



Report on Logistics and Multimodal platforms in Northern Italy

Venice (IT), 30/11/2010

OUTPUT : COUNTRY REPORT ON THE CENSUS OF LOGISTICS AND MULTIMODAL PLATFORMS CARRIED OUT IN NORTHERN ITALY

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1 Scope of the Census in Northern Italy

1.1 Contacted Facilities

A total of 78 facilities were contacted:

Total number of facilities	78	100%
Facilities for which we were not able to contact	3	4%
Facilities not in possession of the census participation requisites	13	17%
Questionnaires entered	62	79%

The geographical areas of interest of the census include the following regions:

- Friuli Venezia Giulia
- Liguria
- Lombardia
- Piemonte
- Trentino Alto Adige
- Veneto

1.2 Adopted Method

1.2.1 Phase 1: Surveying and mapping of logistics platforms

The surveying and mapping of the multimodal logistics platforms in Northern Italy was carried out using web tools: on-line databases, logistics/transport sites and sites of the white and yellow pages. The facilities included in the list were judged to be in possession of the characteristics needed in order to be contacted as census candidates.

The final list of multimodal logistics platforms to be included in the census follows:

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Facility	Contact	e-mail
Friuli Venezia Giulia		
Aeroporto FVG S.p.A.	Andrea Sarto	press@aeroporto.fvg.it
Autorità Portuale di Trieste	Mr. Nardini	snardini@porto.trieste.it
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Ufficio Locale Marittimo Porto Nogaro	Massimo Distaso	portonogaro@guardiacostiera.it
Liguria		
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Aeroporto Gabriele D'Annunzio di Brescia Montichiari	Eric Vacis	evacis@aeroportobrescia.it

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Veneto		
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Interporto di Venezia S.p.A.	Mr. Briccoli	info@cia.ve.it
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Magazzini Generali SPA – Vicenza	Mr. Emanuele	info@magazzinigenerali.com
Autorità Portuale di Venezia	Nicola Torricella	apv@port.venice.it
Porto Levante Terminal	Mr. Savio	www.portolevanteterminal.com
Portogruaro Interporto S.p.A.	Mr. Furlan	info@interportoportogruaro.it
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Terminal Ferroviario Valpolicella S.p.A.		info@terminalvalpolicella.it
Xodo		amministrativo@costruzionixodo.it
Terminal Emilia centrale*included in census as requested by LP		edile@orion.re.it

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1.2.2 Phase 2: Distribution of the questionnaire via e-mail

Before the questionnaire was distributed to the facilities, a series of telephone calls was made to the multimodal platforms informing them of the SEE Watermode Project census initiative in order to identify a contact person in the facility that could fill in the questionnaire. In most cases, the reply was to send the e-mail to the structure's general e-mail address (info@xxx.xx). In some other rare cases, the interviewee's reply was that the platform is not interested in participating in the census.

1.2.3 Phase 3: Collection of the questionnaires

Various telephone calls were made to each platform in order to solicit a response to the questionnaire which often resulted in sending various copies of the questionnaire, via e-mail to each facility. The logistics platforms that did not send a completed questionnaire were offered the possibility of filling in the questionnaire by telephone interview only to receive a negative reply.

1.2.4 Phase 4: Analysis and Translation of the questionnaires

The questionnaires that were collected were analysed and translated from Italian to English. The multimodal platforms that submitted a questionnaire that was not complete in all its parts, were contacted once again and asked to supply the missing information. In some cases, additional information was integrated, while in other cases the response was that the interviewee was not in possession of the information requested or that company policy did not allow the disclosure of the "missing" data.

Some of the multimodal logistics platforms that did not submit a completed questionnaire, were included in the census as well; the questionnaires were filled in with the data available on the facility's website.

1.2.5 Phase 5: Entering the data on the Watermode Website

As the questionnaires were translated in English, they were entered on the Watermode website.

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1.3 Issues Encountered

1.3.1 Problems encountered tied to the census

The difficulties tied to the census of the multimodal logistics platforms consisted in getting the logistics operators to fill in the questionnaire. Most operators did not see the use or the advantage of having the facility entered in a logistics database, even at the SouthEast European level.

One of the main comments made by the operators is that logistics facilities receive too many questionnaires, asking for more or less the same information but in different forms. One of the suggestions that were made include customizing the report for the different types of logistics structures, deciding whom (Regional, Country or European body) should distribute and collect the questionnaires and publish the results so that anyone who needs the information, may have access to it. This would reduce the number of questionnaires sent to the logistics facilities, saving the facility operators time and money. It would also increase the perception of doing something useful.

Another difficulty encountered in filling in the questionnaire regards the questions about equipment and capacity: it was difficult to find data expressed in the measuring units imposed by the questionnaire, and thus the interviewee provided the data in the form that was readily available to him/her. The total handling capacity for the different types of cargo was also problematic to express; in most cases, the capacity depends on how the facility uses the spaces at their disposal.

Finally, the innovation and plans for the future section was not filled in by all the facilities because in some cases the information was unavailable. In other cases, company policy did not permit disclosure of the data.

