



**Presidency of the International Commission for the Free Port of Trieste (ICFPT)**

Comitato PLT c/o Helmproject di Marcus Donato

Casella Postale 2013/a

34151 Trieste

Trieste, June 29, 2012

## **FUNDING PROGRAM "RECOVERY OF FREE PORT OF TRIESTE"**



**Program addressed to investors interested in financing the reconstruction and development of the Free Port of Trieste and the infrastructures related to it.**

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**Acronyms:**

FTT = Free Territory of Trieste



FPT = Free Port of Trieste

ICFPT = International Commission of the FPT

UN = United Nations

UNSC = United Nations Security Council

Annex VI = Permanent Statute of the Free Territory of Trieste

Annex VII = Instrument for the provisional regime of the Free Territory of Trieste

Annex VIII = Instrument for the Free Port of Trieste

To view the documents related to this program please check [www.triestfreeport.org](http://www.triestfreeport.org)

## Chapter I

### PRESENTATION OF PROPOSING INSTITUTION

**The Committee Free Port of Trieste (CommitteeFPT)** is an international institution on a temporary basis that includes the **International Commission of the Free Port of Trieste (ICFPT)** which is an international institution on a permanent basis, both are to be treated as one international organization that cooperates closely with the UN Security Council (UNSC) and generally with other international organizations to finalize like from the Treaty of Peace with Italy 1947, the Free Port of Trieste (FPT) and the Free Territory of Trieste (FTT), that legally define the only International Nation existing in the world. The CommitteeFPT was constituted on December 02, 2009 as an association of original Free Territory citizens resident in the FTT to temporarily and democratically replace the Government and the Popular Assembly of the Free Territory missing for bureaucratic reasons of UNSC.

The Constitution of CommitteeFPT is deposited only by the Secretary General of the United Nations in New York, since it includes the "Permanent Presidency of the ICFPT."

The ICFPT is the international organization of monitoring and recommendation for the application of the law for the territory of the FPT (Annex VIII) voted with the 16th Resolution of the UN Security Council (UNSC) on January 10, 1947 and subsequently included in the Treaty of Peace with Italy on February 10, 1947. The Treaty of Peace with Italy was ratified by 21 countries (now 38) including Italy.

**The Presidency of the CommitteeFPT/ICFPT** (representative for the FTT, Annex VIII, Article 21.2) consists of 4 representatives of the zone A of the Italian Interim Administration for the FTT, 3 representatives of Zone B of the Slovenian Interim Administration for the FTT, 1 representative of Zone B of the Croatian Interim Administration for the FTT and 1 president.

The Presidency has the institutional duty to invite to take head office in the Free Port of Trieste as foreseen in Annex VIII, Art. 21 and 22, the representatives of the International Commission of the following nations:

France, Great Britain and Northern Ireland, United States of America, Italy, Poland, Switzerland, Austria, Hungary.

For the former Union of Soviet Socialist Republics: Russia, Armenia, Azerbaijan, Belarus, Estonia, Georgia, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldova, Tajikistan, Turkmenistan, Ukraine, Uzbekistan.

For the former Federal Republic of Yugoslavia: Slovenia, Croatia, Serbia, Bosnia and Herzegovina, Macedonia, Montenegro, Kosovo.

For the former Republic of Czechoslovakia: Czech Republic, Slovakia.

On request and upon vote of the General Assembly of CommitteeFPT/ICFPT, are invited to submit a representative also all other UN member nations, provided that the respective states have assumed the obligations of the Instrument of the FPT (Annex VIII, Article. 26) and notified it to the Republic of France (Depositaries of the Treaty of Peace with Italy 1947).

**Until the establishment of one or more representatives of the nations mentioned above, the CommitteeFPT/ICFPT operates legally and democratically (by vote among the 9**



members of the Presidency) without the representatives of States eligible to participate at the ICFPT, this ensures the possibility of investment and participation to all private investors and all States worldwide.

The CommitteeFPT/ICFPT is the only legal entity recognized by all UN member nations, to administer the international territory of the FPT with provisional functions also in the FTT.

## Chapter II **INSTRUMENT AND PURPOSES OF FUNDING**

In order to ensure that the port and transit facilities of Trieste will be available for use on equal terms by all international trade and by the hereditary Republics of former Yugoslavia, Italy and the States of Central Europe, shall be built up a COMMON FUND.

The funding is used for:

- building, rebuilding and developing the infrastructures necessary to put in competitive conditions the commercial and industrial FPT;
- adapting the infrastructures in the FTT and the nations that generate traffic on the FPT;
- building, rebuilding and developing the infrastructures necessary to offer an extraterritorial Emporium port to the international community, for encourage economic development, social and cultural progress, human rights and international security for all nations of the world (only in the area of Porto Vecchio)
- Ensuring a fair and efficient International administration for the maintenance and development of the FPT and the access ways to the same.
- Ensuring the application of law and security in the FPT and where necessary in the FTT.

## Chapter III **AMOUNT OF FUNDING**

The estimated economic calculation to adapt the FPT to standards of other strategic ports for intercontinental traffic is of minimum € 3.5 billion.

