

KOPER

			CONTACT PERSON DETAILS
Full name			Maša Čertalič
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Phone number			00386 5 6656 919
			1. GENERAL INFO
1.a - Name of your company			Luka Koper, port and logistic system, d.d.
1.b - Total 2012 throughput			17.880.697 tonnes
			2. CORE DATA INPUT
2.a - OUTBOUND	ROAD	No. trucks /day	451
		tons / day	8118
	RAIL	No. trains /week	70
		tons / week	70000
2.b - INBOUND	ROAD	No. trucks /day	289
		tons / day	5202
	RAIL	No. trains /week	49
		tons / week	49000
2.c - PORT CAPACITY	<p>Please indicate the (annual) capacity values per terminal's tyopology (Container, Ro.Ro, bulk, ...).</p> <p>[Capacity=maximum throughput that can be technically and operationally managed at each terminal]</p>		<p>General cargo 1.438.833 tonnes, Containers 5.292.047tonnes (571.000 TEU),Cars 674.692 tonnes, Liquid cargo 3.194.636 tonnes, Dry bulk cargo 7.280.490 tonnes</p>
			3. ADDITIONAL ROAD TRAFFIC RELATED DATA
3.a - OUTBOUND	Main type of cargoes (cargo units or type of goods)		Containers, cars, general cargo (all kinds: metal products, fruit, vegetables), minerals,iron ore, coal, chemical products, fodder

3.a - OUTBOUND	Main destinations (%)	SLOVENIA(39%), AUSTRIA (18%), ITALY(5%), GERMANY(3%), SLOVAKIA(5%), CZECH REPUBLIC(4%), HUNGARY(23%), POLAND(3%)
3.b - INBOUND	Main type of cargoes (cargo units or type of goods)	Containers, cars, general cargo (all kinds: metal products,fruit, paper), minerals, cereals,liquid bulk cargo, timber, livestock
	Main origins (%)	SLOVENIA(37%), AUSTRIA (26%), ITALY(8%), GERMANY(7%), SLOVAKIA(5%), CZECH REPUBLIC(6%), HUNGARY(10%), POLAND(11%)
4. ADDITIONAL RAIL TRAFFIC RELATED DATA		
4.a - OUTBOUND	Main type of cargoes (cargo units or type of goods)	Containers, cars, minerals,alumina,iron ore, coal, chemical products, fodder

4.a - OUTBOUND	Main destinations (%)	SLOVENIA(20%), AUSTRIA (56%), SLOVAKIA(10%), CZECH REPUBLIC(3%), HUNGARY(11%)
4.b - INBOUND	Main type of cargoes (cargo units or type of goods)	Containers, cars, paper, metal products, minerals, timber
	Main origins (%)	SLOVENIA(11%), AUSTRIA (50%), GERMANY(6%), SLOVAKIA(9%), CZECH REPUBLIC(6%), HUNGARY(18%)
5. DEVELOPMENT PLANS		

<p>5.a - Could you please provide us with a description of your port's future development projects and expansion plans? Please refer to the values of the expected increased capacity. If relevant, please also attach to the questionnaire any documentation supporting the description of your future plans (i.e. MasterPlan, etc.)</p>	<p>Expansion of the existing pier 1 and pier 2 and construction of the new pier 3, dredging in port basins, new berthing places in basin 2, new RO-RO berthing places. According to mail of May 28, 2013 the assessed value of investment into port infrastructure (public transport) in the period from 2014 to 2020 is 130 mio EUR (internal assessment of Luka Koper) .</p>
<p>5.b - Could you please provide us with a description of major critical issues and main bottlenecks related to your business? (i.e. bureaucracy, custom procedures, infrastructure bottlenecks, etc.)</p>	<p>Main bottleneck is the railway connection between Koper and Divača (one railway track) and the depth of the sea of the channel that connect the basins of the port with the sea (for the biggest vessels)</p>

