

THE SOUTHERN GATEWAY TO EUROPE



THE PORTS OF GENOA

FOUR PORTS, ONE PORT AUTHORITY

Genoa, Pra', Savona and Vado Ligure, the Ports of the Western Ligurian Sea - grouped together as the Ports of Genoa - rank as Italy's pre-eminent port range in terms of total throughput, commodity diversity and economic output.

Located across a total surface area of approximately 7 million sqm, 35 specialised terminals cater for all key commodity sectors: container, general cargo, Ro-Ro, project and heavy-lift cargo, bulk.

EFFICIENT INTEGRATION WITH THE SUPPLY CHAINS

Strategically located in the northernmost point of the Mediterranean Sea, at the heart of Europe, easily accessible overland across fast road and rail connections and by sea across the ultra-large container vessels which can dock in the natural deepwater, the Ports of Genoa are equipped to consolidate their leadership as the premier Mediterranean gateway to the major consumer centres in Europe.

The industrial heartland of Europe sits within a 600-km range of the ports: Northern Italy Switzerland, Bavaria, Baden-Wurttemberg, Austria are the natural catchment areas of Ports of Genoa. Road and railway last mile infrastructures are the subject of an extensive

renovation plan aimed at further improving the accessibility of port terminals.

In addition, the Port Authority is boosting the development of digital technologies, to reduce dwelling and transit times in the ports, by developing smart port terminal gate access, mobile apps for truckers (including vehicle pre-notification and booking systems), automated data exchange between all the players of the supply chain, including Customs.

COMMITTED TO SUSTAINABILITY

The Ports of Genoa are firmly committed to contributing to the achievement of the UN Sustainable Development Goals the IMO and EU planned CO2 emissions targets.

The environmental performance of the port is being improved across a comprehensive investment plan aimed at reducing the carbon footprint of the port cluster.

Green projects include the installation of ship-to-shore power connections along all the port quays, the development of smart energy management systems, from renewable energy production to energy storage and distribution to port users, the implementation of green fuel management and filling plants, port and ship waste management improvement, the urban regeneration of the areas between the ports and the towns.

RAIL FREIGHT SERVICES TO SOUTHERN EUROPE

The Ports of Genoa are striving to strengthen their positioning on key European markets, thanks to the development of intermodal services set up as primary freight links with the leading inland terminals in Northern Italy, Switzerland and Southern Germany.

Enhanced operational cooperation among port terminals, public railways network agencies, MTO's and road haulage operators has led to the introduction of new container dedicated intermodal products from the Ports of Genoa.

Container freight train departures have risen over two hundred per week on the Italian domestic markets, connecting the Milan area and the industrial regions of Piemonte, Lombardy, Emilia-Romagna and Veneto to all main terminals in Genoa, Prà, Savona and Vado Ligure.

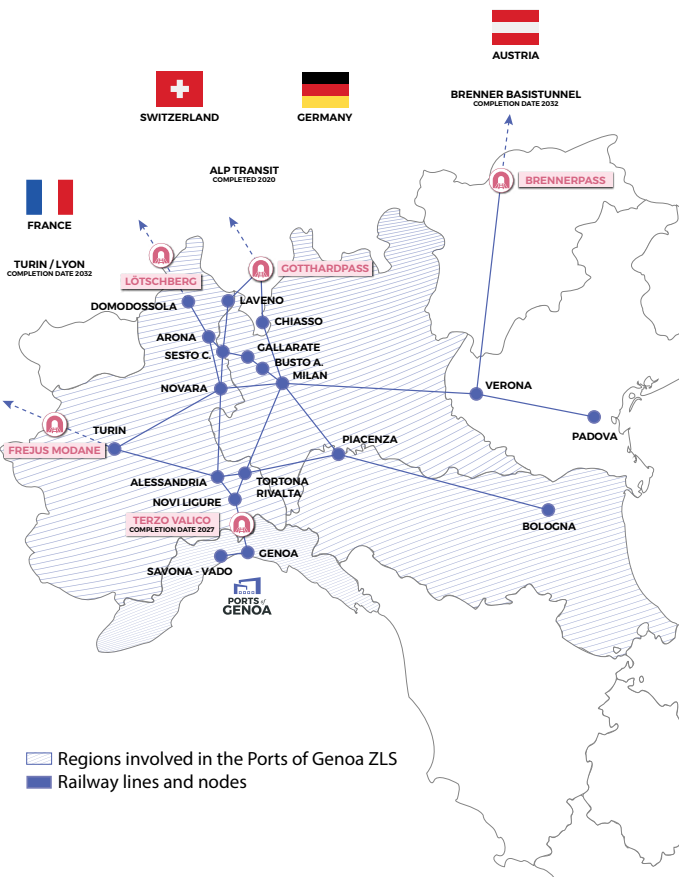
In Switzerland, the Ports of Genoa offer to/from the PSA Prà terminal and Basel Frekendorf a 3/week container rail service; whilst in Germany, the terminal operator is scheduled to inaugurate a new PSA Prà terminal to/from Stuttgart Kornwestheim a 3/week rail service in September 2025.

In addition, significant infrastructural improvement works on the last mile rail links in all port basins and the adoption of “state-of-the-art” technologies to optimize shunting and railway operations are on the way, contributing to a significant reduction in port accessibility costs and transit times for all commodity sectors.

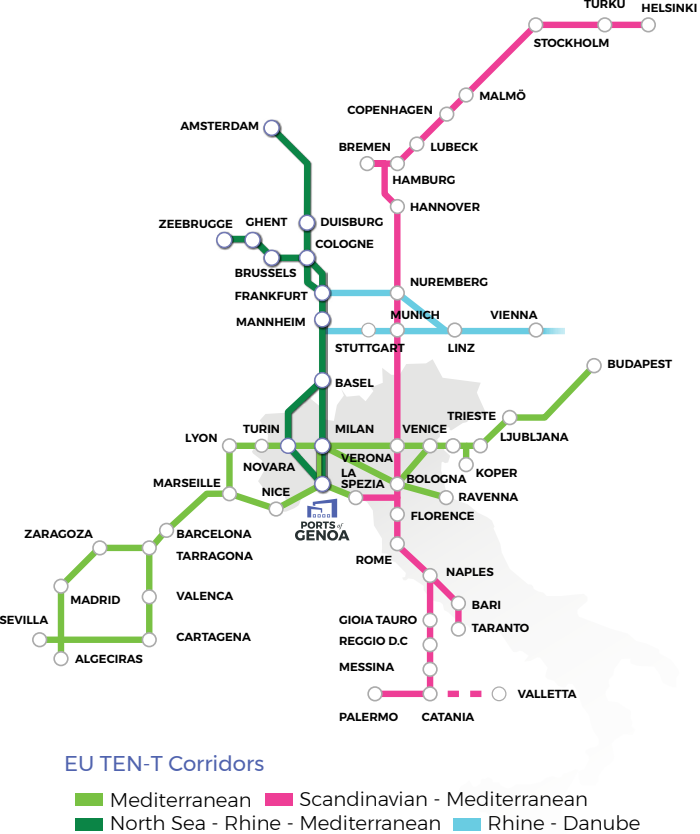
The AlpTransit project close to completion, and the entry into service by 2027 of the all-flat and hi-speed/hi-capacity rail line between Genova and Milan (“Terzo Valico”), will further boost the lines capacity, improving train productivity (train length up to 750 m, weight up to 2,000 tons) and abating rail transport costs by over 30%, thereby enhancing the Ports of Genoa’s competitive edge.