The economic calculation for adapting the infrastructures of the FTT and of all nations that generate traffic on the FPT will be discussed with representatives of the ICFPT of the single nations in conformity of requirements thereof.

## Chapter IV **AMORTIZATION OF THE FUNDING**

The Common Fund has to reach a balanced budget within 30 years.

## Chapter V **TIMING OF EXECUTION OF THE WORKS**

The need to modernize (recover) the FPT after 58 years of neglect, implies that the infrastructures in the FTT as in neighboring states should be adapted for the disposal of all traffic generated by the FPT, therefore the works will be opened according to the criteria to be established by the "Executive Program" that will determine priority and timing of work to be performed.

It is expected that the gradual delivery of the infrastructures of the COMMERCIAL, INDUSTRIAL and EMPORIUM Port can be completed within approximately 10 years after the approval of the Port Master Plan by the CommitteeFPT / ICFPT.



## Chapter VI **ADMINISTRATION OF THE COMMON FUND**

The fund will be controlled and administered by the General Assembly of the CommitteeFPT/ICFPT which includes the representatives of the nations that have joined the ICFPT as by Treaty of Peace with Italy, Annex VIII, Article 21 and 22 and the procedures as by Article 7.8b of the Constitution of CommitteeFPT.

- The shape of the Common Fund (foundation, trust, etc..) will be decided in agreement with the investors;
- The amount of the Common Fund is unlimited;
- The Common Fund will be administered as a deposit and loan bank with a fixed rate of interest of 1%;
- The Common Fund shall not be subject to speculation banking;
- After the cessation of CommitteeFPT as provided in Article 8 of the Constitution of the committee itself, the Common Fund will be managed only by the ICFPT.

Financial regulations and rules of the United Nations are applicable to the management of the Common Fund, which is also subject to the control procedures provided therein.

The Common Fund is financed by voluntary contributions from States, intergovernmental organizations, national institutions, nongovernmental organizations, individuals and private companies.

The future Bank account shall be designated "official account of the International Commission of the Free Porto of Trieste" and to the relevant authority shall be notified that these account is exempt from all taxation and that the immunities set out in article 22 of the Instrument for the Free Port of Trieste (Annex VIII) on the Privileges and Immunities of the International Commission of the FPT apply to this account.

## Chapter VII **HEADQUARTERS AND SUPPORT BANK OF THE COMMON FUND**

The Common Fund will have its headquarters as required by the Treaty of Peace with Italy, 1947, Annex VIII, Article 22 and Article 3 of the Constitution of CommitteeFPT in the building called:

**Warehouse N° 26 in Porto Vecchio di Trieste** (FPT territory)

with postal address:

Comitato PLT c/o Helmpoject di Marcus Donato  
Casella Postale 2013/a  
34151 Trieste  
E-mail public: [comitatoplt@gmail.com](mailto:comitatoplt@gmail.com)  
E-mail official: [m.donato@triestfreeport.org](mailto:m.donato@triestfreeport.org)  
Tel.: Italy 0039-366-2643359  
Slovenia 00386-641-881495  
Fax: 0039-040-214567

In the absence of a tax system of the FTT and provisionally by virtue of the London Memorandum of 1954, Article 2, will be used to collect the funds the Italian tax code of the President of the CommitteeFPT/ICFPT, Marcus Donato, DNTMCS62B21Z133T.

Until the physical establishment of the "Official Account of the International Committee of the Free Port of Trieste" that safeguard in the future the Common Fund, will act as temporary



support Bank for the CommitteeFPT/ICFPT the:

Kaertner Sparkasse Aktiengesellschaft  
Neuer Platz, 14 – 9020 Klagenfurt/ Austria  
intestato a: Marcus Antonio Donato  
Kontonummer: 04400-562825 EUR  
Bankleitzahl: 20706  
IBAN: AT862070604400562825  
BIC: KSPKAT2KXXX

