

## Service facility description template

Para. N.	Title	
	Version	Version 1 dated 11/11/2022
<b>1. General information</b>		
1.1	Introduction	<p>IGNAZIO MESSINA SPA has drawn up this document in relation to the railway facility, part of the IMT Terminal, located in the Port Basin of Genoa Sampierdarena, in compliance with the provisions of the Implementing Regulation (EU) 2017/2177 and Directive 2012/34. IGNAZIO MESSINA SPA is a company that carries out the activity of "port operator on behalf of third parties" in the state-owned area of the port basin of Genoa Sampierdarena - Nino Ronco/Canepa pier, under concession by the Port System Authority of the Western Ligurian Sea ("AdSP") pursuant to and by effect of Article 18 of the law. 84/94.</p> <p>IMT is therefore a Port Terminal pursuant to art. 2, letter g) of Annex II of Directive 2012/34.</p> <p>IMT carries out port operations such as unloading, loading, transshipment, handling, customs warehousing and temporary custody of goods and related additional services. The Terminal extends over an operating area of approximately 178,000 square meters and on a quay front dedicated to import-export and is equipped with specialized type of operating vehicles approved for the handling of containers, general cargo and rolling cargo.</p> <p>IMT is composed by:</p> <ul style="list-style-type: none"> <li>- the quay, an interface between sea and land that develops over a linear length of 900 meters, allowing simultaneous operations on different ships, through the use of portainer cranes, which move on rails along its entire length.</li> <li>- storage areas:             <ol style="list-style-type: none"> <li>1. storage areas for Export containers served by Reach Stacker;</li> <li>2. storage areas for Import containers served by RMG;</li> <li>3. storage areas for empty containers served by ECH For the exclusive handling of empty containers and/or by Reach Stacker;</li> <li>4. storage areas for special cargo such as:                     <ul style="list-style-type: none"> <li><input type="checkbox"/> reefer containers</li> <li><input type="checkbox"/> containers containing dangerous goods</li> </ul> </li> <li>5. storage areas for specific activities such as:                     <ul style="list-style-type: none"> <li><input type="checkbox"/> customs inspection area</li> <li><input type="checkbox"/> radiometric verification area</li> <li><input type="checkbox"/> areas for the merging of oversized cargo and/or for container filling/emptying activities</li> </ul> </li> </ol> </li> </ul>

☒ In the storage areas, the container handling activity from or for road haulage is carried out using equipment, i.e. reach stackers and front handlers (empty containers) or RMG gantry cranes. Entry and delivery of containers can take place both by external trucking and by train.

As regards railway activities:

- the railway fleet of the IMT Terminal consists of 3 operational railway tracks and one service track with a total length of approximately 1,000 meters, where trains with a maximum length of approximately 400 meters can currently be housed and worked, after discarding some wagons on the service track;

- The train tracks are not electrified;

- IMT Terminal is connected to the railway fleet of GE Marittima Bacino (Parco Fuorimuro) which, in turn, is connected to the RFI service location of Genova Sampierdarena Smistamento through the so-called "submersible" line via Genova Forni on which operates, for the railway shunting activity FuoriMuro Servizi Portuali e Ferroviari S.r.l. ("Fuorimuro"), current AdSP concessionaire for the port railway service of general interest pursuant to art. 6, paragraph 5, Law 84/1994 in the port of Genoa.

- The railway area of the Terminal and junction is therefore subject to the Regulations of the railway service of the Port of Genoa published by AdSP (formerly the Port Authority of Genoa) and available at the following link:

<https://trasparenza.strategicpa.it/portogenova/archivio/35544-concessione-di-servizi-ferroviari>

- IMT currently does not autonomously carry out shunting operations/rail services, not even within the areas under concession.

- IMT manages the train for container loading and unloading operations from the moment the shunting concessionaire (Fuori Muro) positions it near the gantry cranes (RMG). Once the loading and unloading operations have been carried out by IMT, Fuorimuro recovers the railway convoy to move it to the port interchange parks, where checking procedures take place before entering the national railway network. On the trains/wagons accessing the IMT Terminal, IGNAZIO MESSINA SPA operates as follows:

- customs gate opening request - ISPS Code

- preparation of wagons for containers receipt/shipping;

- unloading and loading of full/empty containers;

- coordination with the activities of the shunting service concessionaire "Fuorimuro";

- shared documentation management system

This document is published on the website: [www.imterminal.it](http://www.imterminal.it).