Furthermore, this will contribute to a shift towards a greater volume of sea originated cargo onto trains, indeed the “greenest” of all inland logistics solution, capable of supporting the decarbonization of transport, up to 40% of the total CO₂ registered emissions.

The Ports of Genoa Simplified Logistics Zone (ZLS)



The Ports of Genoa in the European Transport Network

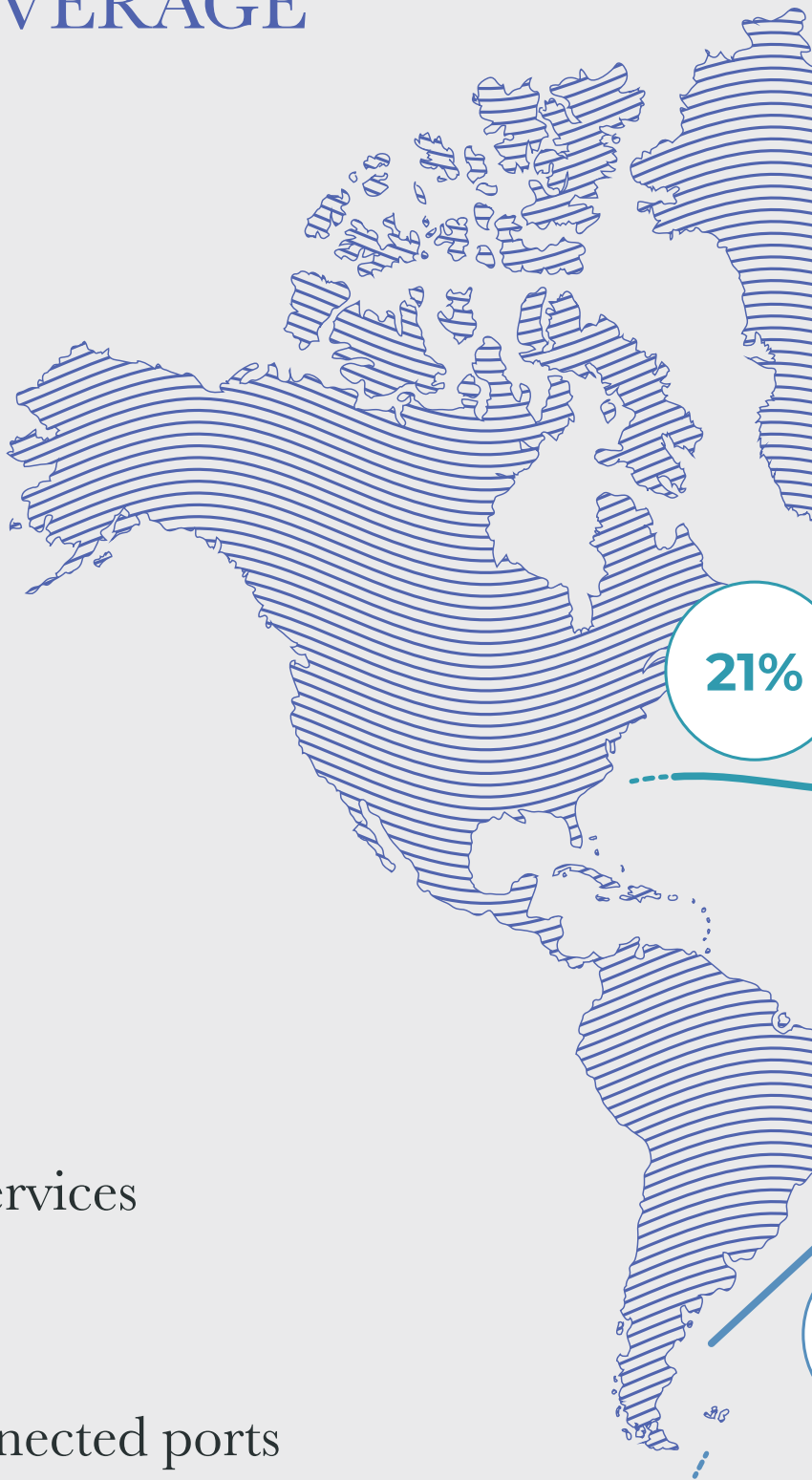


WORLDWIDE COVERAGE

AN EXTENSIVE LINER SERVICE NETWORK ACROSS THE WORLD

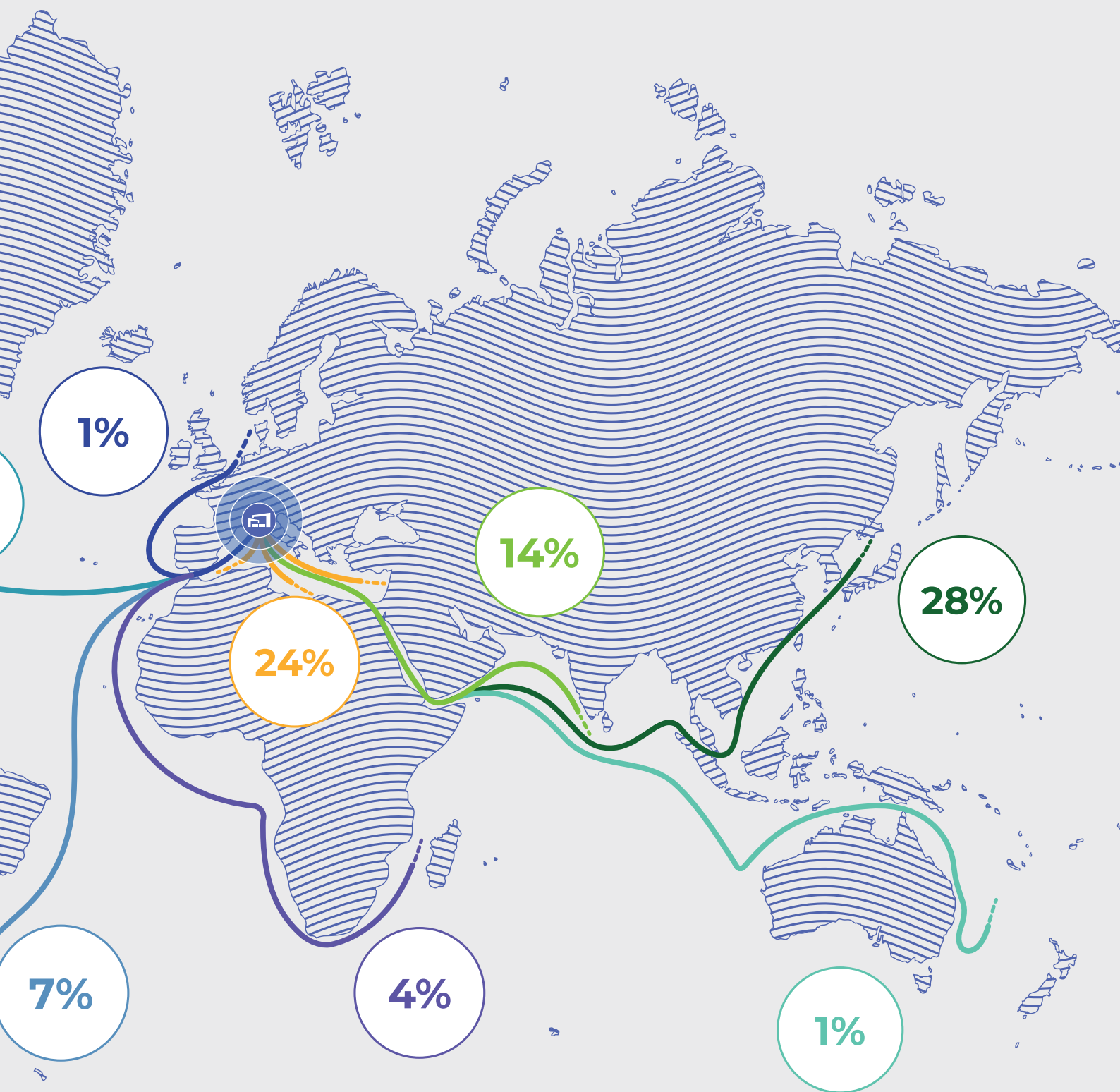
With over 160 deep-sea, short-sea, feeder and ro/ro liner services, the Ports of Genoa are connected to over 450 ports worldwide.

The port basins offer direct access to the open sea, natural deepwater, minimal tidal range, favourable marine conditions: everything is in place to accommodate safely the ultra-large ships of the container, bulk and passenger handling sectors.



160 Regular liner services

450 Worldwide connected ports



Ports of Genoa container traffic distribution

Central - North America

Africa

Northern Europe

Far East

South America

Middle East - India

Med Region

Australasia

PORT OF VADO LIGURE





VADO GATEWAY

Vado Gateway, operated by an Italian company composed of APM Terminals with a 60% stake and Cosco Shipping Ports at 40%, ranks as the first semi-automated deep-sea container port in Italy and amongst the most technologically advanced in the Mediterranean.

The facility features a fully automated gate and stacking yard with an overall yearly capacity of 900.000 TEUs. The 700 m deep-sea berth, with depth alongside at 17.25 metres, is equipped with four ship-to-shore cranes, with a maximum 100 tons “under hook” and 65-ton capacity in twin lift configuration and can handle the latest Ultra-Large Container Vessels. The terminal boosts the overall competitive edge of the Western Ligurian Sea Ports, with a wide selection of scheduled services connecting Northern Italy, Switzerland, Southern Germany and Northeast France markets to ports worldwide.

Efficiency and short truck-turn times (around 30 minutes) are achieved using a truck appointment system which is fully integrated with the Terminal Operating System. The terminal gate can be accessed across 14 reversible fully automated lanes equipped with optical scanners for number plate and container code identification.