## Chapter VIII **GENERAL CONSIDERATIONS**

### PREFACE

- Given that with the 16th Resolution of the Security Council dated January 10, 1947 were approved the Annexes VI (Permanent Statute of the FTT), VII (Instrument for the provisional regime of the FTT) and VIII (Instrument for the FPT) of the Treaty Peace with Italy ratified September 15, 1947 and for which take the responsibility the UNSC;
- Given that these Annexes together with the Treaty of Peace with Italy 1947 enshrine the only International Nation in the world known as the Free Territory of Trieste, which includes the Free Port of Trieste with separate legislations;
- Given that the FPT is an international territory (extraterritorial) with its own statute or say property of all nations in the world, connected with the international waters of the Adriatic Sea due to the maritime borders of the FTT;
- Given that the FTT is considered international territory, because the responsibility for the enforcement of law and security is incumbent upon the UNSC (the Governor cannot be a Free Territory citizen or an Italian citizen or a former Yugoslav citizen, furthermore he is nominated and paid by the UNSC former Annex VI, Article 11.1.);
- Given that the citizens of the FTT (Annex VI, Article 6) are the only legal heirs of the International Nation of Trieste (FTT / FPT);
- Given that the FPT is considered international territory, because the responsibility for the application of the law is incumbent upon the ICFPT (Representatives of all nations invited by the Presidency of the ICFPT that must be formed by Free Territory citizens, as by Annex VIII, Article 21.2.) ;
- Given that the FTT should still now be managed and secured as provided in Annex VII of the Treaty of Peace with Italy;
- Given that up to the dissolution of the reserve included in Annex VI, Article 38 to be made by the UNSC, the CommitteeFPT/ICFPT is the international organization responsible for implementing all laws and regulations necessary to create an efficient administration for the FPT and consequently for the FTT;
- Given that the international regime of the FPT will be governed by the conditions of the Instrument for the FPT as provided in Annex VIII, Article 1.2;
- Given that the area of the Free Port includes the territory and facilities of the free zones of the port of Trieste within the limits of the borders of 1939 as provided by Annex VIII, Article 3.1;
- Given that the establishment of special zones in the Free Port under the exclusive jurisdiction of any State is incompatible with the status of the Free Territory and of the Free Port as provided in Annex VIII, Article 3.2;
- Given that in case of necessity to increase the area of the FPT, that enlargement can be done on proposal of the Director of the FPT with the approval of CommitteeFPT/ICFPT instead of the missing Government and Popular Assembly of the FTT, as provided for in Annex VIII, Article 3.4;



- Given that the FPT will have, its own security forces that cooperates with equal powers with the police forces operating in the FTT, its own firemen's body and its own postal and telecommunications system (Annex VIII, article 17) as usual in all UN headquarters in the world;
- Given that up to the dissolution of Annex VI, Article 38 to be made by the UNSC, the Territorial Sea and the Contiguous Zones of the FTT will be administered for 10 meters at high tide for the whole coast of the FTT (from the mouth of river Timavo to the mouth of the river Mirna/ Quieto), by the CommitteeFPT/ICFPT and will be controlled by the security forces of the FPT to ensure the open access to the FPT from international sea (Annex VIII, Article 3.2);
- Given that Annex VIII, Article 18.2 provides that the Director of the FPT cannot have the Italian or Yugoslav citizenship (for the former Yugoslavia the citizenship of the 7 successor republics);
- Given that the CommitteeFPT/ICFPT as provided in Article 2.5 of its own constitution will nominate a provisional director for the FPT that comply with Annex VIII, Article 18.2, awaiting for the UNSC that will appoint the Governor of the FTT, which will confirm the selection or appoint a new one;
- Given that the CommitteeFPT/ICFPT has the right to establish a population register since Annex VIII, Article 18.3 explicitly recalls that in all appointments of employees the preference shall be given to citizens of the Free Territory (Annex VI, Article 6);
- Given that the CommitteeFPT/ICFPT strives to prefer the system of local content for the distribution of contracts to build and rebuild the infrastructures of the FPT and FTT, giving preference to firms and companies residents in the FTT that occupy citizens of the FTT and citizens of the neighboring regions;
- Given that the FPT has no debts and has inherited from FTT all Italian state and para-statal properties as provided in Annex VIII, Article 2.2;
- Given that until to the appointment of the legal and administrative apparatus of the FTT made by the Governor of the FTT, the passage of all persons into and out of the FPT area of nationals of any State will be subject to the regulations established by CommitteeFPT/ICFPT, this regulations will be recipite by the Director of the FPT and the provisionally administration of the FTT, as provided for in Annex VIII, Article 11.
- **Given that the Republic of Italy is prevented to manage the FPT since constrained by:**
  1. the United Nations Charter and the Statute of the International Court of Justice of 26 June 1945;
  2. the 16th Resolution of the Security Council adopted on January 10, 1947 in which the same takes responsibility for the Annexes VI, VII and VIII of the Treaty of Peace with Italy then ratified on September 15, 1947 by the 20 nations that formed the "Allied and Associated Powers" and "Italy";
  3. the Annexes I, VI, VII, VIII, IX, X, XIV and Articles 1, 4, 5, 11, 21, 22, 73, 75, 76, 77, 78, 79, 80, 81, 83, 85, 86, 87, 88, 89, 90 of the Treaty of Peace with Italy ratified by the Republic of Italy and the Allied and Associated Powers on September 15, 1947;
  4. Article 10 of the Italian Constitution entered into force on January 1, 1948;
  5. the Universal Declaration of Human Rights of 10 December 1948;
  6. Article 5 of the Memorandum of Understanding signed in London on 5 October 1954;
  7. Article 25 of the Convention on the Territorial Sea and the Contiguous Zone signed at Geneva on 29 April 1958;
  8. the Final Act of the Conference on Security and Cooperation in Europe made in Helsinki August 1, 1975;