1.3.2 Problems encountered tied to the Watermode website

The following were the problems encountered with the Watermode website while filling in the questionnaires:

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1. In some cases the text entered in the textboxes disappeared after the webpage was saved. An e-mail was sent to FGM explaining the problem. It was confirmed that the data entered was never saved and since the questionnaires were closed, an excel file containing the information was sent to FGM so they could proceed in entering the lost data.
2. It was not possible to enter the images of the multimodal logistics platforms, but only links to web pages. An e-mail was sent to FGM explaining the problem; the reply was that they were aware of this limit.
3. In one case the link to a questionnaire did not work correctly, because it stated the questionnaire was filled in, when on the contrary, it was the first time the link was being used. An e-mail was sent to FGM explaining the problem, who proceeded in fixing it.

1.4 Facilities in detail

A brief description of the multimodal logistics platforms that are operational will follow.

ABIBES SPA

The installation at Port of Levante of a terminal for the discharge of LPG from gas tankers to river barges. The activity is characterized by a terminal for the transshipment of LPG from gas tankers to river barges via sea-line. The sea-line a DN 8" steel line, protected against rust by a special cement encasement, resting on the sea-floor. The sea-side end of the line is equipped with a flexible hose, that normally rests on the sea bed, that will be connected to the gas tanker during the gas transfer to the barge, while the other end is connected to the mechanical loading arm of the barge.

Aeroporto FVG

Trieste Airport is provided with a modern cargo terminal and can handle any type of freight. The terminal's extension is 2,830 square metres and includes:

- a building with office spaces, housing the Cargo Department of Aeroporto FVG, some freight forwarders and State Authorities (Customs and Customs Police);
- a large warehouse, also with a refrigerated area and a safe to store valuables

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The Cargo Department is equipped for the assistance, loading and unloading of any type of pallets and ULDs, as well as any type of aircraft. In addition to that, it can also carry out the operations for modal interchange between air and road cargo (RFS-Road Feeder Services) and vice versa.

Three freight forwarders – Cesped Blu, Francesco Parisi and Schenker – are based at Trieste airport.

It is possible to monitor online the status of your shipment through the track & trace search engines of certain carriers.

Aeroporto G. D'Annunzio Brescia SpA

with the aim of responding to the cargo traffic demand, Brescia Montichiari Airport developed a dedicated cargo area. The Cargo Centre, operational since June 2004, is equipped with state-of-the-art infrastructure for optimal management of air and road freight.

- 2500 sqm warehouse area
- 24 hour operation 7 days a week
- 1300 sqm canopy
- Handling capacity 50000 ton/year

Aeroporto di Genova S.p.A

Cristoforo Colombo Airport is particularly well equipped to handle cargo traffic. The Cargo terminal building, located on the western side of the hard standing, offers 3,150 square meters of office and 3,000 square meters of warehouse space, providing a total handling capacity of 16,000 cubic meters of freight.

The facility provides all the services needed to handle freight from/to Italian and international destinations, including refrigerator cells, a live animal unit, radioactive material boxes, storage areas, offices for customs authorities and forwarding agents.

Parking for aircraft up to class B747 is provided on the air side of the facility.

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Aeroporto Internazionale di Milano Orio al Serio

During the last 15 years, the Milano-Orio al Serio Airport developed a constant and quick cargo sector, that is currently ranked as 3rd cargo airport of Italy and 15th in Europe.

The data of the last years shows that the airport registered a 12 % increase in cargo handling during 2003, with respect to 2002 and the data of the new year are promising as well: a further increase in cargo handling and number of flights, operated with modern and silent aircraft.

SACBO has its own warehouses that cover an area of 3900m². SACBO does not limit its operations to airport handling, but also conducts agency activities for different companies.

AEROPORTO MILANO MALPENSA

Milano Malpensa airport is the international airport characterized by the most important freight depot in Italy.

Apart from being an important passenger terminal, Milano Malpensa is equipped with a Cargo area reserved for freight traffic (Cargo City) with direct access to airport flight infrastructure (aircraft square and take off/landing runways) and areas outside the airport, through ordinary traffic.

The warehouses for goods treatment, forwarding, customs and health agents are located in Cargo City.

The import and export goods traffic that transits from the land side (truck arrival and departure area) to the air side (aircraft arrival and departure area), through these warehouses that carry out the freight preparation/ reception operations and storage.

Aeroporto Valerio Catullo di Verona Villafranca S.p.A

Verona Cargo Centre was founded in 1991 as an import/export company.

Since 1995 it has been running a Customs warehouse of approximately 1200 square metres, also offering a handling service.

In 1999 the warehouse was reorganised to create an infrastructure with advanced technologies in order to guarantee speed, competence and precision in all handling

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procedures, and the transformation of a warehouse providing temporary storage into a Customs "C" warehouse, VAT exempt, for the whole duration of the goods' storage.

The company is situated in a prestigious area and commands a strategic position for international goods transportation at the centre of the north-south, east-west axel of Europe.