Landside, APM Terminals moves 30% of container volumes by rail, thanks to 10 direct weekly rail links from Vado Ligure, offering a range of regular intermodal services to inland centres in Northern Italy, including Milan, Padua, Rubiera (Reggio Emilia), Piacenza and Verona.

QUAY	Length: 700 m Depth: 17.25 m Operating capacity: 900,000 TEU/yr
HANDLING EQUIPMENT	4 ULCS cranes (24 containers wide) 21 Automated RMG cranes 19 Hybrid Straddle carriers 950 Reefer plugs
ROAD ACCESS	14 Fully Automated Lanes Truck Appointment System
RAIL SERVICES	10 weekly departures to northern Italy destinations

REEFER TERMINAL

The multipurpose Reefer Terminal, operated by APM Terminals in the Port of Vado Ligure, ranks as the Mediterranean's leading fruit terminal, handling up to 500,000 t. of fresh produce per annum. The bananas and pineapple trade covers about 50% of the business, whilst citrus and other fruit from South Africa, West Africa, Central/South America and New Zealand account for the remainder.

Reefer Terminal can handle reefer and dry containers and, in recent years, it has developed a high degree of specialisation in breakbulk cargo handling, namely, industrial evaporators, cylinders, rail cars, locomotives, yachts and project cargo.

Reefer Terminal operates an on-dock warehouse for a total of 24,000 sqm, equipped with 15 independently controlled temperature cells (from -2° to +14°) and 4 conditioned areas, for a total instant storage capacity of 13,000 pallets. The stacking yard has an annual capacity of 250,000 TEUs and offers 500 reefer plugs.

In addition, a wide range of ancillary services are available for customers, including VGM reporting, container stuffing/destuffing operations and phytosanitary inspections. The company has also been certified as Authorised Economic Operator (AEO), instrumental in facilitating trade across the establishment of Fast Corridors and Smart Terminals.

TOTAL AREA	50,000 sqm
QUAY	Fruit berth: 240 m; depth 10 m Container berth: 470 m; depth 14 m Ro-Ro berths: 200 m; depth 9 m
HANDLING EQUIPMENT	2 STS gantry cranes (16 rows) 2 RMG stacking cranes (gap 46 m)
FRUIT STORAGE AREA	Total indoor area: 24,000 sqm Conditioned areas (+8°/+13° C) Capacity: 3,500 plts Refrigerated rooms (-2°/+14°C) Capacity: 10,000 plts
RAIL FACILITIES	4 x 460 m tracks
WAREHOUSE	Indoor area: 1.200 sqm Yard area: 5.000 sqm Handling equipment: 1 Reach Stacker 1 Heavy Forklift (25 tons) 3 E-forklifts Services provided: Stuffing/unstuffing in/out of gauge; warehousing; cross docking.