9. Article 6 paragraph 12 of the Law (Italian) of 28 January 1994, n. 84 and subsequent amendments "Reorganization of the port legislation";
- Given that the current Italian Port Authority will be replaced by the international and legal Port Authority entrusted by the CommitteeFPT/ICFPT which will be composed as from the Instrument for the FPT by a Management of the FPT (Annex VIII, Article 18) and a controller body that is the ICFPT that has powers beyond the boundaries of the FPT and FTT (Annex VIII, Articles 21, 22 and 23) because it concerns all the States of Central Europe and worldwide that generate traffic on the FPT;
  - Given that all territorial concessions given by the port authorities of the FPT since the entry into force of the Instrument of FPT (Annex VIII) on September 15, 1947 are null and void as not authorized by the competent authorities as provided in Article 18 and 23 of the same;
  - Given that to ensure that the port and transit facilities of Trieste will be available for use on equal terms by all international trade, all docks including equipments, roads, railways, airports, and all others areas that provide services of common interest will be managed by the Director of the FPT, as provided in Annex VIII, Articles 1 and 19 and in absence of a Government of the FTT like Annex VI, Articles 31, 32, 34 and 35;
  - Given that all power plants for energy production and deposits of fuel intended for consumption in the FPT and FTT will be administered by the management of the FPT and can not be given in concession to private;
  - Given that to ensure provisionally the functioning of the FPT until the assignment of the Director of the FPT by the CommitteeFPT/ICFPT, the drawing and approval of the master plan for the territory of the FPT and the writing and approval of all regulations for the administration of FPT and FTT, the existing public domain concessionaires in the port areas that have been authorized by the Military Government of the FTT (from 1947 to 1954) and by the Italian authorities of the FPT and FTT (from 1954 to date), can forward to the CommitteeFPT/ICFPT a formal request to obtain a temporary concession;
  - Given that all the funds of the Italian port authority will pass unencumbered in the Common Fund "Recovery of the FPT";
  - Given that all installations and facilities of private concessionaires authorized by the port authorities of the Military Government of the FTT and of Italy that succeeded since 1954, will be transferred, without payment, to the International port authority of the Free Port (legal Directorate of FPT);
  - Given that any claim for damages made by private concessionaires must be addressed to the Republic of Italy because the same could not provide concessions to private parties (Article 6 paragraph 12 of the Law (Italian) of 28 January 1994, n. 84 and Article 5 of Memorandum of London, October 5, 1954);
  - Given that the contributions of non-governmental organizations, individuals and private companies which supply the Common Fund "Recovery of the FPT" are deemed to be exported into international territory and therefore can be deducted legally without duties, taxes imposed by any State;

Thanks to the inclusion in the Constitution of the CommitteeFPT, of the ICFPT and the ability to appoint the Director of the FPT, today it is possible to invest in this **"Funding Program"** with the guarantee that no local bureaucracy may delay or fail to execute the same because, except the regulations and procedures established by the Treaty of Peace with Italy, the Permanent Statute of the FTT (Annex VI), the Instrument for the provisional regime of the FTT (Annex VII), the Instrument for the FPT (Annex VIII) and the Constitution of CommitteeFPT, the **"Executive Program"** will be written and approved legally by the CommitteeFPT/ICFPT taking into consideration all economical, socio-cultural, human rights and security needs of all



nations of the world.

The above situation is also favored because, the presidency of the CommitteeFPT/ICFPT is composed by citizens of the FTT, who know the geopolitical situation and the economical, commercial and infrastructural needs of the FTT, and by the representatives of nations that have joined the ICFPT that also know the needs of their respective nations. The preliminary approval of single executive projects, and/or requests for concessions presented by the Director of the FPT is simplified as the CommitteeFPT/ICFPT, unlike the UNSC which has the possibility of veto, approve by a majority vote with the system 50% plus 1. Each nation can express only one vote and in case of a tie the President's vote will be decisive (Constitution CommitteeFPT, Article 5.2 and Annex VIII, Article 21.2).

**In summary, until the Governor of the FTT will be appointed and dissolved the reserve on the Permanent Statute of the FTT as foreseen in Annex VI, Article 38 by the UNSC, the CommitteeFPT/ICFPT appoint a provisional director for the FPT with which to write and implement the executive "Recovery Program of the FPT" to become the Free Port of Trieste an efficient and self-sufficient UN port.**

## Chapter IX

### POSSIBILITY OF USE AND DESCRIPTION OF THE PORT

#### Possibility of use:

The Instrument of the FPT does not limit the use of the port to the sole operations of a common sea port for unloading and loading of goods under an **extra customs** regime of any state, but offers the possibility to use it for various activities related the rules governing the **extraterritoriality** of its territory and its history.

**On this basis it is proposed to divide the territory of the FPT in three types of port:**

- **Commercial** - combined to traffic containers, Ro-Ro, general cargo, dry bulk and liquid cargo, refrigerated cargo, passengers, livestock, etc..;
- **Industrial** - combined for the secondary economic sector that is:  
Storage, warehousing, inspection, sorting, packing and re packing, processing and preparation of goods, and industrial and manufacturing activities in general;
- **Emporium (only Porto Vecchio)** - combined for the tertiary economic sector divided into 2 categories, namely:  
Services **not intended** for sale as: The Public Administration for the maintenance of the FPT and services offered by international organizations engaged in economic and commercial, socio-cultural, security, justice, human rights, environment, etc. development of public and global interest.  
Services **intended** for sale as: Sale of processed products, hotels, tourism, public services offered by privats, culture, handicrafts, art, communications, credit, insurance, consulting, services for the enterprise, etc., of private interest.