Designed and built as an integral part of the Quadrante Europa complex, the largest Italian interport offering facilities and services which allow easily-combined air, road and rail transport, thanks to its proximity to an important crossroads of motorways and highways.

ASPO - PORTO DI CHIOGGIA

The Port of Chioggia is located in the Chioggia basin, integral part of the Venice Lagoon, in communication with the Adriatic Sea through the mouth of the harbour.

This port has two functionalities: as an internal navigational port, connecting the Adriatic Sea to Padova's hinterland and the centres of Mantova, Cremona and Piacenza to Milano. The second functionality sees the port in the Cabotage sector with a strong presence in the RO-RO and RO-PAX sectors. Currently, it is composed of two maritime ports: Isola Saloni and Val di Rio.

The Isola Saloni port is located in the urban area of Chioggia, occupying an area of 100.000 mq, handling 2 million tonnes of goods per year. The Val di Rio port is currently being expanded and comprises a railway junction.

ASPO - Porto di Monfalcone

The Special Authority for the Port of Monfalcone (ASPO) was established in 1975 by the Chamber of Commerce of Gorizia with the aim of fostering and stimulating the structural development of the maritime-port activities of Monfalcone.

According to the provisions of art. 14 of law no. 84/1994 and amendments, the statutory objectives of the Special Authority for the Port of Monfalcone are as follows: planning, programming, coordinating and promoting the port as well as implementing infrastructural and other works aimed at developing and strengthening the port and the Goods Interchange Area.

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Autorità Portuale di Genova

Today, the Port of Genoa covers a total area of about 7 million square metres and extends 20 kilometres along the coastline, protected by breakwaters, starting from the water expanse of the Old Harbour, at the city's historical centre, all the way to Voltri to the west.

Through the development of 13 terminals linked to the road and railway networks and actively involved in managing all logistics activities, the Port of Genoa, thanks to its specific structural features, and specialised port services, can load/unload all kinds and sizes of containerised and non-containerised dry and liquid bulk, for ships of any type and tonnage. Today, these infrastructures, along with the efficient coordination and management of various activities, make Genoa one of the Mediterranean's leading cargo ports having handled 57,032,703 tons in 2004 (3.9% more than in 2003).

Again with reference to 2003-2004, the container sector increased by 5.6%, while conventional traffic increased by 2.5%. Therefore, this percentage increase in tons of containerised cargo handled was higher than that relative to the volume in TEU, ending up with a 1.4% increase. Thus, the amount of containerised cargo increased despite the general trend in domestic imports and exports (which decreased in terms of value) towards European countries and non-European nations.

All transport terminals were also supported by the renovated Cruise Terminal, at the historical Ponte dei Mille, and the modern Ferry Terminal, that, by managing the traffic flows of passengers and their vehicles, allow the Port of Genoa to adequately support the city's growing image as an international tourist destination. Between 2003 and 2004, more than 3 million passengers transited through the port, while a total of 2,727,502 ferry passengers were handled. These figures confirm the port of Genoa's position as one of the leaders in this specific market.

Autorità Portuale La Spezia

The Autorità Portuale della Spezia is a public body founded in 1995. Its management tasks include the programming, coordination, promotion and control of port activities as well as other commercial and industrial activities carried out in the Gulf of La Spezia in the territory of competence that includes the municipalities of La Spezia, Portovenere and Lerici.

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The port of La Spezia represents one of the most significant economic realities of the entire territory of Liguria, with the employment of over 8500 workers in various sectors of the maritime port cluster.

Its strategic geographic position, along with its recognized operational capacity, proven through the years with the handling of over a million containers, allocate la Spezia on a primary role among the leading Mediterranean ports, with a strong perspective of growth and development oriented towards servicing the inland production and consumption markets of Northern Italy and Southern Europe.

The Port Regulating Plan together with the project of the new urban waterfront, the Port Authority is strongly committed to favouring the development of all the economic activities that cohabitate in the Gulf of La Spezia: from the shipyards to port activities and logistics; from the cruises to pleasure craft navigation to aquaculture activities, guaranteeing spaces and appropriate infrastructure in the general framework of sustainable economic growth for the city and surrounding territory, well aware of the contribute the port system can give to the territorial and national economies.

Autorità Portuale Savona Vado Ligure

The Port Authority of Savona manages a part of the Ligurian coast, from Albissola to Bergeggi, including both basins of Savona and Vado Ligure.

The main goal for Port Authority is to consolidate and to create development opportunities amongst all the activities carried out in both basins, such as trade, production and tourism, as well as to improve the waterfront, to obtain a better synergy with city functions.

To achieve this goal, the Port Authority is paying the utmost attention with regard to: the definition of development projects, the improvement and the enlargement of port services, the obtainment of financial resources and the promotion of new opportunities to attract investors and entrepreneurs.