FORSHIP



In the Port of Vado Ligure, Forship operates a passenger and freight ferry terminal which covers a total of 50,000 sqm with 3 Ro-Ro berths and features a 45,000-sqm parking yard and a 1,500 sqm-warehouse. The terminal is homeport to “Corsica Ferries – Sardinia Ferries” shipping company, which offers all-year regular services to Corsica (with up to 3 departures per day in summer), and can also host third-party passenger and Ro-Ro services.

The passenger facilities in the terminal building, which cater for over 300,000 passengers during peak summer months, consist of a ground-floor ticket office, snack bar, nursery, waiting hall with children’s play area and panoramic terraces.

The terminal is equipped to handle oversize freight that accounts for 5% of its trade volumes. Fast access across a direct road link to the Savona motorway exit (3 km), and the excellent port infrastructure, has consolidated Terminal Forship’s position as a focal point for ferry services between Italy and Corsica.

QUAY	Depth: 9,5 m Berths: 3 ro-ro Operating capacity: Ship length up to 230 m
STORAGE AREA	Parking area: 45,000 sqm; Warehouse: 1,500 sqm



ALKION TERMINAL VADO LIGURE

Alkion Terminal operates a jetty in the Port of Vado equipped for fuel handling: unloading of gasoline and gasoil and loading of virgin diesel oil and gasoline.

The products are sent through a pipeline to a coastal depot, with onward distribution via tank trucks to the fuel stations of the major companies (AGIP, IP, ESSO, TAMOIL, Q8, TOTAL, FINA) or to the receivers of LSGO, HSGO, agriculture machinery and fishing boats gasoil.



ESSO ITALIANA

Esso Italiana operates a lubricants plant in Vado Ligure connected via pipeline to the berth in the Port of Vado, supplying the site with base oils for blending purposes.

From the berth, base oils are pumped by pipeline to the plant for manufacturing processes, packaging, storage and distribution.



IP ITALIANA PETROLI

In the Vado Ligure harbour, IP ITALIANA PETROLI operates an unloading plant for oil products, consisting in a mooring platform (450 m offshore), connected via underwater pipeline to a coastal depot for fuel and lubricants.

The depot (compliant with quality standards ISO 9001, safety standards OHSAS 18001 and environmental standards ISO 14001) distributes diesel oil for the provinces of Savona, Imperia and Cuneo.



SARPOM

In the Port of Vado Ligure, Sarpom operates a buoy field located approximately 0.7 miles from the coast, where oil tankers up to 316,000 tons DWT can moor.

Two underwater pipelines convey the oil to 7 on-shore tanks (overall capacity 360,000 m³) from where it reaches the Trecate refinery, through a 146 km.

Over 7 million t of crude oil are unloaded each year from an average of 80 ships.



V.I.O. INTERPORTO DI VADO

VIO operates the Freight Village and Intermodal Terminal located just behind the Port of Vado Ligure, a core RRT node of the TEN-T Network and part of the North Sea-Rhine-Mediterranean European Corridor. The company is owned by the Western Ligurian Sea Port Authority (72%) and Autostrada dei Fiori Spa - Gavio Group (28%).

The freight village stretches over a 200,000 sqm surface area, with warehouses covering 60,000 sqm, including reefer and temperature-controlled storage facilities for perishable goods and foodstuff, rented to logistics companies.

VIO offers a wide range of services (handling, customs clearance, consultancy for customs, fiscal and health issues, door-to-door distribution, picking and assembling etc) and carries out container stuffing and stripping, special cargo and break-bulk unitization, warehousing and logistics activities.

Companies located on the VIO premises:

Pacorini Silocaf, a leading provider of green coffee logistics services to an extensive customer portfolio which includes large multinationals and local roasters throughout Northern Italy.

(Warehousing surface area: 30,000 sqm).

Matrunita Italica, a global player in the field of honey production, processing, trading and distribution, serving the food, cosmetics and pharmaceutical industries worldwide.

(Warehousing surface area: 3,000 sqm).

Frigo Genova offers customer-oriented solutions in the field of temperature-controlled warehousing (+5°C/-28°C), value-added logistics and supply chain management

(Warehousing surface area: 8,000 sqm - Storage capacity 9,000 pallets).





PORT OF SAVONA

TERMINAL ALTI FONDALI SAVONA

Terminal Alti Fondali Savona specialises in the handling of solid bulk cargo.

With a 300 m berth and an 18 m draught, the terminal can receive ships up to “capesize-type vessels” dimensions. The operational potential of the terminal is equal to an unloading rate of over 2,000 tonnes/hour, achieved with the combined use of the continuous unloading system and the bucket crane.

The terminal is provided with a buffer storage facility located along the quay, consisting in 7 reinforced concrete bunkers built partially underground and fitted with mobile covers, providing a total storage volume of 54,000 m³, from where cargo can be transferred to trucks and rail wagons. The terminal is equipped with a dedicated three-track railyard.

The terminal's management system is certified by RINA Services SpA in accordance with ISO 9001:2015 for the following fields of activity: Provision of unloading / loading and delivery / receipt services of bulk materials.

QUAY	Length: 274 m Depth: 19,5 m Operating capacity: Ship tonnage up to 120,000 dwt
STORAGE AREA	Quayside buffer depot: Storage capacity: 50,000 m ³ Inland Storage Area: 140,000 sqm
HANDLING EQUIPMENT	Self propelled bucket crane; Continuous unloading system; 2,000 t/hr unloading rate; Buckets, hoppers, mechanical shovels, bulk screening and crushing plants.



SAVONA TERMINALS

Since 2014, Savona Terminals SpA has merged with Must SpA, to rank as a major general cargo terminal operator in the heart of the Port of Savona, equipped to handle forest products, white bulk, iron and steel products (bulk and semi-products) as well as non-ferrous metals.

The terminal features three berths of 700 m overall length with a depth alongside between 9 and 15 m, 5 warehouses covering a total of 35,000 sqm (8,000 sqm dedicated to kaolin), an outdoor storage area of 30,000 sqm and 3 rail links. Since 2016 the terminal has a new multipurpose warehouse with an indoor area of 3,800 sqm, an investment made possible by the extension of the public concession to 31 December 2034.

The terminal is equipped with 4 Gottwald self-propelled cranes, 2 dedusted hoppers for powder-bulk cargo, conventional dedusted hoppers, tractors and fork-lifts, in addition to a range of handling equipment provided by the port's stevedoring company.