		<ul style="list-style-type: none"> <li>on the RAIL FACILITIES PORTAL: <a href="https://railfacilitiesportal.eu/">https://railfacilitiesportal.eu/</a></li> <li>on the Western Ligurian Sea Port System Authority website, railway transport section - Genoa: <a href="https://www.portsofgenoa.com/it/Intermodalità-logistica/trasporto-ferroviario.html">https://www.portsofgenoa.com/it/Intermodalità-logistica/trasporto-ferroviario.html</a></li> </ul>
1.2	Service facility operator	<p>Operator of the service system as concessionaire of AdsP for the railway shunting service in the port of Genoa is:</p> <p><b>Fuorimuro Servizi Portuali e Ferroviari S.r.l.</b> Via Operai, 8 - 16149 Genova (GE)</p> <p>Operational office: Telefono: 010 414858 Mail: <a href="mailto:coordinatori@fuorimuro.it">coordinatori@fuorimuro.it</a></p> <p>Operator of the container port terminal AdSP concessionaire is:</p> <p><b>IGNAZIO MESSINA &amp; C.SPA – IMT TERMINAL</b></p> <p>The Applicant (MTO or Railway Company) accessing the IMT services, once availability for access has been obtained, is required to contact (and/or have them contacted), Fuorimuro, concessionaire of the Maneuvering Service in the port of Genoa, to check accessibility to the maneuver, according to the Regulations in force as well as to the availability of spaces in the Sampierdarena basin.</p>
1.3	Validity period and upgrades	<p>This document is updated whenever changes occur to the characteristics of the service facility or to the access conditions. Any changes will be published with progressive number and date. It follows the same procedure with which the original document is published.</p>
<b>2. Services</b>		
2.1 ... ... 2.X	Service designation	<p><b>2.1 Facility access service</b></p> <p>Railway shunting services for the entry/exit of trains/railway wagons to and from the IMT Terminal are provided by Fuorimuro Servizi Portuali e Ferroviari S.r.l as AdSP Concessionaire of the port railway shunting service, pursuant to the current Regulation issued by the Port Authority of Genoa (currently the Port System Authority of the Western Ligurian Sea). The management of the railway gate opening, as a customs gate, is entrusted to the competent bodies, which are notified in advance by IMT, whenever necessary.</p>

		<p><b>2.2 Container loading and unloading service</b></p> <p>The loading/unloading of containers on/from the trains takes place after setting up the pins of the railway wagons, by using 2 rail yard cranes (RMG).</p> <p>Before the carriage/railway wagons leave the IMT Terminal, the operating staff check their correct positioning on the platform, the compliance with the limit gauge, the absence of significant damage, the correspondence of containers and labels with respect to the indications received and according to the capacities of the single wagon.</p> <p><b>Imt offers no other services but activities that allow access/exit from the Terminal and unloading/loading of containers from/on the wagons.</b></p>
<b>3. Service facility description</b>		
3.1	Facilities/services list	<ul style="list-style-type: none"> <li>• This document refers to the railway fleet of the IMT Terminal managed under concession by IGNAZIO MESSINA SPA.</li> </ul>
3.2	Service designation	<p>Access to the port facility of the IMT Terminal</p> <ul style="list-style-type: none"> <li>• acceptance and departure of container railway wagon convoys</li> <li>• loading and unloading of containers from/to IGNAZIO MESSINA SPA</li> </ul>
3.2.1	Location	<p>IMT has three private access gates (two roadways and one railway):</p> <ul style="list-style-type: none"> <li>- Main road gate: is located at the Molo Nino Ronco and guarded by the Guardia di Finanza. It is interconnected with ordinary road traffic from Via Guido Rossa.</li> <li>- Secondary road gate: is located at the end of Viale Africa, inside the Port of Genoa, with access from Lungomare Canepa.</li> <li>- Railway gate: is located at the Molo Nino Ronco, it allows direct connection with the Fuori Muro freight station and with the Sampierdarena station.</li> </ul> <p><b>Access the port area is allowed only when obtaining the necessary permits issued by the AdSP or by the Terminal itself.</b></p>