BAR	DURRES
CONTACT PERSON DETAILS	CONTACT PERSON DETAILS
Deda Djelovic	
deda.djelovic@lukabar.me	
00382-30-300-521	
1. GENERAL INFO	1. GENERAL INFO
PORT OF BAR	
1 297 467t	798,524 passengers; 182,994 auto; 51,673 trucks; 10,904 trailers; TEU TOTAL 83,194; 1.716.641 ton bulk
2. CORE DATA INPUT	
	201
	3.871
	290
	6.003
* Liquid Cargo Terminal: 1 million tons/year; Dry Bulk Cargo Terminal: 2 million tons/year; Container and general cargo terminal: 2 million tons/year;	1,500,000 passengers; 200,000 auto; 60,000 trucks, 20,000 trailers Actual Annual Capacity is 150,000 TEU. In the near future the Annual capacity shall increase into 250,000 TEU Actual Handling Capacity 2,500,000 Ton /year; Future Handling capacity approximately 4,000,000 Ton/Year 2,000,000-2,500,000 ton/year
3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA
Zinc ore Iron scrap Crushed stone	97 % Chrom ore, 3% other Iron Ore, Scrap, Cement and Chrome Ore Cement 164, 360 Ton; Iron Billets 122,147 TON

<p>Far east () Turkey () Malta () ...</p>	<p>China, Italy, Libya, Turkey</p>
<p>Nickel ore Diesel fuel Petrol fuel Aluminium ingots Alumina Fruits</p>	<p>raw material, Industrial Products, Grocery's, Etc, Coal, Scrap, Iron Nickel Ore, Cement, Vegetal Oil Wheat 279,711 Ton; Iron 100,842 Ton; Fertilizer 91,591 Ton; Cement 95,761 Ton</p>
<p>Far east () EU () ...</p>	<p>80% Abania, 20% Kosovo and Macedonia Ukraine, Italy, Greece, Spain, Turkey Turkey, Italy, Ukraine, Sillovenial, Croatia, Greece, etc</p>
<p>4. ADDITIONAL RAIL TRAFFIC RELATED DATA</p>	
<p>Cars Coils Grain</p>	

EU () ...	
Bulk cement Petroleum coke	
Croatia () ...	
5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS

Port of Bar, as the key cargo port in Montenegro, which carries out 95% of maritime transport, has capacities and development potentials to reach regional importance. Here will be focused key planned development projects. Starting from the fact that development of the Port depends very much on a lot of external influential factors of different nature and intensity of influence, at first will be mentioned important national and regional development projects from the field of transport and logistic which have to be taken into account during the process of the Port development plan creation.

Following national and regional projects, important for the development of the Port of Bar, should be pointed out in a specific way:

- Reconstruction and modernization of the railway Bar – Belgrade;
 - Building Highway Bar – Belgrade;
- Building inter-modal terminals at the railway stations in Bar, Podgorica and Bijelo Polje;
 - Development short sea shipping links with Adriatic ports;
 - etc.

Main development plans of the Port of Bar (identified in the Long term development plan of the Port) are:

- development of the Liquid cargo terminal – building new terminal in the Bigovica bay with capacity of 250 00 m³; building reservoirs for acetic acid;
- development of the Dry bulk cargo terminal – extension of the operational quay for additional 400 m; extension of the open storing area; building silos for bulk cement; improvement of the cargo handling technologies at the Terminal (modernization of existing equipment, purchasing new equipment, etc.); building the second phase of the grain silo of 30 000 t capacity;

• low quantity of the infrastructure connections between the port and its hinterland;

- obsolete implemented technologies;
- low degree of transit through the Port;
 - complex administrative procedures;
 - absence of the transshipment concept;
- low degree of the logistic subject integration;
- low share of intermodal transport in overall transport activities;
 - exclusion from the Trans-European transport network; etc.

Custom Procedure; Emigration Control Procedure, poor railway connection to hinterland

RIJEKA	SPLIT
CONTACT PERSON DETAILS	CONTACT PERSON DETAILS
dr.sc.Vlado Mezak, director of Lučka uprava Rijeka rijeka.gateway@portauthority.hr	Milan Blaževski, ravnatelj lucka-uprava-split@st.t-com.hr
00 385 51 351 177	00 385 21 390 222
1. GENERAL INFO	1. GENERAL INFO
Lučka uprava Rijeka	Lučka uprava Split
8554001 tons (from that around 160.000 TEU)	274112 tons (2010), 2800000 (2012 - estimation)
2. CORE DATA INPUT	2. CORE DATA INPUT
600	200
12000	4000
40	20
20000	10000
400	150
8000	3000
30	14
15000	7000
Terminal for general cargo (Rijeka): 2,5 million tons Terminal for cereals (Silos): 800.000 tons Terminal bulk cargo (Bakar): 4,5 million tons Terminal liquid cargo (Omišalj): 24 million tons Terminal general cargo (Raša-Bršica): 1 million tons Container terminal (Brajdica): 250.000 TEU	Terminal - city port - for passenger mostly Terminal - Vranjic-Solin Terminal Kaštel bay A Terminal Kaštel bay B Terminal Kaštel bay c Terminal Kaštel bay D-Resnik
3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA
General cargo, containers	General cargo, oil products, containers