#### Description of the port:

The port of Trieste is the most important port in the whole Mediterranean Sea as it is geographically located in a strategic position for the entire area of Central Europe and for the Mediterranean area for an audience of approx. 430 million inhabitants.

The port since 1954 was not handled as per law in force and its infrastructures has not been developed over the past 58 years by the provisional Italian administration since Italy has no political and territorial sovereignty over the FPT.

The FPT mainly serves the landlocked states of central Europe. Moreover, thanks to its sea depths on docks it serves for sorting of goods from and to all continents and for the entire area of the Mediterranean including the Black Sea.

The total area of the port is currently approx. 2.3 million m2 in total abandonment or



underdeveloped state that must become approx. 5 million m<sup>2</sup> (of which approx. 680,000 m<sup>2</sup> of the Old Port that will become an emporium port namely a citadel of the United Nations).

The depths on the docks used as terminals for containers exceeds 17 meters deepness and may accept container ships (Suezmax vessels) with capacity to carry 13,000 standard containers (TEUs), this means that the FPT should be developed to dispose of at least 10 times the traffic of the current commercial harbor (now approx. 400,000 TEUs, which will become at least 4 million TEUs).

For example, a container carrier coming from Far East with goods intended for Austria (Trieste-Vienna ca. 480 km) now circumnavigates Europe to discharge in the port of Hamburg (Hamburg-Vienna ca. 980 km) by increasing its route of approx. 3,000 nautical miles (5,556 kilometers) and 7 to 10 days at sea in outward and equal in return with consequent increase of costs of ship management, fuel consumption and air pollution.

The port also has the statutory ability to assign areas for storage, packing and re packing, processing of raw materials and for manufacturing and general industrial activities. All these activities can be carried out competitively priced under offshore regime totally tax-exempt.

Regarding the use of the Old Port as an Emporium port must be taken into account the historical factor as the extraterritoriality of the port of Trieste was established in 1719 on licenses issued by the Emperor Charles VI of Habsburg. This simple act of ensuring security to the port of Trieste, without claiming taxes or duties, at that time has increased in a vertiginous manner the international trade for the benefit of the whole empire and for the benefit of economic exchange, trade and socio-cultural cooperation between all peoples in Europe, in the Mediterranean area and not at least in the world and so it is an example to follow even today to revitalize the stagnant economic situation in Europe and in the world caused by the current economic crisis. Furthermore the Old Port remained isolated from the commercial port for reasons related to the expansion of the urban city of Trieste with the result that this area is no longer commercially viable and usable for unloading and loading of goods. To this is added that the Old Port is built with suggestive buildings in the style of the second half of 1800 ideal for accommodating international organizations including the ICFPT and activities of the tertiary sector. In practice, the Old Port becomes the first citadel of the United Nations.

## Chapter X

### BRIEF HISTORICAL INTRODUCTION

The history of the Free Port of Trieste began in 1719 following to the issuing of the Free Port License by mean of the Emperor Charles VI of Habsburg. On April 27, 1769, Trieste was declared Free Port City - *Freie Hafenstadt* by mean of the Empress Maria Teresa and the duty free zone was extended to whole city. Starting from that moment, the port became an increasing landmark for the maritime and land transports that passed through the Adriatic sea in transit to the Habsburg and after Austria-Hungarian Empire.

During the second half of the XIX century, the Imperial-Royal Privileged Southern Railway Company/ *Kaiser-Königliche Privilegierte Südbahngesellschaft*, known historically as *Südbahn*, completed the railway connection between Trieste and Vienna. In this period were built the new warehouses (known as *Lagerhäuser*) situated in the today called "Old Port - Porto Vecchio", nowadays in completely abandoned conditions.

The opening of the Suez Canal in 1869, placed the port of Trieste with a view needed to be extended. This extension ended in the mid of the 20s and is known as "New Port - Porto Nuovo". With the annexation of Trieste to the Kingdom of Italy after the First World War and during the entire period of the fascist era, the port retained the status of extraterritoriality but was strongly penalized in favour of other Italian ports.

After the Second World War, which saw Italy loser, the Allied and Associated Powers decided with the Treaty of Peace with Italy, signed and ratified in 1947, that **the port of Trieste will be henceforth considered a neutral and International territory, that must be administred with a special "Instrument for of the Free Port of Trieste (Annex VIII)", where the**



**application of the law will be legally guaranteed by the International Commission of the FPT and the UN Security Council** similarly in other areas of the world of utility for the international community as the Suez Canal, Strait of Gibraltar, Panama Canal, etc..  
**The Free Port of Trieste is in fact a neutral territory with a Legal Status of eternal validity.**

## Chapter XI THE FUTURE FREE PORT OF TRIESTE

### General:

The FPT from the economic point of view is an excellent resource for investors, that these are states or private, because the amounts deposited in the Common Fund "Recovery Program of FPT" are guaranteed, administered and monitored by an International Organization (ICFPT) namely representatives of many States. The common fund is placed in a fiscally neutral international territory of all nations of the world (offshore) and will be used to finance infrastructure projects not only in the territory of the FPT, but also to fund infrastructures in the FTT and in the States that generate traffic on FPT. This means that **in a moment of stagnation in the global market the common fund will re-distribute capital in the nations in need of infrastructure**. For example, if the FPT generates 10 times the current traffic it is logical that the neighboring states as well as all other States of Central Europe will have to adapt their railway and highway systems in relation to this increase of traffic and the common fund is made to finance and monitor the execution of the works until to the return of funding, this in the FPT, in the FTT and in all States concerned.