		<p><b>For more information, please contact the Terminal Security (PFSO).</b></p> <p><b>GPS coordinates:</b>  <b>Latitude.:</b> 44.410267 - <b>Longitude.:</b> 8.878325</p> <p><b>Connection with the railway infrastructure</b></p> <p>The IMT Terminal is connected to the national railway network via the "Genova Marittima Bacino" interchange park, via the "submersible" line.</p> <p>As mentioned above:</p> <p>a. the railway shunting services for the entry/exit of trains/railway wagons from the IMT Terminal to the Sampierdarena basin are provided by Fuorimuro Servizi Portuali e Ferroviari S.r.l. as AdSP Concessionaire of the port railway service.</p> <p>b. As concerns internal manoeuvres, IMT does not currently operate independently.</p>
3.2.2	Opening time	<ul style="list-style-type: none"> <li>• <u>Opening hours on weekdays:</u> Monday -Friday from 06.00 a.m. to 08.00 p.m.</li> <li>• <u>Opening hours on weekdays:</u> Saturday from 06.00 a.m. to 01.00 p.m.</li> <li>• <u>Opening hours on public holidays: normally closed</u> Sunday closed</li> </ul> <p>Total holiday closure: May 01 – December 25 – August 15</p> <p>Work shifts are organized as follows:  Shift 1: from 07.00 a.m. to 01.00 p.m.  Shift 2: from 01.00 p.m. to 07.00 p.m.  Shift 3: from 07.00 p.m. to 01.00 a.m.  Shift 4: from 01.00 a.m. to 07.00 a.m.</p>
3.2.3	Technical specifications	Please note that the "Genoa Sampierdarena Smistamento" service location is part of the National Railway infrastructure and is managed

		<p>by RFI. It is connected by the "Sommergibile" line with the "Genova Marittima Bacino" port interchange park. For technical specifications and any updates relating to access to "Genova Sampierdarena Smistamento" and therefore to the "Genova Marittima basin" interchange facility, please refer to the RFI Network statement.</p> <p>IMT Terminal railway facility consists of 5 railway tracks, 3 of which are operational. Their total length is approximately 1,000 meters; trains of up to 400 meters length can currently be stationed and processed; this can be possible after moving some wagons on the service track.</p> <p>The Terminal railway facilities are located on a state-owned area. The related infrastructure is owned by AdSP.</p> <p>The platforms in the Terminal are not electrified.</p> <p>IFN gauge system.</p> <p>Mass compatible with associated RFI lines.</p> <p>Since the IMT Terminal is located within the railway area of the Port of Genoa, for further technical details please refer to the Regulation of the Railway Service in the Port of Genoa issued by AdSP.</p>
3.2.4	Planned changes to technical specifications	<p>There are actually no changes to the technical characteristics that could lead to restrictions on the offer of the service. Any needs relating to the variation of the technical characteristics of the service system are planned and adequately communicated in time to the users, notwithstanding the works relating to the P3121 contract (new port road system).</p>
<b>4. Rates</b>		
4.1	Rates information	<p>No access fee is applied by IGNAZIO MESSINA SPA at the moment for trains entering into the service facility.</p> <p>For port railway shunting activities and related tariffs, reference must be made to the regulation of railway services in the port of Genoa and to the documentation which can be consulted at the following link: <a href="https://trasparenza.strategicpa.it/portogenova/archivio/35544-concessione-di-servizi-ferroviari">https://trasparenza.strategicpa.it/portogenova/archivio/35544-concessione-di-servizi-ferroviari</a>.</p> <p>The rates currently applied by IGNAZIO MESSINA SPA concern:</p> <ol style="list-style-type: none"> <li>a. container loading and unloading operations from/railway convoys/railway wagons to/from ship. Those tariffs are currently included in the overall agreements with the Shipping Companies as activities strictly functional to port operations relating to goods in containers at the Terminal and, therefore, to the general functioning of the port facility.</li> <li>b. the General Rates of IGNAZIO MESSINA SPA (auxiliary services) are published on the web site: <a href="http://www.imterminal.it">www.imterminal.it</a>,</li> </ol>

		<p>and filed with the AdSP of the Western Ligurian Sea pursuant to and by effect of the law of 28 January 1994, n. 84</p> <p>Any additional rates for offshore container and wagon movements will be provided upon request and calculated according to cost of personnel, handling equipment used, shifts, volume, overheads and insurance.</p> <p>IGNAZIO MESSINA SPA reserves the right to introduce penalties for failure to use the slots booked, for the arrival/exit of the trains.</p>
4.2	Information about discounts	Not available.