TOTAL AREA	Total: 70,000 sqm 2 port canopies: 2,900 sqm 5 warehouses: 31,000 sqm
QUAY	Zone 31 (Length: 162 m; Depth: 15 m) Zone 32 N (Length: 158 m; Depth: 15 m) Zone 14/15 (Length: 291 m; Depth: 10 m)
HANDLING EQUIPMENT	4 Gottwald self-propelled cranes; 2 Mantsinen material handling machines; Fork-lifts, grippers, buckets, wheeled flatbeds and dedusted hoppers for powder-bulk cargo.





GRIMALDI GROUP SAVONA TERMINAL AUTO

Savona Terminal Auto, part of the Grimaldi Group, operates a Ro-Ro terminal, sited in the Darsena Alti Fondali, equipped to handle cars, machinery (self-propelled, wheeled and tracked), trailers, project and heavyweight cargo and trains, thanks to the double rail track perpendicular to the edge of the quay, which allows convoys to roll directly into the ship's hold.

The terminal is located alongside the quay and covers 110,000 sqm surface area (40,000 sqm covered), with a handling capacity of 250,000 vehicles per year, bolstered by a storage capacity of 4,000 units, divided by lot and destination. The storage area is equipped with automated truck gates, surveillance cameras and direct rail-road connections and, in addition, offers bonded and fiscal warehousing services.

The complete port operation cycle, from reception to loading/unloading operations, is integrated into an IT platform and performed by a team of in-house experienced skilled staff, ensuring high standards and minimum ship dwell times.

TOTAL AREA	120,000 sqm, 40,000 of covered areas
QUAY	Length: 350 m Depth: 15 m
STACKING AREA	Handling capacity: 250,000 vehicles/year
RAIL FACILITIES	On-dock rail connection



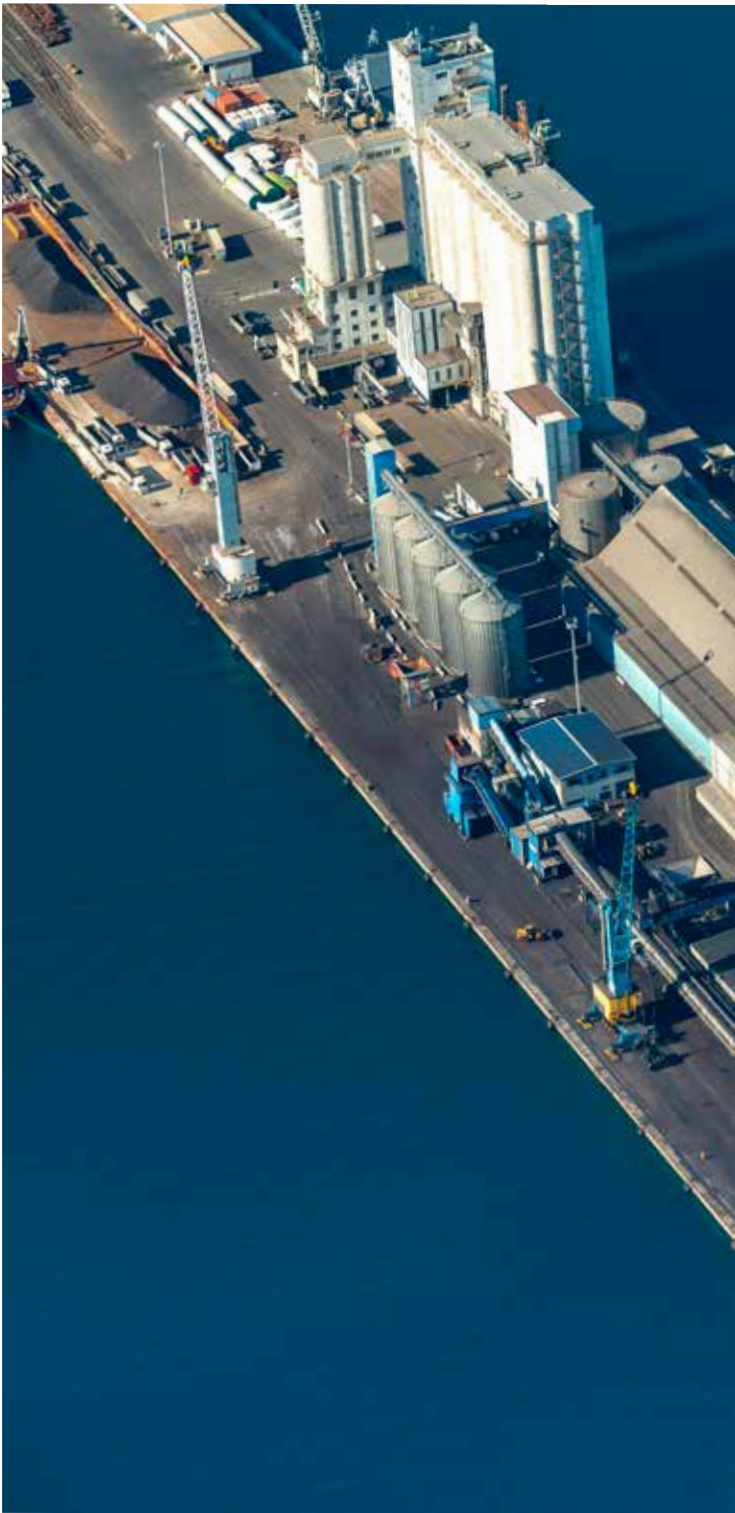
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BuT Terminal offers a wide selection of services in port operations including loading, unloading, transshipment, storage and handling of the full range of breakbulk commodities, namely, fertilisers, chemicals and minerals, soda ash, salt, sand, ferroalloys, wood pellets, biomass and related products, non-ferrous metal and colonial products.

The terminal extends across a 22,000-sqm (indoor) and 10,000-sqm (outdoor) area in the Port of Savona, and the natural deepwaters, up to 15.5 m, and the direct fast connections with the motorway and rail networks, boost BuT's competitive edge in key catchment markets.

Traditional bulk handling services match well with specialised services, from 5 up to 50-kg bags and 500/600-kg big-bag packaging services, including automatic pallet wrapping. Overall the terminal offers a packaging capacity in excess of 1,000 tons daily over double shift.

In addition, the company operates under ISO 9001:2015 certification, in full compliance with ATEX directives and pending certification under the OHSAS 18001.



TOTAL AREA	Indoor: 22,000 sqm Outdoor: 10,000 sqm
QUAY	Draft: 15.5m Operating capacity: Ship tonnage up to 50,000 gt and 400,000 t/year
HANDLING EQUIPMENT	Bagging lines for 500/600 kg big bags and 15-25 40-50 kg bags, with automatic palletiser and binding machine, mechanical shovels and fork-lifts.





COLACEM S.P.A.

