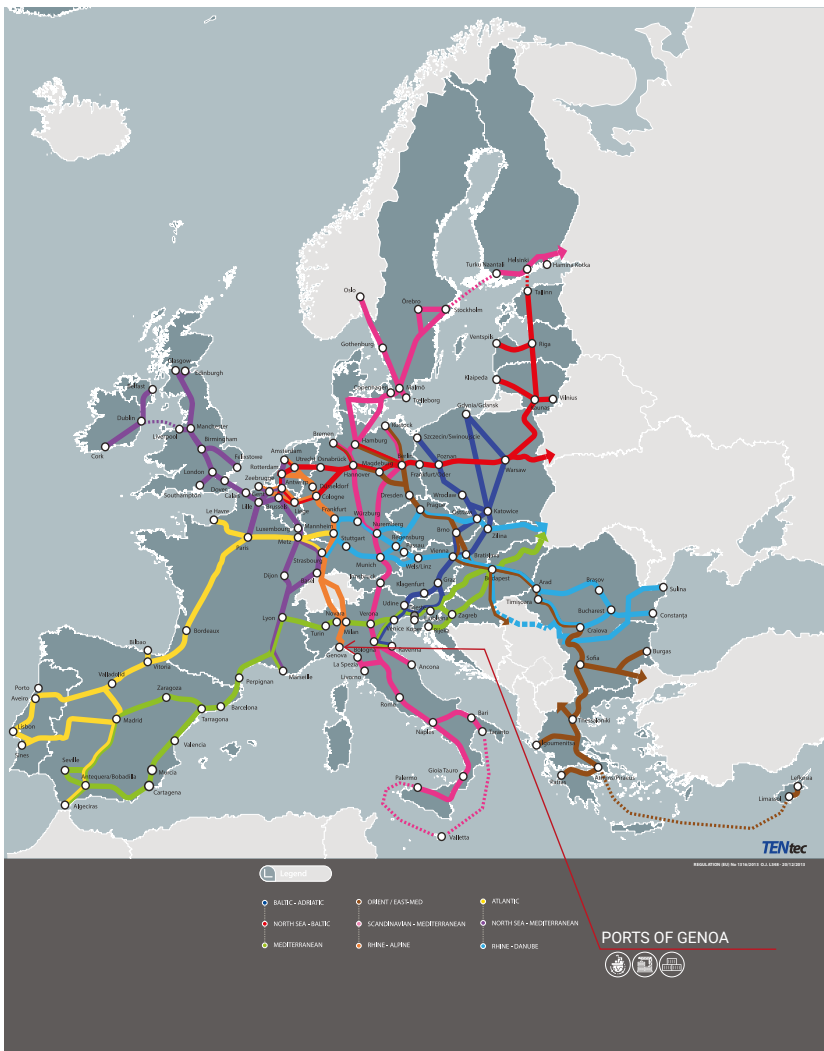
SVAR'S Real Estate Development





PORTS OF VADO LIGURE, SAVONA, PRA' AND GENOVA





GEOGRAPHICAL POSITIONING

The Ports of Genoa (Genoa, Prà, Savona and Vado Ligure) lie in the “open-side” of the Mediterranean Sea along the Maritime Silk Road Routes, where the large vessels of the major shipping companies call. The Ports of Genoa are easily accessible by sea across the ultra-large container vessels which can dock in the ports’ natural deepwater, with minimal tidal range and favourable marine conditions. Located in the northernmost point of the Mediterranean Sea, at the crossroads of the Rhine – Alpine and the Mediterranean European Corridors, the Ports of Genoa offer easy connections to the leading manufacturing and consumer centres of Europe (Switzerland, Bavaria, Baden-Wurttemberg, Austria) which sit within a 600-km range of the port.

Strategically positioned at the heart of the renowned Italian Riviera and close to many top

tourist attractions, the ports also offer a wide range of services to passenger ships: homeports to the major cruise lines and ports of call for visits to the historic and charming cities of Genoa and Savona or for excursions to the spectacular Liguria Riviera. Furthermore, the shipyards, equipped to offer high quality services to all classes of ships, from luxury yachts to large passenger vessels, continue to thrive as one of the leading facilities in the Mediterranean.