Hungary, Serbia, Croatia, Slovakia	Hungary, Croatia, Bosna and Herzegovina
General cargo, wood, containers	General cargo-70%, cereals-20%, containers
Hungary, Serbia, Croatia	Hungary, Serbia, Bosnia and Herzegovina, Croatia
4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA
General cargo, containers	General cargo, containers, agriculture (cereals)

Hungary, Croatia, Serbia, Slovakia, Austria	Croatia, Serbia, Bosnia and Herzegovina
General cargo, ore, containers	General cargo, coke, ore, containers, agriculture (cereals)
Hungary, Serbia, Austria, Croatia	Hungary, Serbia, Croatia, Bosnia and Herzegovina
5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS

Container terminal Zagreb

In the last few years the Port authority Rijeka has an intention to build the extra capacity for container handling on the west side of the port of Rijeka. A new "Zagreb doc" is planned there. Port of Rijeka will develop a partnership with World bank and it is planning to develop Zagreb doc in the following phases:

Phase 1: 400 meters of docs

Phase 2: another 280 meters of docs

The project will make a doc fitted for the 5th generation of container ships with 22 rows of containers on the deck. Therefore, it is planned that new docs will be built with a credit from the World Bank, while the superstructure and the equipment will be acquired on the model based on private-public partnerships.

Container terminal "Zagreb" is planned to be built in phases and in the end they will form one functional unity. First phase contract was signed for the amount of 71 million Euros. Next phase with the complete furnishing of the terminal will be worth 250 million Euros.

Port terminal on Krk island

Transport prognoses show that the transport of TEU will have the biggest growth in the future. Therefore it is clear that all the planned capacities will not satisfy the future needs. There is a space on the northern part of the island Krk which can satisfy the future growth.

New terminals are planned on the north side of Krk on cape "Tenka punta" and "Blatna" bay. New spaces will be gained from siltation and the new banks

could be up to 2000 meters long

Further development of Kašela bays A and D.

Problem of the development and the services of current railway network

- problem with the service on the railway transport axis Rijeka – Zagreb – Rijeka

The mentioned transport axis is not a limitation factor today, but in the future this axis should be maximised while respecting all the technical, technological and organisational measures. Well, the transport on this railway line should be synchronised with the railway hub Rijeka and the all the port capacities, also with the capacity of the main shunting yard in Zagreb which is very important on the axis Rijeka – Zagreb – central Europe.

- problem with the uneasiness of the port of Rijeka

The impossibility of shunting and making long freight trains in Rijeka area

Problems with the adequate railway infrastructure. The need for better industrial sidings, a need for better railway connection towards inland.

IGOUMENITSA	THESSALONIKI
CONTACT PERSON DETAILS	CONTACT PERSON DETAILS
Anna Piroti	George Vangelas
apiroti@olig.gr	gvangelas@thpa.gr
2665099331	2310-593-106
1. GENERAL INFO	1. GENERAL INFO
Igoumenitsa Port Authority S.A.	Thessaloniki Port Authority S.A.
220910 trucks	13.846.419 tn
2. CORE DATA INPUT	2. CORE DATA INPUT
307	170
	4100
	3
	7500
298	90
	2250
	1
	1800
220910 trucks	Container terminal: Maximum capacity: 450.000 TEU - Dry bulk and General Cargo terminal 20.000.000 tones
3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA
112129 trucks	Coils - steel plates - containers - scrap, grain