The Colacem Terminal is located by the entrance of the Port of Savona, where it operates a silos for the storage of bulk grains, oil seeds, by-products and cement.

The plant (UNI EN 9001 certified) is equipped with two mobile pneumatic agribulk unloading towers and with an IBAU screw conveyor ship-unloading system for cement and other powder or granular goods.

Four automated truck/wagon loading systems ensure fast and precise weighing and re-loading operations, with daily rates of over 4,000 t. The plant is equipped with three railway tracks for a total length of 360 m.

DEPOSITI COSTIERI SAVONA

Located in the Port of Savona, Depositi Costieri Savona specialises in the storage and handling of liquid food bulk, in particular, edible vegetable oils and vegetable oils for industrial or energy use, fat acid-methyl ester and wine.

The modern facility features 33 stainless steel tanks, for a total capacity of approximately 28,500 m³; 19 tanks, equipped with steam heating coils, can cater for products with high freezing points.

Products can be handled either by sea (thanks to 3 lines of 6" and 1 line of 8" connecting the tanks to the Darsena Alti Fondali), and by train (thanks to 2 lines of 6") and by tanker trucks.

MONFER S.P.A.

Monfer is a leading company in the Italian logistics, storage and delivery of grains, oil seeds and by-products, with a network of storage facilities sited across Northern Italy, for onward distribution to the domestic market.

The terminal sited in the Port of Savona specialises in loading/unloading and storage of agribulk, by-products and general cargo, with a railway link.

The facility is also equipped with a vegetable oil and bio-diesel unloading and storage system for a capacity of 12,000 m³. The 390 m long berth, with a depth alongside of 15.5 m, can accommodate the large dry cargo cape-size ships.





PORT OF PRA'

PSA GENOVA PRA' TERMINAL

TERMINAL AREA	1,160,000 sqm
QUAY	Length: 1,675 m Depth: 15 m Berths: 4 full-container vessels
HANDLING EQUIPMENT	12 Quay cranes: 8 (25 rows SSGCs) 4 (18 rows SSGCs) 31 RTGs 30 Reach stackers 6 Empty container handlers 76 Prime movers 4 A-RMGs for rail operations
STACKING AREA	Reefer plugs: 978 DG Cargo area: 2,004 TEU
RAIL FACILITIES	8 x 1,200 m tracks RNE standard template
WAREHOUSE	PDE WAREHOUSE 1,200 sqm indoor area 7,000 sqm yard area Handling equipment: 1 reach stacker 1 x 25 tons forklift 1 x 5 tons e-forklift 2 x 3 tons e-forklifts DISTRIPARK 10,000 sqm indoor area 25,000 sqm yard area Handling equipment: 2x reach stackers 1x 25 tons forklift 1x 33 tons forklift 2x 5 tons e-forklifts 2x 3 tons e-forklifts 2x 2.5 tons e-forklifts

The PSA Genova Pra' terminal was designed specifically to handle large volumes of box traffic and to accommodate ultra-large container vessels: with modern and sustainable port facilities and direct on-terminal road and rail connections, PSA Genova Pra' terminal ranks as the leading maritime gateway to the Northern Italian industrial and consumer centres and as one of the most efficient gateway operators in North Mediterranean Sea.

Located along a wide navigation channel with direct access to the open sea and with a turning basin of 600 m, all classes of vessels, can arrive and depart 24 hours/day. PSA Genova Pra' covers a total surface area of 116 hectares of which 98 dedicated to operations and features a quay length of 1675 metres with a draught capable of accommodating up to the 24,000 TEUs new generation vessels.

The terminal is progressively boosting its position as leading port in the handling of refrigerated containers: the facilities dedicated to refrigerated and conditioned cargo feature a number of plugs able to accommodate up to 1,500 TEUs reefer containers.

PSA Genova Pra' also caters for breakbulk cargo which has increased significantly over the last few years. A committed team is specialized in finding tailor-made solutions for the full commodity sector: cases, yachts, helicopters, and machine components are handled smoothly across the 62-t. capacity gantry cranes and a wide range of mobile cranes providing the highest degree of flexibility.

A direct on-terminal motorway connection allows fast access to the A26 and A6 for Milan and Turin as well as the A10 south to central Italy and west to France. An automated real-time container tracking system, coupled with 12 automated lanes for container traffic and 2 for non-containerised and heavy lift cargo, ensure fast gate clearance. The facility, equipped with 4 RMGs, offers also direct on-terminal rail links and the terminal management company operates directly two rail services to Switzerland and Southern Germany: the Southern Express, connecting the terminal 3/week with Basel and the Stuttgart Express, 2/ week with Stuttgart in Germany.

In addition, the company benefits from the E-port custom connection within the Port Community System and offers seamless internet and EDI access for customers.

PORT OF GENOA





PSA SECH TERMINAL

PSA SECH (Terminal Contenitori Porto di Genova S.p.A.) is located in the heart of the Port of Genoa basin and is equipped to cater for up to 14,000 TEU vessels, consolidating its position as a centre of cargo handling excellence with onward distribution towards the major Northern Italian logistic hubs. The terminal facilities cover a total surface area of 205,000 sqm and feature a 526-m quay, with 14.5-m depth alongside, and a range of handling equipment, including ship-to-shore gantry cranes with an outreach of 20 rows.

Ranking amongst Italy's leading gateway container terminals, PSA SECH has successfully capitalised upon its strategic location, easily accessible both by sea (vessels dock in less than one hour after having entered the port), and overland with direct connections to the rail and motorway network (500 m from the motorway exit).

PSA SECH is equipped to cater for breakbulk cargo weighing up to 60 tons. An external floating crane is available on demand, so that the terminal can increase its safe workload up to 100 tons, making the operations fast and efficient. Bespoke solutions are provided to the client in order to satisfy any cargo handling needs in size and shape, arranging loading and unloading operations both directly and after grounding at the terminal.

TERMINAL AREA	205,000 sqm
QUAY	Length: 526 m Depth: 14.50 m Berths: 2 full-container vessels
HANDLING EQUIPMENT	5 quay cranes: 4 (20 rows SSGCs) 1 (18 rows SSGCs) 6 RMGs 17 Reach stackers 22 Prime movers 2 RMGs for rail operations
STACKING AREA	Reefer TEUs: 658 DC Cargo area: 549 TEU
RAIL FACILITIES	7 x 550 m tracks

BETTOLO - GENOA MEDITERRANEAN GATEWAY

The new Bettolo - Genoa Mediterranean Gateway, located in the Sampierdarena basin of the Port of Genoa, features a total surface area of 90,000 sqm, with a 450-metre quay and 16 m depth alongside. The terminal management company operates principally MSC container vessels, although the facility is also equipped to accommodate other carriers and cater for diverse commodity sectors, namely, breakbulk.