INFRASTRUCTURES

The Ports of Genoa, today rank as Italy's pre-eminent port range in terms of total throughput, product diversity and economic output, offering a wide selection of liner services (over 150 connections with 500 ports worldwide), and a full range of vital complementary services (from ship maintenance and construction, to customized IT and logistic and supply chain services).

The Ports of Genoa feature:

- 4 multi-commodity port basins (Vado Ligure, Savona, Pra' and Genova) located along a 50 km coastline
- over 7 million sqm of land
- over 27 km of quays, with over 100 berths
- natural deep waters (from 12 up to 19 metres alongside quay)
- 30 dedicated terminals operated by leading global players



SERVICES

With over 150 deep-sea, short-sea, feeder and ro/ro liner services, the Ports of Genoa are connected to over 500 ports worldwide.

Container shipping services: last-out ports in the Med on FE/ME routes

- All the major Shipping Companies and Alliances call the Ports of Genoa, offering more than 50 regular container services to any destination:

7/week to/from Far East

10/week to/from US West Coast & Gulf

4/week to/from South & Central America

6/week to/from Middle East & India

3/week to/from WC & EC Africa

Short Sea Shipping services: A comprehensive network throughout the Med Sea

- Regular multiple intraMed, feeder and Mos connections to main Med Countries

General Cargo, Heavy Lift and Car Carrier services:

Several regular services available

Cruises: 4th cruise port in the Mediterranean Sea

- Homeport to MSC and Costa, the main cruise shipping liners in the Med
- Leading ports of call for trips to Milan, Montecarlo, Portofino and the Italian Riviera



PORT TRAFFIC 2018

In 2018 the Ports of Genoa consolidated their role as Italy's pre-eminent port range in terms of total traffic, product diversity and economic output, confirming their leadership in a global shipping industry characterised by carrier upsizing and mega liner alliances.

The Ports of Genoa cater for all key commodity sectors: container, general cargo, ro/ro and bulk and rank as the leading Mediterranean gateway port for containers, project and heavy-lift cargo, and fruit.

Port terminals handled over 70 million tons of cargo and 4.3 million passengers, shipped by over 9,000 vessels.

Notwithstanding the slowdown registered by containerised trade, the Ports of Genoa in 2018 handled overall almost 2.7 million TEUs, firmly establishing the Western Ligurian Sea's port range as the premier Italian and Mediterranean gateway serving the leading industrial and consumer centres of Northern Italy and Southern Europe.

1° Italian Port:

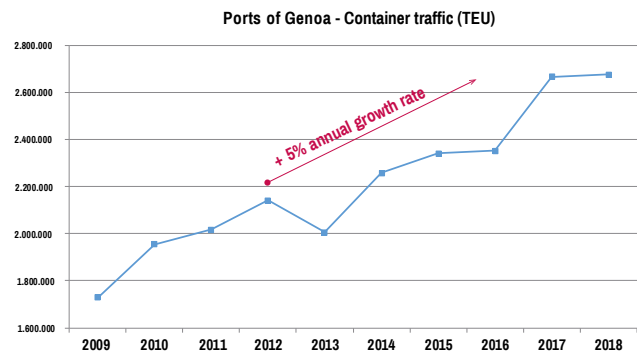
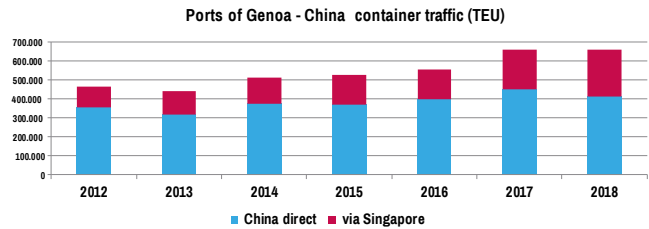
Over 30% of Italian container gateway traffic

Main Gateway for Italy-China trade:

30% of total volumes

25% of Italian imports and 45% of exports

PORTS OF GENOA TRAFFIC FIGURES			
	2017	2018	
TOTAL THROUGHPUT (M Tons)	69,2	70,3	+1,7%
CONTAINERS (MTEUs)	2,6	2,7	+0,3%
CRUISE & FERRY (Mpx)	4,2	4,3	+1,6%



THE PORTS OF GENOA TODAY

PORT OF PRA'

the port of pra' was specifically designed to handle container traffic.

with state-of-the-art port facilities and direct on-terminal connections with the domestic transport network, PSA Genova Pra' container terminal ranks as the leading maritime gateway to the Northern Italian industrial and consumer centres.