### Infrastructures for the energy needs of the FPT:

The FPT will be built as a modern port not only with respect to port facilities but also with regard to energy requirements that can be solved by removing as much as possible the use of fossil energy sources (coal, oil, gas, nuclear), replacing them with renewable energy sources (wind, solar, thermal "waste", water etc.).

In this regard it is proposed to equip the roofs of all buildings with solar panels, the protection seawalls for the harbour will be equipped with wind turbines (wind farm) including a power station to exploit the kinetic wave energy, and take advantage of the thermal power plant (incinerator) at full capacity.

Furthermore thanks to an almost permanent windiness in special zone of the Gulf of Trieste located in the territorial waters of the FTT, may possibly build a marine wind farm.

### Existing infrastructures that will be incorporated in the FPT:

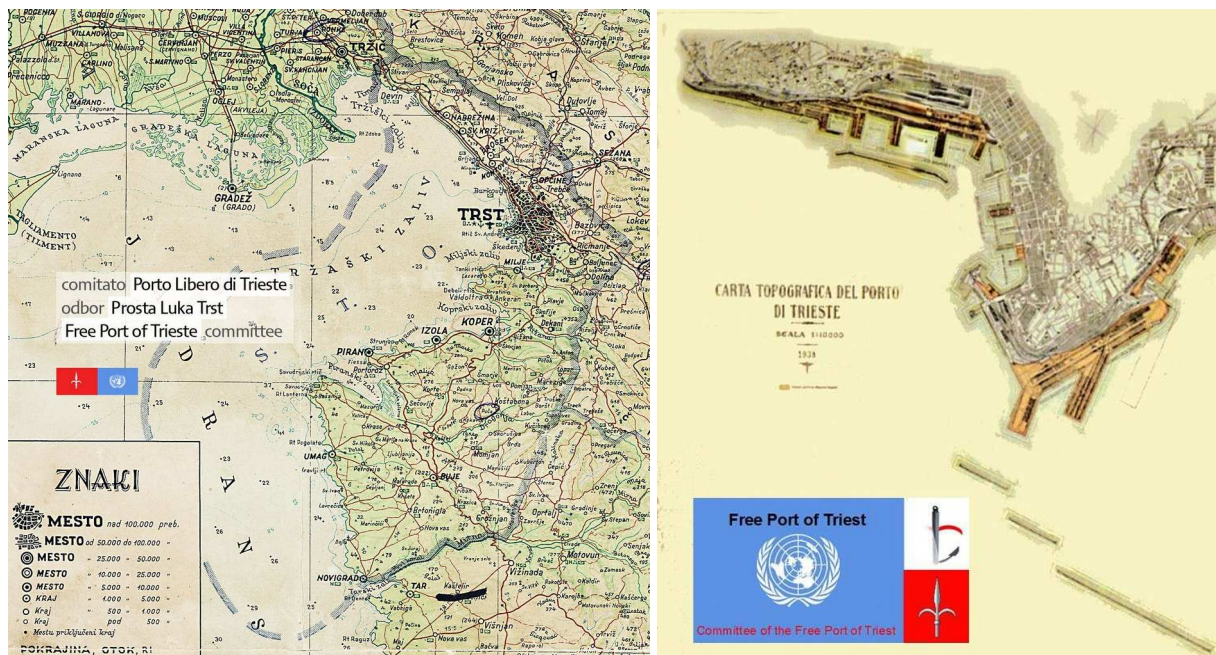
When we talk about the International Nation of Trieste (FTT/FPT) it is understood that this extends from the mouth of the river Timavo (Devin/Duino, interim administration Zone A of FTT) at the mouth of the river Mirna (Cittanova/Novigrad, interim administration Zone B of FTT), therefore the Port of Koper is located in the territory of the FTT and consequently will be incorporated in the FPT.

### Infrastructures that must be built in the FTT but will be administered by the FPT:

With the development of the FPT as the only UN seaport in the world it is supposed that the International Nation of Trieste will have a population increase thus need an international airport that will be built probably between Plovanja and Umag (current Zone B of the FTT).