Autorità Portuale Trieste

Situated in the heart of Europe, at the intersection between the maritime routes and Corridor 5 (Lisbon-Kiev), the port of Trieste is an international hub for flows of trade by land and sea

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involving the dynamic market of Central and Eastern Europe. The intensification of commercial exchange and maritime traffic between the Far East and Europe and the extension of the European Union towards the East have given a new boost to the central position of the Upper Adriatic, opening up new possibilities of growth and development for Trieste. In this framework, Trieste plays a decisive role in two distinct logistic chains: long-distance intercontinental maritime connections and short- to medium-distance intra-Mediterranean relations. The meeting between the TEN-T strategic axes of the “Motorways of the sea of the Eastern Mediterranean” and Corridor 5 determines the growth of intermodal transport and the development of innovative solutions in the field of logistics and transport. Deep sea-bottoms, excellent accessibility to shipping, outstanding rail and road connections, closeness to end markets, make Trieste an efficient and competitive port of call. Trieste is the terminus of regular direct ocean connections to China, India and the Far East, provided by the world’s main shipping companies.

Autorità Portuale di Venezia

The Autorità Portuale di Venezia is a public body with administrative, budget and financial independence created in 1995 (law n° 84 of 1994). The tasks of the port authority include planning, control and promotion of port activities. It promotes investments, innovation, employment and new services whose goal is to improve the quality and competitiveness of the port of Venezia.

The goal is to strengthen the maritime and terrestrial port access infrastructure, integrate wharf activities with the industrial logistics and distribution system, encourage the development of port traffic and connected activities coherent with programmes defined at the community, national and regional level, while respecting the socio-economic fabric surrounding the port itself.

C.I.M. S.p.A. - Interporto di Novara

The interport of Novara is an intermodal terminal covering an area of 170.000 mq, where there are 7 railway tracks whose length is greater than 600 m operational.

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The management of the terminal and relative handling activities is entrusted to Eurogateway srl, company connected to CIM Spa and that manages the intermodal terminal of Novara Boschetto as well.

Eurogateway manages a total of 148 pairs of trains per week to and from Holland, Belgium, France, Germany, Great Brittan and Italy.

The Interporto di Novara has three logistics warehouses for a total of 66 000 m² of covered areas: Warehouse 1: 4000 m²; Warehouse 2: 24500 m²; Warehouse 3: 37500 m²

On the premises, both Italian and foreign integrated logistics and distribution companies operate.

Conosorzio ZAI

The Consorzio ZAI built and manages the Interport Quadrante Europa of Verona. It projected and built the infrastructure. There are approximately 120 companies operating in the interport in the following fields: logistics, shipping, couriers, customs agents, road transporters, companies that provide services and others.

FRIULI TERMINAL GATE

FRIULI TERMINAL GATE (FTG) is a multimodal hub characterized by modern port technology: a specialist in transport infrastructure. Thanks to its location next to the Cervignano's sorting area structure, it is the ideal partner for handling conventional goods on both traditional wagons and special transport, mobile boxes, containers (thanks to the agreement with the port of Trieste) and all sorts of goods for emptying, filling, and storage operations. FTG's strategic location, at a crossroads between the main east-west and north-south highways and railway lines offers a better opportunity.

FTG is connected to the logistics infrastructure network of the T.O. Delta Group in Friuli Venezia Giulia Region: Trieste Marine Terminal (Terminal Container), Compagnia Portuale di Monfalcone (logistics operator at the Monfalcone Port).

The optimization of road, railway and sea connections are of absolute priority at FTG. The majority of containers handled at Cervignano arrive and depart via train or sea.

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A FTG-TMT shuttle train transports containers arriving and leaving for Mediterranean countries, Middle and Far East. This allows us to deliver/pick up goods directly at the pier, avoiding the frequent congestion problems and consent us to save the time necessary to reach the Trieste terminal.

FTG invests in the research and promotion of new logistics connections in order to offer a capillary and effective distribution in Italy and Europe.

HUPAC

On September 9, 2005, Hupac celebrated the opening of the bigger and better Busto Arsizio-Gallarate Terminal, north of Milan, as the "heart" of the Shuttle Net system. With an overall surface of 250,000 m², this facility has an operational capacity of 30 pairs of Shuttle Net trains per day, equal to the daily transshipment of 1,500 road shipments. The Busto Arsizio-Gallarate Terminal is one of the most advanced intermodal centres in all of Europe for the transshipment of freight traffic from the road to rails. The facility is the result of the expansion of the Busto-Arsizio Terminal, which dates back to 1992. The expansion project was entrusted to the Hupac Intermodal SA Engineering team on behalf of the Hupac Termini S.p.A affiliate.

The Busto Arsizio-Gallarate Terminal is an ideal interface for road-rail transshipment. It is strategically located in one of the major economic areas of Europe just 20 km from Milan and 15 km from the Milano Malpensa Airport. It can be reached directly from the motorway, allowing heavy road vehicles to reach the trains easily and then to continue rapidly on their way to their final destination. Each day, 40 trains connect this site with Italy, Germany, Switzerland, Belgium, Denmark, and Sweden. Moreover, it is a gateway platform for the Italian and trans-Alpine networks: the load units from the south are transferred onto shuttle trains directed towards central-northern Europe and vice-versa.