PORT OF GENOA

Genoa is Italy's premier multipurpose port: it boasts long-time experience and offers a wide selection of terminals which are equipped to handle all commodities, from containers to Ro-Ro, from general cargo to project cargo.

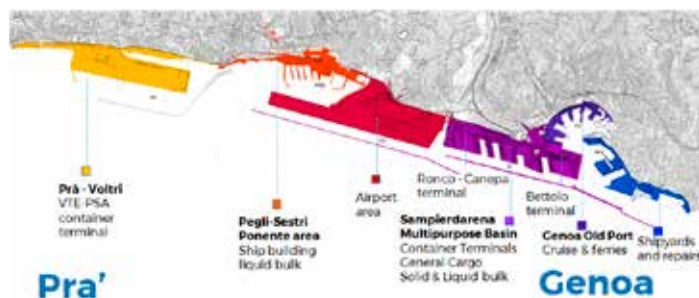
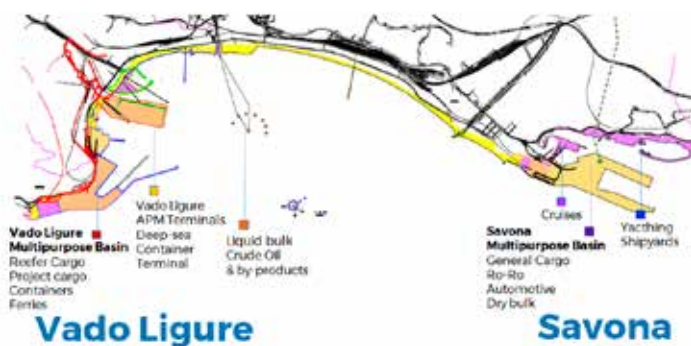
Furthermore, the Port of Genoa continues to register increases in container traffic, handled by full-container and multipurpose terminals.

PORT OF SAVONA

the port of savona is a key element in northern italian industrial chain, which can meet shipment requirements for every every type of raw materials and breakbulk cargo (forest products and cellulose, iron & steel, cars and heavy equipment, trucks and trailers), handled in specialized terminals.

PORT OF VADO LIGURE

Vado Ligure is one of the main Mediterranean hubs for fruit imports to Europe, thanks to regular maritime links with the main production areas (Americas, Africa, Mediterranean Sea) for palletized and containerized cargo. Dedicated storage facilities for fruit, fresh and refrigerated commodities are available directly on-dock and in the port area.



DEVELOPMENT PLANS

The Ports of Genoa are the main Italian maritime hub and the Port Authority's priority is to consolidate this leadership by enhancing the service quality offered to the Italian and European marketplace.

The ambition is to become the New Maritime Silk Road gateway from the Med to Southern European regions along the Rhine Alpine corridor.

To achieve this target, the Authority is improving the port infrastructures through public investments in new quays and enhanced maritime and land accessibility and private investments in superstructures.

In particular, ULCS handling capacity will be increased through expansion projects on the way in Genoa, Pra' and Vado Ligure, in partnership with major players as MSC, PSA, APM Terminals, COSCO and Qingdao Ports International.

The Ports of Genoa are on track to handle over 4 million TEUs in the forthcoming years, which are forecast to rise to 6 million TEUs with the completion of the railway and motorway connections to the inland European destinations.

Furthermore, the Port Authority and the Genoa Municipality are co-operating to implement a comprehensive waterfront renewal plan, conceived by the renowned Genoese architect Renzo Piano, aimed at improving the co-existence of port, industrial and leisure functions and improve the livability and tourist appeal of the town.



RENZO PIANO's Waterfront DI LEVANTE PORT and URBAN redevelopment plan



CALATA BETTOLO CONTAINER TERMINAL – MSC Opening 4Q 2019



VADO GATEWAY - APM TERMINALS VADO LIGURE Opening 4Q 2019

INVESTMENT OPPORTUNITIES

01 - PORT OF GENOA NEW BREAKWATER

Requirements:

New port terminals are near completion and will cater for ULCS (>18.000TEU) requirements

Goals:

Improve maritime accessibility and ship manoeuvres

The project:

A 5km portion of the existing port breakwater will be demolished and re-built in a new position, shifted 500m towards the open-sea (average depth 40 m).