## Section 1 MAPS

Map of territorial and maritime borders of the FTT (left), and map of the international territory (extraterritorial) of the FPT (right) as established by the Treaty of Peace with Italy 1947



Geographical location of the port



Railway connections with central Europe

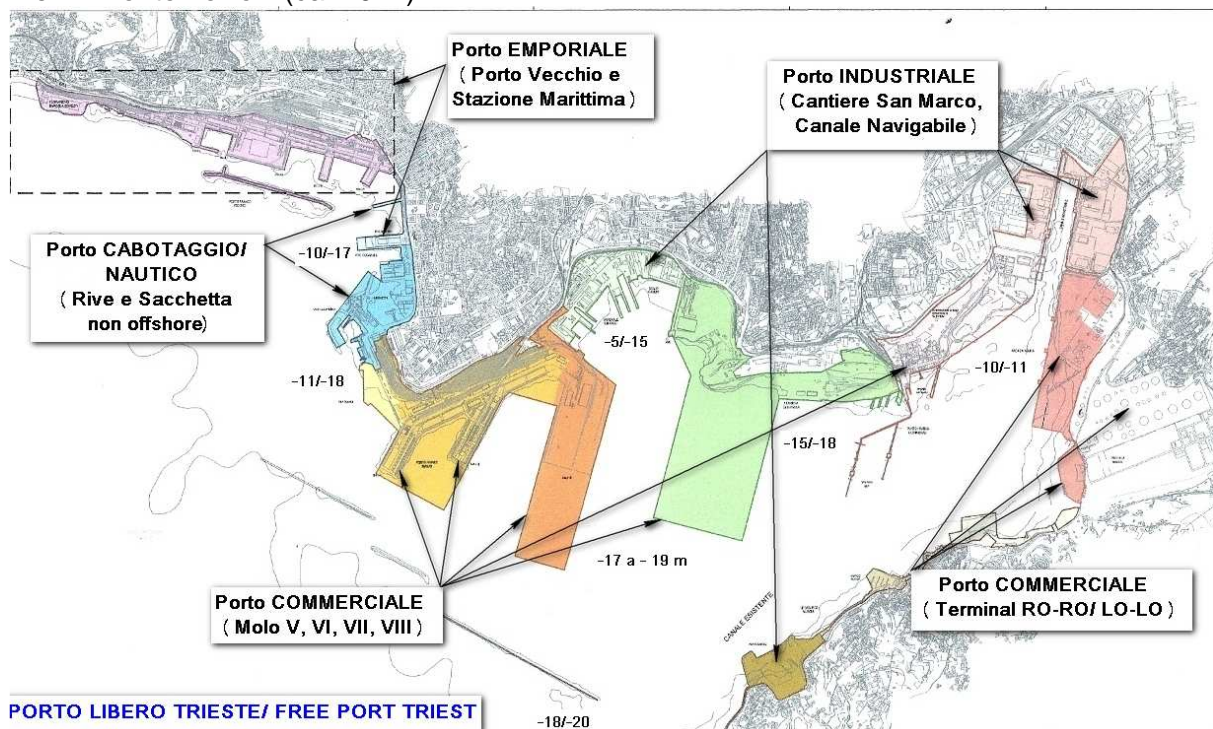




The port as it is today (2012)



The FPT of tomorrow (ca. 2022)

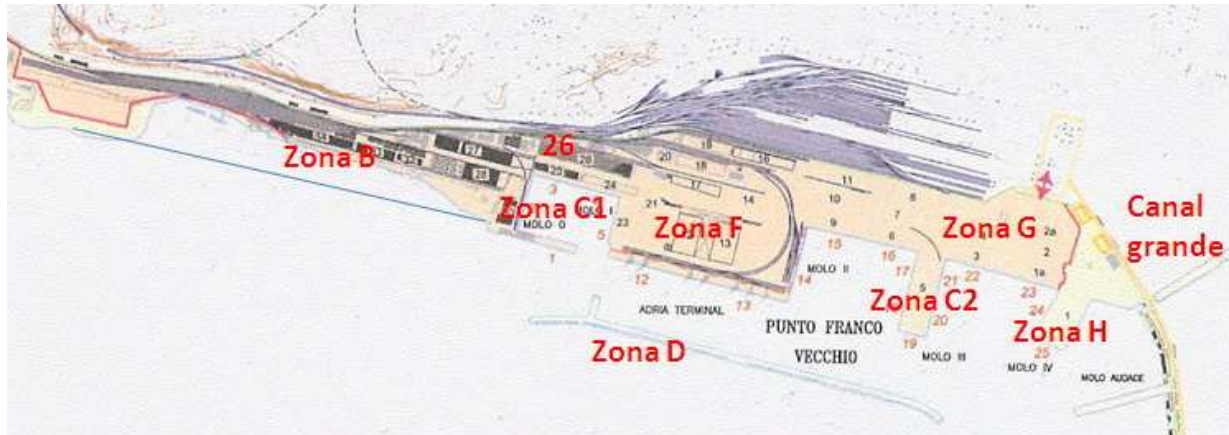


The following steps describe how could become the FPT, however it is emphasized that this is an idea of the Presidency of CommitteeFPT / ICFPT and therefore can be considered only as a guideline. It will be the task of the Director of the FPT to present the final Port Master Plan to the CommitteeFPT/ICFPT that, after having made its considerations, will approve it.