Interbrennero Spa

The interport is configured as a "logistics town" on a continuous work cycle, whose goals include the modal exchange railway-road and road-road (with internal offices, storage warehouses, intermodal and container terminals, business centre, accommodation service structures and customs offices). This city in the city is populated by various types of peoples: the transiting driver population of different means of transport; service personnel of over 1300

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workers that are constantly present in the structure; a consistent number of companies that make up the logistics chain: couriers, international freight forwarders, customs agents, drivers and industrial artisans, logistics companies and portorage, railway companies at the terminal and intermodal companies working in the areas of personal services(banks, insurance companies, personal and company service consortiums, bars, restaurants, supermarkets, newspapers and convenience stores, professional studios) for a total of 90 companies.

Intermodale Vittoriese s.r.l

Intermodale Vittoriese S.r.l. built a railway station in the Industrial Zone of Vittorio Veneto next to the Conegliano's new industrial zone. Together, the two zones are the most important conglomerate of small to medium sized businesses in the Province of Treviso and employ over 2500 people. Intermodale Vittoriese was built next to the auto park, run by the trucker consortium. Both the auto park and Intermodale Vittoriese are properties of the Municipality, that gave the areas in concession (36000m2 to the Intermodale Vittorese and 40000m2 to the auto park).

The proximity to the railway cross roads directed to Calalzo, Mestre and Udine along with the cross roads for the highways in the same direction, make it an ideal location for an intermodal transport (gathering area for goods via road to continue journey via railway or vice versa).

Interporto Arquata Scrivia Magazzini Generali Terminal Containers S.P.A.

Our Company has been working since 1921 in the field of warehouses, logistics, distribution of bulk and unitized goods and as a terminal for empty and full containers. Our terminal, located about 1 Km from Vignole Borbera/Arquata Scrivia (AL) tollgate of A7 Genoa-Milan highway, is a natural back-dock of Ligurian ports, a crossroads for the traffic routes from/to Liguria-Milan/Turin/ Switzerland/ Austria/ France and stands 40 Km from Genoa, 90 from Milan, 130 from Turin. All our warehouses are roofed-over and outdoor platforms are connected to Arquata Scrivia (AL) railway station. Goods receiving and shipping services by rail or road.

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Interporto di Bergamo Montello SIBEM spa

The project of the Interporto Bergamo Montello foresees the realization of a service structure for cargo transport in the Bergamo area, as contained in the interport development plan, promoted at national level by law n. 240 dated August 4, 1990.

The main function of the interport is to group together, in a sole area, the following cargo handling activities: loading and unloading of transport vectors, transfer of goods from one modality to another (road/rail), short and long term storage in warehouses, capillary territorial distribution and collection. The interport will be allocated in a strategic territorial location and connected to the road and railway infrastructure.

Interporto Centro Ingrosso di Pordenone S.p.A.

Interporto-Centro Ingrosso di Pordenone is an integrated logistical infrastructure system for goods transport and wholesale trade in direct connection with the Udine - Venice railway network and major national motorways (A28 Motorway Portogruaro - Conegliano Veneto - Venice and Pordenone - Portogruaro - Palmanova - Udine with the Trieste - Lubiana branch).

It covers a surface area of 730,000 m², of which:

- 530,000 m² are used for logistics and goods handling
- 200,000 m² for wholesale trade.

The complex is divided into covered warehouses, a logistics centre, offices, roads and parking areas, intermodal terminal, railway station, customs circuit, wholesale trade and public green areas. It is all set in pleasant context where large parking areas and a functional road system alternate with spacious grassy and tree-lines areas.

Interporto Cervignano del Friuli S.p.A

The keystone of Friuli-Venezia Giulia intermodality is represented by the new marshalling yard of Cervignano (Udine's province), that began working in spring 1997 and by the contiguous interporto "Alpe Adria", operating since 1998.

Unfolded on an area wide 1 million square metres, it is foreseen that by the end of the beginning period, in 2001, 350.000 tons of goods will be shifted every year.

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The interport structure (placed 11 km from Portonogaro, 29 km from the harbour of Monfalcone and 48 km from the harbour of Trieste), in its effective entirety will be able to count on areas for shifting and iron-rubber import export movements, three strips of tracks 750 metres long each, 75.000 square metres of storehouses, sorting and resting depots, workshop, transport refuelling and washing, and executive and administrative offices, telematic, financial, insurance and custom services.

Interporto di Rovigo SpA

The Interporto of Rovigo is a multi-mode junction integrating three types of vectors: road, train and maritime connections.

Geographically placed at the center of a square that can be defined as the “zipper” junction between the productive system of the North East, Emilia Romagna and the Center South, and is situated only a few kilometres from the main roads: Highway A13 Bologna - Padua, M.R. 309 Romea, M.R. 434 Transpolesana, M.R. 16 Bologna-Padua, Railway Bologna-Padua, Waterway connection Mantua- Adriatic Sea.

The structure, which is directly connected with the main ways of communication by means of link-up motorway that does intersect city traffic, today represents a crucial junction in the national and European logistic network.