A full range of services are provided on-site, including certified container weighing and, upon request of the Customs and Excise Department, physical cargo inspections and control.

Bettolo boasts a direct on-terminal rail link, served by 2 RMC cranes operating across 7 tracks, each 500 metres long.

TOTAL AREA	90,000 sqm
QUAY	Length: 450 m Depth: 16 m
HANDLING EQUIPMENT	3 MHC Cranes with a lifting capacity of 100 tonnes 3 RMC Cranes 9 Reach Stackers 10 Terminal Tractors 240 Reefer plugs
RAIL TERMINAL	500 m rail link





SPINELLI GROUP - GENOA PORT TERMINAL

The Spinelli Group established its port terminal management activities in Genoa in the late 1990s, and since 2001 Genoa Port Terminal has been managed by the Spinelli Group. In 2023 Hapag-Lloyd acquired a 49% stake in the Spinelli Group.

Genoa Port Terminal, covering a total surface area of 159,000 sqm at Calata Inglese, Calata Massaua, Ponte Etiopia and Ponte Idroscalo has over the years progressively boosted container and trailer throughput and number of calls, thereby winning the confidence of major shipping lines. The terminal moves container traffic across the Med, Africa, North and South America, and high volumes of rolling cargo to/from Tunisia.

The substantial investment programme implemented in recent years has further strengthened the position of the company as centre of cargo handling excellence. Today Genoa Port Terminal is equipped to provide clients with the full range of services, including stevedoring, storage, container stuffing and stripping, weighing and lashing of project cargo. Reefer container handling facilities feature 290 reefer plugs. In addition, the completion of the new on-terminal rail link has further boosted intermodal services, cutting transit times and increasing efficiency.

TOTAL AREA	159,000 sqm
QUAY	Length: 1,330 m Depth: 14 m Berth: 4 (With 3 Ro-Ro ramps)
HANDLING EQUIPMENT	10 Mobile cranes 28 Reach stackers 23 Mafi tractors 290 Reefer plugs
RAIL TERMINAL	2 x 400 m rail link



C. STEINWEG - GMT

C. Steinweg-GMT S.r.l. is located in Genoa as Regional Office of the Rotterdam-based Steinweg Group for Central Med, Adriatic Coast and North Africa. The company is the leading metal logistics operator in Italy, and GMT has been a member since 1992. Specialised in forwarding, warehousing, transport and distribution of the full range of commodities, the company's core business focuses on non-ferrous metals, ferro-alloys, scrap and steel.

The company warehouses in Genoa, Trieste and Livorno are licensed by the LME, and by ICE for coffee in Genoa and Trieste. C. Steinweg-GMT also operates in the Ports of Salerno, Ravenna and Gaeta and branch offices in the Ports of Koper, Rijeka, Bar, Belgrade, Thessaloniki, Casablanca, Alexandria and agents in Ploce, Split and Durres.

The company provides clients with worldwide access to a premier door-to-door service integrated across a network of Steinweg offices in 110 locations in over 40 countries.

TOTAL AREA	100,000 sqm
QUAY	Length: 925 m, including ramp for ro-ro vessels Depth: 11 m
WAREHOUSE	30,000 sqm
HANDLING EQUIPMENT	4 Cranes 5 Reach stackers 40 Forklifts 20 Semi-trailers 4 Spreaders 2 Pivoting coils
RAIL FACILITIES	500-metre rail link





FO.RE.S.T

Fo.re.s.t. Terminal at Ponte Somalia is the only dedicated forest products facility in the Port of Genoa, handling pulp for paper production, kraft liner board, reels, newsprint and timber.

The company, established in 1992, is owned by the Campostano Group and ranks as one of the leading forest products handling companies in the North Tyrrhenian Sea.

The terminal covers a total area of 15,500 sqm including 7,500 sqm of warehouse facilities, with 10-metre depth alongside a 193- metre quay. The company has ISO 9001/2008 and OHSAS 18001 certification.

The full range of services provided includes cargo surveying, inland distribution, consulting, shipping agency, forwarding and insurance brokerage.

In addition, the terminal is equipped to handle iron, steel and yachts, and to provide container stripping services.

TOTAL AREA	15,500 sqm
QUAY	Length: 193 m Depth: 10 m
STACKING AREA	8,000 sqm
WAREHOUSE	7,500 sqm
HANDLING EQUIPMENT	10 Forklift trucks 1 Gottwald 280E crane 1 Sweeper 1 Reach stacker



TERMINAL SAN GIORGIO

Terminal San Giorgio (TSG) is 100% part of Ignazio Messina & C. SpA Company, a leading Italian shipowner and intermodal logistic group which operates across different segments of the global supply chain industry.

The terminal features a total surface area of 206,000 sqm, and a 1600-metre quayline, with an annual average of 900 ship calls for a volume of over 2 million lane meters, confirming the recent steady upward trend. TSG is equipped to operate simultaneously 3 Ro-Ro vessels and 6 Lo-Lo vessels, and to handle the full range of product categories: containers, trailers, cars, yachts, breakbulk and project cargo.

With ongoing terminal infrastructure investment and a focus on technological innovation and environmental sustainability, the port facilities are on track in reaching the milestones of the ecological transition process undertaken. TSG deploys in total 5 mobile harbour cranes, with hybrid engine and electric smart powerful technology, for fast and efficient handling of all general cargo commodity sectors.

Bolstered by the digitization and automation of the new terminal gate (fully powered by solar panels), TSG ranks as a genuine “smart terminal” in the Port of Genoa. In addition, TSG has obtained ISO45001, ISO14001 and AEO certifications in environmental and quality management, thereby consolidating its role as a reliable trading partner for the major carriers calling at the port.

TOTAL AREA	206,000 sqm
QUAY	Lenght: 1600 m Depth: 11/12 m Berths: 6 lo/lo + 3 ro/ro
HANDLING EQUIPMENT	3 Mobile cranes Full Reach stackers: 10 Forklifts: 25 Tugmasters: 17 Mafi rolltrailers: 90 Reefer plugs: 100
RAIL TERMINAL	2 rail lines equipped for 2 freight trains





INTERMODAL MARINE TERMINAL (IMT) - MESSINA GROUP

The 245,000 sqm total surface area, at Genoa's Ponte Nino Ronco and Canepa, furnished the terminal with the equipment and infrastructure needed for rapid and efficient cargo handling, including warehousing and consolidation.

Today Intermodal Marine Terminal (IMT) is a truly multipurpose facility, fully equipped to cater for all key commodity segments.

The Ro-Ro sector continues to perform strongly and a wide selection of sailings are offered to major destinations in the Mediterranean, the Red Sea, North Africa, the Middle East, West Africa, South East Africa, and Indian Subcontinent.