## 5. Means of access

5.1	<i>Legal requirements</i>	<p>Since the entry of railway tracks is possible only through the RFI network at the Genova Voltri FM service location, the access conditions are those set by the RFI network manager, and, as regards the state property, by the Regulations of the railway shunting service of the Port of Genoa.</p> <p>The area inside the Terminal is also subject to the Maritime Security - ISPS Code, to the ordinances published by the Port Authority of Genoa and to the Ordinances of the AdSP MALO.</p>
5.2	<i>Technical specifications</i>	<ul style="list-style-type: none"> <li>• <b>Rolling stock type:</b> all types of wagons that transit in the intermodal sector</li> <li>• <b>Maximum train length:</b> 400 meters</li> <li>• <b>IFN gauge system</b></li> <li>• <b>Mass compatible with associated RFI lines.</b></li> </ul>
5.3	Self-handling	Any self-handling is currently subject to the pertinent provisions of the Regulation of the railway shunting service of the Port of Genoa issued by AdSP (at the time the Port Authority of Genoa) in line with article 9 of law 287/1990.
5.4	IT systems	Applicants inform IMT before the unloading/entry of the containers expected to enter or exit by train. The IMT operational office (Yard/Rail office) enters all the necessary information relating to the loading/unloading containers on its computer system (TOS); For import containers, the various lists necessary for the convoy to leave the Terminal are produced and sent by the said office, to those directly involved (MTO concerned, Railway Company, Authorities).

## 6. Capacity allocation

<p>6.1</p>	<p>Requests for access to service facilities and use of rail-related services</p>	<p>The procedure for requesting new train paths with arrival/departure from IMT is the following:</p> <ol style="list-style-type: none"> <li>1. IMT Terminal access request;</li> <li>2. Commercial Agreement;</li> <li>3. Contractual formalisation.</li> </ol> <p>IGNAZIO MESSINA SPA reserves the right to evaluate the compatibility between the requests and the general planned operations of the Railway Park and the Port Terminal.</p> <p>Following the conclusion of the agreement, the scheduling of arrival and departure of the trains and/or railway wagons is coordinated between IGNAZIO MESSINA SPA, IMT, Fuorimuro and RFI.</p> <p>The IMT Terminal informs Fuorimuro about the track on which to enter the wagons; in case of operational needs, the wagons can be divided between several tracks, defined by IMT.</p> <p>The minimum information that the Applicant must guarantee when requesting the service are:</p> <ul style="list-style-type: none"> <li>• The train number;</li> <li>• The Shipping/Railway Company and any reference MTO;</li> <li>• Time of arrival/departure;</li> <li>• Origin/Destination;</li> <li>• Other any technical specifications such as: number of wagons, loading characteristics, railway convoy length.</li> </ul> <p>For manoeuvres/services, the applicant must also coordinate with the Operator of "Fuorimuro" Maneuvering Service. Please note that, as the Terminal is located in an international customs area, to ensure the required service it is mandatory to have completed the necessary customs procedures. All documentation will be duly checked.</p>
<p>6.2</p>	<p>Management of requests</p>	<p>Imt, together with Fuorimuro, RFI and the parties involved, act to reconcile as much as possible all the requests received, within the limits of the available capacity, taking also into account the overall Terminal operations.</p> <p>Please note that the initial management of access and the final exit from/to the Sampierdarena Basin is managed by RFI and that, subsequently, the movement of railway wagons to/from Terminal is managed by the Fuorimuro Concessionaire. Therefore, these operations are not under the responsibility of IMT, which consequently cannot be held responsible for any impediments and/or conflicts in the programming carried out by the</p>



		Concessionaire and/or by RFI for access and departure from/to the Terminal.
6.3	Information about available capacity and temporary capacity restrictions	<p>For any information on available capacity, please contact IMT Terminal Customer Service/Yard Rail Planning Office. Any service interruptions (line interruptions - problems related to container loading, etc.), will be promptly communicated to the parties involved.</p> <p>Access to the railway system of the IMT Terminal could suffer any inconvenience due to limitations and restrictions on RFI lines. IGNAZIO MESSINA SPA is therefore not liable for impediments external to its organization.</p>