Interporto Venezia Spa

The Interporto di Venezia is a modern intermodal city on a growing area of 240'000 m² in north east Italy. The area is located on the Adriatic Sea, Venice Airport and next to the main Italian highways and roadways, next to two of the fundamental European corridors: number 8: Berlin-Palermo and number 5: Lisbon – Kiev and next to the new infrastructures built by the Venice Port Authority and Veneto Region. Conceived as the conversion of the vast Port of Marghera areas, it affirmed itself as a quality, low-environmental impact logistics platform. It is equipped with technologically advanced facilities and goods mobility lines. It is configured as an innovative intermodal platform at both regional and national level, integrating the truck, train and ship transport modes.

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The international and logistics operators guarantee the following services: customs warehouses, tax deposits, and customs enclosures; loading and unloading of ships, railcars and lorry trucks; bagging operations for bulk goods; areas for goods storage and sorting.

The interport has a covered area of 92'000 m², 47'000 m² of warehouses and 9'500 m² of offices. There are 6'000 m² of refrigerated areas for frozen fish, meet and foodstuff in general. The interport handles 2 million tonnes of goods per year. On the roads front, customs clearance of 30'000 trucks, 350 ships moor at the quay that manages 4'000 tons a year per square meter.

MAGAZZINI GENERALI S.p.A.

The company is operational since 1923 and has general, customs and refrigerated warehouses for goods storage and all the operations connected to this operation.

The company possesses all the necessary authorizations to operate in national, EU and non-EU areas. We are located next to the Vicenza Ovest highway access ramp on an area that covers 40 000 m².

Our services include: cargo reception, computerized cargo management, storage, VAT deposits, assembly and packaging of import/export goods, labeling, refrigerated storage, textile conditioning and distribution.

Piacenza Intermodale S.p.A.

Piacenza Intermodale S.p.A. is partnered by 18 companies that operate in the sectors of: road transport, intermodal transport and logistics service.

Piacenza Intermodale S.p.A. is a new entrepreneurial entity able to act on the market as an integrated logistics operator. The company is also an aggregating element of the commercial and marketing policies for its partners.

The infrastructures of Piacenza Intermodale are comprised of an area of about 300 thousand square meters. The directional center (7500 square meters) is equipped with conference rooms, classrooms and offices. The center is also occupied by transport and shipping companies, service companies (insurance agencies, agency for motor vehicle paperwork etc.) and by an agency of the Bank of Piacenza.

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Within the comprehensive area, Piacenza Intermodale has also created a building with 3 thousand square meters of offices and about 700 square meters of warehousing facilities destined to the headquarters of the Cna (confederation of artisans and SMI) and to a group of transport consortiums. One particularly important element of the development and growth of Piacenza Intermodale is the intermodal terminal which is fully functional since September 1 of 2001. The terminal is equipped with a parking lot of 50 thousand square meters, about 5 kilometers of internal train tracks and is linked with the railway segment Piacenza-Castelvetro-Cremona.

Porto Cremona

Along the existing navigable channel, two public docks were realized with public funding: one is used by the Provincial Agriculture Consortium (grain, feed, fertilizer, etc.) and the Arvedi Steel pipe mill (semi-finished goods, coils, ferrous scrap metal, etc.), long 200 m and the other is owned by the ABIBES company, long 100 m for the mooring of liquid propane gas lighters for the refuelling of the costal deposits.

The port is connected to the RFI(national railway network) through the Cavatigozzi station, on the Cremona-Codogno line, at 750m from the port. The railway junction, accessible from both docks, private production plants, has 5000m of railway tracks. To these tracks, the junction used by the Tamoil refinery must be added; the refinery has transferred most of its distribution to railway.

The port is connected to the road network through the SS234. The port is accessible from the A21 highway through the Cremona connection 4 km away from the port.

Porto Levante Terminal

The main operational scope of Porto Levante Terminal is to provide logistic and intermodal services for freight traffic arriving by sea, river and land. The 450-metre linear wharf is located close to the mouth of the Po di Levante and can accommodate river and seagoing vessels with a carrying capacity of 3,000 / 5,000 metric tonnes. The Terminal specialises in freight-handling of commodities such as inert goods, timber, non-perishable foods, containers, fertilisers and building materials and is also equipped to handle parts deposit and assembly

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Occupying a surface area of 130,000 sq.m, of which 7,000 sq.m. is covered, the Terminal is fully-equipped with all main services (water, electricity, sewage, telephone, fax and so on).

For loading and unloading operations, the Terminal is equipped with a 75-tonne travelling crane for the unloading of bulk commodities, with a handling capacity of 1,500 tonnes per shift, 2 chutes for the unloading of free-flowing and rolling material and plant parts from the ship, 4 loaders, fork-lift trucks and a 3.20 x 18 metre weigh-bridge for loads of up to 80 tonnes.

Goods reloading can be carried out directly as the ship is being unloaded using a hopper, or from the yard and / or warehouse using a loader, fork-lift truck or other reloading system according to the type of goods.

Both the wharf and the yard are flood-lit for night-time operations.

Porto Valdaro

The Port of Valdaro consists in a railway link and quay, with a functioning back area and state-owned zone in which companies must have a concession in order to operate.