Estimated costs:

Definitive Project:	25 M €
Executive Project:	20 M €
Works:	800 M €

Work plan

Feasibility Study:

ongoing – to be completed by Dec 2020

Definitive project:

awarding 2021 - completion Jun 2022

Executive project:

awarding 2022 - completion Jun 2023

Works:

awarding 2023 - duration 8 years

Financial model to be defined

- Port dues securitisation
- Special purpose vehicle company



02 – SHAREHOLDING ACQUISITION

The Port Authority has leased all the port terminals to private companies across multiannual concession contracts. At present, no port area is available for new investments. Nevertheless port companies may evaluate joint ventures with new partners with the aim to consolidate their operational and financial capacity. International hedge funds (Infravia/Infracapital, iCON Infrastructures) and operating companies (COSCO, Qingdao Ports Int'l) have already invested in the Ports of Genoa, acquiring shareholdings in various port terminals.

Business model:

Private negotiations

03 - WATERFRONT DI LEVANTE

The project:

The Waterfront di Levante masterplan has been conceived by the Renzo Piano Building Workshop with the aim to improve the relationship among the town of Genoa, the port and the sea, by planning the port, industrial and urban re-development of the Eastern waterfront.

The plan includes:

- the realization of the new port control tower
- the re-organisation of the shipbuilding industry port area
- the re-organisation of the yachting and rowing facilities
- the realization of an urban canal linking the old port basin to the marina on the east side of the port
- the realization of an urban park and of a promenade along the waterfront
- the demolition of old superstructures and the construction of new housing and commercial buildings
- the renovation of Genoa's exhibition area



SITOGRAPHY:

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Assoporti | www.assoporti.it/en

UIR-Unione Interporti Riuniti | www.unioneinterportiriuniti.org

Port Network Authority of Gioia Tauro | www.portodigioiatauro.it/?lang=en

Port Network Authority of the Ionian Sea | www.port.taranto.it
Port of Taranto

Port Network Authority of the Southern Adriatic Sea | www.adspmam.it
Ports of Bari and Brindisi

Port Network Authority of the Central Tyrrhenian Sea | www.adsptirrenocentrale.it
Ports of Naples, Salerno and Castellammare di Stabia

Nola Freight Village | www.interportocampano.it/en

Marcianise Freight Village | www.interportosudeuropa.it/?lang=en

Abruzzo Freight Village | www.interportoabruzzo.it/index.asp?lingua=_L2

Port Network Authority of Civitavecchia Fiumicino and Gaeta | www.portidiroma.it/en
Port of Civitavecchia

Orte Freight Village | www.interportodiorte.com

Port Network Authority of the Sardinian Sea | www.adspmaredisardegna.it
Ports of Cagliari, Oristano, Olbia, Portovesne, Porto Torres

Central Adriatic Ports Authority | www.porto.ancona.it/en
Ports of Ancona and Ortona

Port Network Authority of the Northern Tyrrhenian Sea | www.portialtotirreno.it/en
Ports of Livorno, Piombino and Portoferrario

Livorno Freight Village | www.interportotoscano.com

Prato Freight Village | www.interportodellatoscana.com

Port Network Authority of the Northern Center Adriatic Sea | www.port.ravenna.it/home-en
Port of Ravenna

Parma Freight Village | www.cepimspa.it/?lang=en

Bologna Freight Village | www.interporto.it/en

Verona Freight Village | www.quadranteeuropa.it/en.html

Padova Freight Village | www.interportopd.it/en

Rovigo Freight Village | www.interportorovigo.it

Port Network Authority of the Northern Adriatic Sea | www.port.venice.it/en
Port of Venice

Port Network Authority of the Eastern Adriatic Sea | www.porto.trieste.it
Ports of Trieste and Monfalcone

Trieste Freight Village | www.interportotrieste.it

Cervignano Freight Village | www.interportocervignano.it/english.html

Interbrennero Freight Village | www.interbrennero.it

Rivalta Freight Village | www.rivalentterminal.com

Port Network Authority of the Eastern Ligurian Sea | www.adspmarligureorientale.it/en
Ports of La Spezia and Marina di Carrara

Port Network Authority of the Western Ligurian Sea | www.portsofgenoa.com/en
Ports of Vado Ligure, Savona, Pra', Genova



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