<table border="0"> <tr><td>Corfu</td><td>(33075)</td><td>29,5 %</td></tr> <tr><td>Paxoi</td><td>(1609)</td><td>1,4 %</td></tr> <tr><td>Lefkimmi</td><td>(5047)</td><td>4,5 %</td></tr> <tr><td>Patras</td><td>(4)</td><td>-0 %</td></tr> <tr><td>Kephalonia</td><td>(0)</td><td>0 %</td></tr> <tr><td>Ancona</td><td>(23507)</td><td>21 %</td></tr> <tr><td>Venice</td><td>(5757)</td><td>5,1 %</td></tr> <tr><td>Bari</td><td>(27313)</td><td>24,4 %</td></tr> <tr><td>Brindisi</td><td>(15817)</td><td>14,1 %</td></tr> </table>	Corfu	(33075)	29,5 %	Paxoi	(1609)	1,4 %	Lefkimmi	(5047)	4,5 %	Patras	(4)	-0 %	Kephalonia	(0)	0 %	Ancona	(23507)	21 %	Venice	(5757)	5,1 %	Bari	(27313)	24,4 %	Brindisi	(15817)	14,1 %	<p>Greece: 17%, F.Y.R.O.M. 80%, Bulgaria: 3% for dry bulk and general cargoes / Containers: Greece: 95%, F.Y.R.O.M.: 5%</p>
Corfu	(33075)	29,5 %																										
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Brindisi	(15817)	14,1 %																										
<p>108781 trucks</p>	<p>Containers - Dry bulk (coal, grain, nickel laterite, salt, bitumine, fertilizers) - General cargoes (fruits, vegetables, coils, steel products)</p>																											
<table border="0"> <tr><td>Corfu</td><td>(33123)</td><td>30,4 %</td></tr> <tr><td>Paxoi</td><td>(1529)</td><td>1,4 %</td></tr> <tr><td>Lefkimmi</td><td>(5421)</td><td>5 %</td></tr> <tr><td>Patras</td><td>(6)</td><td>-0 %</td></tr> <tr><td>Kephalonia</td><td>(0)</td><td>0 %</td></tr> <tr><td>Ancona</td><td>(17950)</td><td>16,5 %</td></tr> <tr><td>Venice</td><td>(3021)</td><td>2,7 %</td></tr> <tr><td>Bari</td><td>(32326)</td><td>29,8 %</td></tr> <tr><td>Brindisi</td><td>(15405)</td><td>14.2 %</td></tr> </table>	Corfu	(33123)	30,4 %	Paxoi	(1529)	1,4 %	Lefkimmi	(5421)	5 %	Patras	(6)	-0 %	Kephalonia	(0)	0 %	Ancona	(17950)	16,5 %	Venice	(3021)	2,7 %	Bari	(32326)	29,8 %	Brindisi	(15405)	14.2 %	<p>Containers: Greece: 95% - F.Y.R.O.M. 5% / General and dry bulk cargoes: Greece 15% - F.Y.R.O.M. 83%, Bulgaria 2%</p>
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<p>4. ADDITIONAL RAIL TRAFFIC RELATED DATA</p>	<p>4. ADDITIONAL RAIL TRAFFIC RELATED DATA</p>																											
<p>N/A</p>	<p>Coils - steel plates - containers - scrap, grain</p>																											

<p>N/A</p>	<p>Greece: 30%, F.Y.R.O.M. 70% for dry bulk and general cargoes / Containers: Greece: 95%, F.Y.R.O.M.: 5%</p>
<p>N/A</p>	<p>Containers - Dry bulk (coal, grain, nickel laterite, salt, bitumine, fertilizers) - General cargoes (fruits, vegetables, coils, steel products)</p>
<p>N/A</p>	<p>Containers: Greece: 99% - F.Y.R.O.M. 1% / General and dry bulk cargoes: Greece 40% - F.Y.R.O.M. 60%</p>
<p>5. DEVELOPMENT PLANS</p>	<p>5. DEVELOPMENT PLANS</p>

CURRENT STATE: The project's Phase A was cofunded by the EU Cohesion Fund and the Hellenic Ministry for the Environment, Physical Planning and Public Works. The General Secretariat of Public Works-through the Special Management Service (SMS)/Big Projects in Western Greece-handled the project's supervision. After the conduction of a competition, in May 1996, the project was assigned to the Greek-Spanish partnership «Athens AETBE– F.C.C. ». The construction contract was signed on the 20/5/1996 with a set deadline on the 31/3/2003.