The Port of Valdaro is connected to Brennero highway A22 by the Mantova Nord on/off ramp which is 5 km away from the port. The Ex SS482 "Alto Polesana" is immediately accessible from the port. The Port of call has its own railway junction that connects it directly to the Ferrovie dello Stato's Mantova-Monselice railway line. The railway junction is characterized by a loading and delivery sheaf on the national railway line, a sheaf of reordering railway tracks located half way up the track running parallel to the A22, point in which the development of the intermodal centre, a sheaf of manoeuvring railway tracks in proximity of the port's dock and finally the quay railway tracks on the dock itself.

Portogruaro Interporto S.p.a

Our structure can count on 85.000 mq of large square (55.000 mq equipped), with 7 railroads.

We have a warehouse, served from a railroad in approach for the charge/discharge to the place setting, of approximately 8.000 meters squared, for a medium height of approximately 12 meters.

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QUADRANTE EUROPA TERMINAL GATE

The terminal (“Terzo Modulo”) is next to the two historic terminal modules (“Moduli I and II”) of the Quadrante Europa who is owned by the RFI, are managed by the Terminali Italia Srl. The Terzo Modulo terminal is currently leased by Terminal Italia, that manages it using its own resources. The Quadrante Europa Terminal Gate Spa company, principally performs activities involving real estate.

The crane infrastructure, one of a kind in Italy, is characterized by 3 high performance cranes and a lateral translation system for the exchange of cargo units between the railway and the storage areas. The railway area counts 5 railway tracks, 2 truck lanes and a brief storage lane. The storage area is characterized by 6 container storing lanes (reduced to 5 if mobile boxes and tractor trailers) and 2 truck lanes.

The exchange between the two areas is guaranteed by 5 lateral translation trucks, radio controlled by the cranes. The 6 supporting tracks for stationing the shuttles waiting to be loaded/unloaded are also owned by the terminal.

Rivalta Scrivia SpA

The Interport, proposes itself as the privileged speaker of these rationalization processes, guaranteeing both the technical and physical support for a quick and economical realization. The services offered by this interport, through its know-how, plants, structure and information services, and the governing of the distribution cycle. For the management of the goods’ flux, the Interport uses the latest information technology and its own Warehouse Management System (WMS) , tailor made to satisfy the needs of its clients.

The Interporto Rivalta Scrivia tends to put itself in a modern industrial scenario as a pole in which the logistics services combined to goods flux control services are integrated.

The interport is a splendid industrial reality conceived as a structure that will support the internationalization of the services.

The Interporto Rivalta Scrivia includes a covered area of 400’000m² (an extension of the area for over 25’000m² is in course), 300’000 m² terminal container, 150’000m² of refrigerated warehouses (controlled temperature deposits for fresh and frozen food products).

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Rivalta Terminal Europa S.p.A.

The project for the development of the ligurian ports and intermodal transport represents the modern solution for all the economic operators involved in the delicate phase for the reorganization of goods transport in Italy.

The terminal will be built in an area that is directly connected to the Rivalta Scrivia station on the Novi-Tortona line.

The existing internal railway joint is able to sort trains arriving from the station.

The Terminal Europa area is directly connected to the Nove-Tortona highway through two existing routes: the first, on which there is a street passage and is located west of the implant and connected to the Savonesa roadway. The second is located south of the terminal is connected to the Novi-Tortona highway and provincial highway 148.

SAGAT S.p.A. Società Azionaria Gestione Aeroporto Torino

Turin Airport is situated in a strategic area of Western Europe, at the centre of a communication axis (Geneva/Genoa and Verona/Lyon/Marseille).

Turin airport is 16 km from the city centre and has a direct connection with the city ring road and the motorway system.

Operation advantages:

The airport offers structures that are perfectly able to handle considerable cargo traffic, and guarantees, owing to less traffic congestion, a smoother procedure for cargo collection and delivery.

SAVE S.P.A

The activities carried out by Venezia's Cargo Centre are typical cargo handling operations that essentially consist in services to imported and exported goods performed on behalf of airline companies according to current laws and regulations. Particularly important are the customs, safety and security regulations. The traffic is chiefly made up of goods that have Venezia as the location of origin or destination, thus Venezia is currently characterized as a transit airport, excluding a few cases.

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The aircraft is used for both direct point-to-point links such as JFK – DXB; during the summer months, ATL – PHL – YYZ can be added to the list for feeder activities through the main European hubs. In 2007, the connection with DXB was added; it represents an important final destination as well as transit airport for Asian and Australian destinations. The feeder activities to European hubs is limited due to the scarce carrying capacity of the aircrafts and often limited to “Express” goods.

SDAG –Stazioni Doganali Autoportuali Gorizia S.p.A.

SDAG S.p.A. is the managing company responsible for the management of the Truck terminal and the S. Andrea Frontier Station.

The truck terminal of Gorizia is strategically located at the meeting point of the different road networks to and from Central-Europe, in the proximity of the port area of the Northern Adriatic Sea, the railway station of Cervignano and the Ronchi dei Legionari Airport.