The Messina group has recently applied a new strategy: IMT Terminal has opened up to the market, offering its extensive experience in the multipurpose shipping sector to all clients who request services tailor-made to their specific requirements. IMT operates regular block train services across a network of inland terminals in Milan, Brescia, Vicenza and Dinazzano, plus Rivalta Scrivia by third parties, which all offer connections to major industrial and consumer centres across Central and Southern Europe.



TOTAL AREA	245,000 sqm + 64,000 sqm to be completed
QUAY	Length: 1,350 m Depth: 13 m Berths: 5/6 (including 3 stern ramp masts)
HANDLING EQUIPMENT	4 STS cranes 2 RMG cranes 10 Reach-stackers 30 Forklifts: 2 empty container Forklifts 20 tractors 4x4/4x2s 30 Trailers 10 Roll trailers 4 OOG spreaders
STACKING AREA	Capacity: 12,000 TEU – 3000 ground slots Hazardous cargo: 900 TEU max. capacity Reefer plugs: 200 (630 sqm) Refrigerated facility: 7,000 m ³ Warehouse with crane: 13,000 sqm Car deck area: 6000 sqm Rolling stock area: 28,000 sqm
RAIL FACILITIES	5 on-terminal rail lines connected to the national rail network

STAZIONI MARITTIME

Stazioni Marittime S.p.A. operates the ro-pax ferry terminal in the Port of Genoa, handling on average 2,5 million passengers, 700,000 vehicles. The port offers a wide selection of ferry services across the Mediterranean and to North Africa: destinations include Sardinia, Sicily, Corsica, Spain, Malta, Morocco, Tunisia and Algeria with sailings operated by Grandi Navi Veloci, CIN Tirrenia Compagnia Italiana di Navigazione, Moby Lines, Co.Tu. Nav, and Algérie Ferries.

The company manages three dedicated ferry terminals and a total of 8 all-purpose Ro-Ro berths plus an additional 2 berths (Ponte Andrea Doria Levante and Ponte Andrea Doria Ponente) which can accommodate both cruise and ferry ships.

Calata Chiappella ferry terminal boasts 19 check-in gates that speed up transit times to the embarkation areas. The ferry terminal building is linked to Ponte Colombo and Ponte Caracciolo by a walkway which separates the pedestrian flows from the cars and trucks at quay level. An 80,000-sqm area dedicated to pre-boarding parking and a separate 100,000 sqm truck park are available.

Ponte Colombo ferry terminal offers 3 berths across an area of 6,000 sqm. The terminal is equipped to handle the latest generation of ships which sail to both European and North African destinations.

Ponte Caracciolo ferry terminal was designed to cater specifically for border control and security requirements of extra-Schengen ferry traffic.



TOTAL AREA	290,000 sqm
FACILITIES	5 terminals
QUAY	Total length of quays available: 3,000 m Depth: 11 m max Berths: 12
MAX. SHIP DIMENSIONS FOR BERTH	Length: no limit Width: no limit
ANCHORAGE	Available: yes Ship tenders allowed: yes Tugs available: yes Tidal movement/range: 30 cm

PORTO PETROLI

The Multedo Oil Terminal covers a total onshore area of 124,000 sqm and has both landside and offshore facilities. The terminal features three jetties perpendicular to the coast. Through connecting pipelines, Porto Petroli supplies the major oil refineries and depots in Northern Italy.

Thanks to a fast and efficient mooring service provided by the terminal, vessels can be unloaded in most marine and weather conditions in full safety and loaded with gasoline, VN and LCN with zero pollution.

The terminal is equipped with fire-fighting equipment.

SAAR DEPOSITI PORTUALI

SAAR is one of the leading companies in the Mediterranean dedicated to the discharging, storage and handling of liquid bulk with a strong experience in vegetable oils and derivatives, namely palm oil, coconut oil, palm kernel, cocoa butter and FAME.

The company, established in 1930, works with some of the leading Italian operators in the liquid food bulk market and energy industry. The facility features a storage capacity of approximately 116,000 mc, for a total of 120 stainless steel tanks. The handling process is fully automated, including temperature control, pump operation and unloading. In addition, the terminal has recently invested in state-of-the-art plants for oil treatment and refining.

SAAR Depositi Portuali boasts two different types of berths: one which can accommodate ships over 190 m in length with a draft of over 12 m and another which can handle ships up to 120 m with up to 9 m draft. Different products can be unloaded simultaneously through steel pipes. The terminal offers electronic scales for the simultaneous loading of tankers and an on-terminal rail connection for loading operations.

The company received ISO 9001 certification for service quality management, ISO 14001 for environmental management and ISO 45001 for safety system.



SAMPIERDARENA OLII

The terminal, which covers an area of 11,000 sqm, is strategically located in the Sampierdarena basin, adjacent to the Customs offices and the S.Benigno and P.Etiopia port gates, and close to the motorway exit.

Sampierdarena Ollii has a storage capacity of 35,000 m³ and access to four berths with a depth of 9.5 m alongside. The terminal is equipped to accommodate vessels with a flash point under 63°, in accordance with the Harbour Master safety regulations.

The company offers the full range of services for the handling and storage of liquid food products, namely: loading/ unloading and reloading on trucks, logistic support for both transport by sea and overland by rail and truck, forwarding services, and quantity/quality controls.

SILOMAR

Silomar Terminal is well equipped to service vegetable oils and fats, mineral oils and bulk chemical products with a flash point superior to 61 degrees.

The terminal offers five berthing points served by 14 stainless steel pipelines leading to 79 tanks, for a total storage capacity of 79,300 m³.

Silomar features a railway sidetrack located inside the shore installation and 215 metres long, it is equipped with a loading/unloading system and with two platform scales.

The terminal is backed up by UNI EN ISO 9001:2008, UNI EN ISO 14001:2004 and BS OHSAS 18001:2007 certifications.

TERMINAL RINFUSE GENOVA

The terminal is equipped to handle the complete range of dry bulk, namely: coal, rock salt, sands, cement, fertilizers, minerals, biomass, project cargo, steel products.

Genoa's dry bulk terminal covers a surface area of around 100,000 sqm and features three quays with a total berthing line of approximately 930 linear meters and depth alongside up to 11.58 m. Terminal Rinfuse offers two warehouses, with a total surface area of 15,000 sqm, one of which is divided into separate areas with sliding roofs enabling discharging to be carried out directly from the vessels to storage.

TRGe is equipped with four gantry cranes with a capacity ranging from 12 to 80 tons, 2 hopper chains and over 2,500 meters of fully automated conveyor stacking line with an integrated rail/truck loading system.

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