In the completed phaseA,theconstruction of infrastructures-satisfying the demands of a modern and functional port- are included, which sets as a priority:

- customer service
- service improvement
- Man power and material safety

The subject matter of the contract work included the following:

- The creation of a harbour front (quay/pier) for the stern anchor of SS ships.
- The creation of quay/pier ground areas and the formation of the new ground area with a total surface of 210000 square meters. From that, 130000 square metersconsist of the ground marine area (a controlled-waiting area for vehicles).
- Theconstructionofbuildingsnecessary for the port's proper

Two are the major expansion plans for the port of Thessaloniki. The first is the expansion of the containmer terminal (western part of the 6th pier). An addittional area of 500m in length and 300m in width will be developed. The depth f the new dock will be 16m. This expansion will allow the contner terminal to facilitate container ships up to 12.000 TEU while it will triple the current capacity (from 450.000 TEU to 1.200.000 TEU). The second plan is the expansion of dock 24 (eastern part of pier) by 300 m. in length and 300m in width. The new dock will have a depth of 16m, thus it will give the port the ability to facilitate bulk carriers with a capacity up to 80.000 DWT. The new dock will add about 3.000.000 tones to the existing capacity of the dry bulk and general cargo terminal.

1) Inefficiency of rail transport, Unavailability of rail wagons, long transport time, need for scheduled itineraries-block trains 2) Custom procedures. Absence of a common custom procedure at the borders, common custom dcuments, delays in cargo clearance. 3) Absence of a logistic centre inside or close to the port area.4) Port infrastructure and superstructure issues (deeper docks, new cargo-handling equipment).

VARNA	COSTANZA
CONTACT PERSON DETAILS	CONTACT PERSON DETAILS
Kosta Tonchev Donev portconsult@port-varna.bg	Prof. Dr. Ing. Lucian Balut dirgensec@constantza-port.ro
52692496	0241.611540
1. GENERAL INFO	1. GENERAL INFO
"Port Varna" Sole Joint stock company	CN Administratia Porturilor Maritime SA Constanta
Cargo traffic in 2012 - about 9 mln. Tons	50.584.662 t
2. CORE DATA INPUT	2. CORE DATA INPUT
268	2153
5462	32298
64 - wagons weekly	180
3324	227050
476	1987
9888	29814
115 – wagons weekly	180
6019	209584
"Port of Varna" Sole Joint stock company handles all types of cargo: containers, bulk and liquid, general cargo and passengers. In recent years it achieved record levels of cargo traffic and process more than 9 million tons per year. There is a reserve of carrying capacity.	Liquid bulk 10.014.672 tons Dry bulk 29.521.193 tons Containers 6.536.354 tons General goods 4.512.443 tons Passangers 34.010 passangers
3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA
Containers, molasses, sugar, coal, ores and concentrates, feldspar, equipment	11 Iron ores, scrap 10 Oil products 12 Non-ferrous ores and scrap 16 Natural and chemical fertilizers 13 Metal products 4 Wood and cork 18 Other chemical products 7 Oil seed, oleaginous fruits / fats 14 Cement, building materials 6 Food stuff and animal feed 20 Machines, transport equipments

<p>Under Regulation 919 is not managed this kind of statistics.</p>	
<p>Containers, scrap, grain, firewood, clinker, cement, chamotte, kaolin, equipment</p>	<p>10 Oil products 12 Non-ferrous ores and scrap 11 Iron ores, scrap 16 Natural and chemical fertilizers 13 Metal products 7 Oil seed, oleaginous fruits / fats 14 Cement, building materials 6 Food stuff and animal feed 20 Machines, transport equipments 15 Raw or processed minerals 22 Glassware and ceramic products 3 Livestock, sugar beet</p>
<p>Under Regulation 919 is not managed this kind of statistics.</p>	
<p>4. ADDITIONAL RAIL TRAFFIC RELATED DATA</p>	<p>4. ADDITIONAL RAIL TRAFFIC RELATED DATA</p>
<p>coal</p>	<p>1 Cereals 11 Iron ores, scrap 9 Crude oil 10 Oil products 8 Coal, coke 12 Non-ferrous ores and scrap 16 Natural and chemical fertilizers 13 Metal products 4 Wood and cork 7 Oil seed, oleaginous fruits / fats 14 Cement, building materials</p>