The structure is directly connected with the Italian motorway network both towards West (Venice-Milan-Bologna) and North (Austria and Bavaria). The system is also connected to the Slovenian motorway network thanks to the new stretch Gorizia-Ljubljana. This infrastructure is fundamental to reach Gorizia and Italy, passing through Ljubljana, without the slowdowns caused by the slope of the road and the subsequent problems due to ice during winter and blasts of wind.

S.I.T.O. SPA-Società Interporto di Torino

The Società Interporto di Torino’s mission is the design, planning, realization and management of the interport’s area of approximately 3000000m². This area is closely tied to one of the largest railway station in the north-east: the FS Group’s station of Orbassano. In addition to harbouring the major logistics and transport players, the interport is equipped with its own 80000m² railway terminal, connected to a warehousing area. Through its subsidiary, SITO Logistica, it provides itself with the railway manoeuvres.

Terminal Valpolicella

The Terminale Ferroviario Valpolicella S.p.a. is present in Domegliara since 1988, heat of the marble district of Verona. The terminal was wanted by the entrepreneurs of the area for the

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shipment of incoming and outgoing material. It soon became specialized in the management of marble and granite blocks at the Ports of Carrara and Marghera, transport to the Domegliara site and the distribution via road to the productive plants in the area.

The terminal covers an area of 22'000 m², with the presence of two railway tracks 250 m in length and another railway track 100m in length. The terminal is connected to the Domegliara-Sant'Ambrogio station, on the Brennero line. It is 5 km away from the highway toll booths of Affi and Verona Nord of the A22 highway to Brennero.

T.I.MO. srl - Terminal Intermodale di Mortara

The majority shareholder of TIMO is Polo Logistico Integrato di Mortara. The other shareholders are Cemat, a company controlled by the FS group, which contributes expertise in combined road-rail transport organisation and management; the Dutch company Den Hartogh, a logistics operator specialising in the industrial chemical supply chain and Argo Finanziara, operating in the motorway, goods transport and logistics sector. All shareholders contribute and bring their experiences and traffic to the terminal, which shall have the character of a plant opened to the public.

Characteristics of the intermodal terminal:

- Intermodal unit with three straight 700m tracks according to European standards
- Pick-up and delivery with 4 electrified tracks
- Over 100,000 m² of surface
- Intermodal unit suited for operation of gantry crane
- Arrivals and departures of trains directly from terminal with economic benefits and less time spent on manoeuvres and technical and administrative procedures
- Direct connection to logistical warehouses

Ufficio Locale Marittimo Porto Nogaro

The port of Nogaro is the only operational port in the province of Udine and is located on the Corno River. It is accessible from the Adriatic Sea through a 3 mile navigational channel: Aussa Corno. The port is composed of two structures: Porto Vecchio and Porto Margreth.

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During the last decade, Porto Nogaro experienced a traffic increase. The quantity of goods handled duplicated from 1996 to present day.

Porto Nogaro is a strategic node for traffics that come from the Black Sea directed to Northern Africa and the Middle East.

In 2003, following a substantial decrease in unloaded cargo, the handling decreased to less than 1.5 million tonnes per year.

With regards to good handled, goods unloaded include: scrap and semi-finished metal (60% of the total) that also include more than half the goods loaded. There is a specialization in wood products (over 200 000 tonnes a year).

Voltri Terminal Europa S.p.a

The port of Voltri originates from a project of the former “Consorzio Autonomo” of the port of Genoa, today Genoa Port Authority, and has progressively developed starting from the seventies/eighties.

Starting from 1992 the terminal has rapidly developed, achieving in a few years the present configuration. In parallel with the port development, VTE has grown in terms of activities and resources.

In 1992 the first cargo ferry called the port, in 1993 the first car carrier vessel and, finally, on May 5th 1994, the first container vessel. The growth process is supported by the increase in directly hired staff up to the present 700 units, the majority of which are young persons who have achieved in a few years high skills and competences through an intensive training activity. For this reason, VTE's staff is an important element of the terminal's competitiveness.

VTE's steady improvement has been widely appreciated by the market contributing to a high increase in traffic volumes up to approximately 1.010 million TEUs in 2008.

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2 Innovation / Plans for the Future

Given the number of facilities included in the census, the innovation and plans for the future vary in entity and nature. Some of the multimodal logistics platforms included in the census are still in the development stage, as they are currently undergoing construction and will be operational in the not too distant future. On the other hand, a small number of facilities have just completed an expansion or bettering phase and thus there are no immediate investment plans.

Generally, the innovation or plans for the future include expansion of warehousing capacity or the construction of new runways or tracks, restructuring and modernization of multimodal logistics platforms, strengthening of connections for multimodal exchange, and the requalification of areas. Other interventions include acquisition of equipment for goods handling, increase in security and computerization. In most cases, the interventions planned have an environmental dimension to them.

The aforementioned plans for the future have a long term economic return goal. Other goals include an increase in cargo handling capacity, greater security on the job site, better goods management, facilitating intermodal exchange. In most cases the investments' benefits in terms of multimodality include an increase in use of different modes of transport.

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