<p>Under Regulation 919 is not managed this kind of statistics.</p>	
	<p>10 Oil products 14 Cement, building materials 9 Crude oil 12 Non-ferrous ores and scrap 16 Natural and chemical fertilizers 13 Metal products 8 Coal, coke 18 Other chemical products 20 Machines, transport equipments 15 Raw or processed minerals 17 Chemical products from coal/tar</p>
<p>Under Regulation 919 is not managed this kind of statistics.</p>	
<p>5. DEVELOPMENT PLANS</p>	<p>5. DEVELOPMENT PLANS</p>

<p>The development of port infrastructure is the responsibility of the State Enterprise "Port Infrastructure". Port of Varna needs deep sea container terminal, modern grain terminal, terminal for dangerous goods and a modern passenger sport and recreation terminal . "Port of Varna" Sole Joint stock company constantly modernize the main port machinery and improve the technology and the work organization.</p>	<p>Projects proposed to be financed under the Sectorial Operational Programme - Transport, considered being eligible: 1) Modernisation of port infrastructure, by providing deeper approach channels and basins and by increasing the navigation safety in the port of Constantza; The estimated value of the works is 36 million Euro.2) Road bridge across the link canal. The project consists in building a metal road bridge with a span of 105 meters and a passage across the existing railroad, with a total length of 590 meters, which will provide access to the artificial island from the river-maritime area of the port of Constantza and will connect it to the road network inside and outside the port. Estimated value: 36.2 million euro3) Masterplan of the Constanta Port (until year 2040). Estimated value: 2 million euro.Future proposed projects: 1) Systematize of artificial island from the river-maritime area of the port of Constanta. Estimated value: 260 million Euro.2) Building of port infrastructure for terminals Mol IIIS si Mol IVS. The estimated value: 300 million Euro. 3) Development of the Industrial Logistic Park in river-maritime area of the port of Constanta. The estimated value: 200 million Euro.</p>
<p>The existing port infrastructure does not allow the processing of large mother vessel container ships.</p>	

TRIESTE	VENEZIA
CONTACT PERSON DETAILS	CONTACT PERSON DETAILS
eng. Eric Marcone	Orlandi James
	James.orlandi@port.venice.it
	00390415334243
1. GENERAL INFO	1. GENERAL INFO
	Venice Port Authority
	25 million tons
2. CORE DATA INPUT	2. CORE DATA INPUT
	1800
	20,000-30,000
	30
	30000
	1800
	20,000-30,000
	5
	3000
<p>Liquid bulk total : 35.967.976 Dry bulk total : 1.778.471 General cargo total : 11.460.423 Total 49.206.870 CONTAINER MOVEMENT T.E.U. (shifting is included) 408.023 TRUCKS ON RO-RO / FERRY BOATS (N°) 212.633 PASSENGER MOVEMENT (N°) 98.647</p>	<p>max capacity for TEU 850,000. max capacity in tons about 50 million</p>
3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA
	<p>about: 50% container trucks, 50% for bulk</p>

Autostrada Direttrice ovest 66%;
Autostrada Direttrice Nord-Est 17%
Direttrice Sud, Statale Romea +GRAP 6%
Direttrice Nord, Statale Romea/ tangenziale Mestre 10%

about: 50% container trucks, 50% for bulk

Autostrada Direttrice ovest 66%;
Autostrada Direttrice Nord-Est 17%
Direttrice Sud, Statale Romea +GRAP 6%
Direttrice Nord, Statale Romea/ tangenziale Mestre 10%

4. ADDITIONAL RAIL TRAFFIC RELATED DATA

4. ADDITIONAL RAIL TRAFFIC RELATED DATA

(year 2012)
384 trains/year steel bulk
436 trains/year steel products
67 trains/year container
289 trains/year agro food bulk
167 trains/year chemical products
206 trains/year diesel oil

	87% italy 13% austria
	(year 2012) 14 trains/year steel bulk 52 trains/year container 51 trains/year agro food bulk 108 trains/year chemical products 6 trains/year general products
	72% italy 28% abroad
5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS

within 2014 a new ro-ro terminal will be implemented.
It will generate about 500 trucks/day inbound + 500 trucks/day outbound
4 trains/week inbound + 4 trains/week outbound

within 2020 a new containr terminal will be developed.
It will generate about 1400 trucks/day inbound + 1400 trucks/day outbound.
66 trains week inbound + 66 trains/week outbound