Section 2  
**PORTO VECCHIO/ OLD PORT (EMPORIUM Port)**  
area under international regime (offshore)

Porto Vecchio/ Old Port



Warehouses of the end of 800th to restore



The Warehouse 26 will become the head office of the CommitteeFPT/ICFPT (the only restored building in the Old Port)





Interior of Warehouse 26



**The Old Port will become the first citadel of the United Nations in offshore regime and will be target for Emporium use namely for the tertiary sector of the economy, so it may be imagined as follows:**

- All persons (involved for working purposes or in transition) that access the extraterritorial area of the Old Port from sea, by land or from sky, will be recorded by the Security Authority of the FPT and will receive with immediate effect an electronic personal identification card that must be convalidated in the appropriate machineries whenever entering or leaving the International territory. Not registered persons found without identification card in any area under jurisdiction of the FPT will be considered illegal and will be handed over to the responsible Authority of the FTT. For facilitating the bureaucracy the identification card can also be ordered online and will be delivered by the Security Authority of the FPT at first entry in the FPT. The validity of the identification card will be temporary in accordance with the regulations established by the management of the FPT.
- The whole area will be renovated in Austro-Hungarian style of end '800. All the buildings destined for demolition can be replaced with others respecting this style.
- The whole area will be restricted to cars and motorcycles traffic (except for suppliers, taxi-cabs, and public-use services)..
- The whole area will be equipped with public services, such as a heliport, an infirmary, a police station for public safety with video surveillance, a station of fire department, a post and telecommunication office, a kindergarten with playground for tourists in transit and for the employees who work in the Port Town etc..
- The main access will be the same as today that is behind the bus station (zone G) and the secondary access will be located in Avenue Miramare (zone B) at the cross with Barcola.
- The movement inside the area will be granted with 2 public electric tram lines, built in Austro-Hungarian style with the terminal located at the main access (zone G). One line will reach the secondary access in zone B and the other will reach the zone C1, Miramare side.
- The pier IV (zone H) will be the Maritime Station for passenger ships with international short-distance destination.
- The buildings 2 and 2/a (zone G) will be used as car-parkinghouses.
- The buildings that face the road looking to the railwaystation will be used as offices for banks, insurance companies, trading companies, shipping agencies, FPT's editorial office, FPT's radio-television studio etc.,
- The buildings that face the central road will be used for various stores, restaurants,



cafès, a youth hostel, a permanent fair etc.

- The buildings that face the central road looking to sea-side will be used for artistic workshops, boutiques, cafès, restaurants, theatres, cinemas, museums etc..
- The buildings that face to sea-side will be used for luxury hotels.
- The Warehouse No. 26, will become the Headquarters for the International Management of the FPT and for the International Commission for the FPT (ICFPT).
- The ancient Hydrodynamic powerplant will be used as a museum complex.
- The buildings adjacent to the Hydrodynamic power station, that were built not respecting the original project during the fascist and Italian period, will be demolished and will be replaced with ones in Austro-Hungarian style of end of 1800 era. These buildings will be used as offices for the International Maritime Organization (IMO) – International Association of Classification Societies (IACS) – and for an International Court for maritime disputes etc..
- The large square in zone F, which is of size equal to 10 times the Piazza Grande (Unità) will be used as a public garden with a wide open space to host concerts and important cultural events. In the square centre will be placed the symbol of the Free Port, an artistic fountain with 4 dragons symbolizing the 4 elements and with a central figure representing the fifth element that defines the spirit of the Free Port of Trieste in the world.
- The sea-side of the square in zone F will be used as mooring pier for Tall Ships and small Cruise Ships (loa <100m).
- The zone C2 between pier 2 and 3 will become a marina for Mega Yachts (loa >30m) and pier 3 looking southward will be used as temporary mooring pier.
- The zone C1 will be used as a marina for yachts with length over all form 15 up to 30 metres.
- The whole coast of the zone B will become a public beach and where now are the binaries is expected a large public swimming pool open in summer and covered and heated in winter.
- The zone B near Barcola (Terrapieno) will become a touristic village, built like a typical fishermen's village in karst style, for example like Santa Croce/ Kriz.

**The ferry terminal for passenger liners (Zone H), the pier for Tallships (sailing ships) and small cruise ships (Zone F), the marinas for private yachts (zone C1 and C2), the portion of coast (zone B) and all streets, squares, government buildings and public transport will be managed by the management of the FPT, all other spaces will be given in concession or rent to private.**



Section 3  
**RIVE e SACCHETTA (CABOTAGE/ NAUTICAL port)**  
area under international regime (offshore)



As required by the Instrument for the FPT (Annex VIII) the Free Zones of the FPT as they were in 1939 can only be extended, therefore not reduced or moved. This implies that the **Stazione Marittima** (Cruise Terminal), the **Magazzino Vini** (Wine Warehouse) and the **Molo Lanterna** (Lantern Pier), the latter only towards town, remain international areas and offshore:

- The **Molo Bersaglieri** (Bersaglieri Pier) will be used for temporary mooring of cruise ships. The ground floor of the **Stazione Marittima** (Cruise Terminal) will be used as passenger terminal and the first floor remains conference and convention center.
- The former **Magazzino Vini** (Wine Warehouse) may be used as a tourist information point and as a permanent fair for exhibiting wines of the FTT and from around the world.
- The buildings of the **Molo Lanterna** (Lantern Pier) towards town (now the barracks of the Italian Guardia di Finanza) will be used as headquarters for the public Security Forces of the FPT.

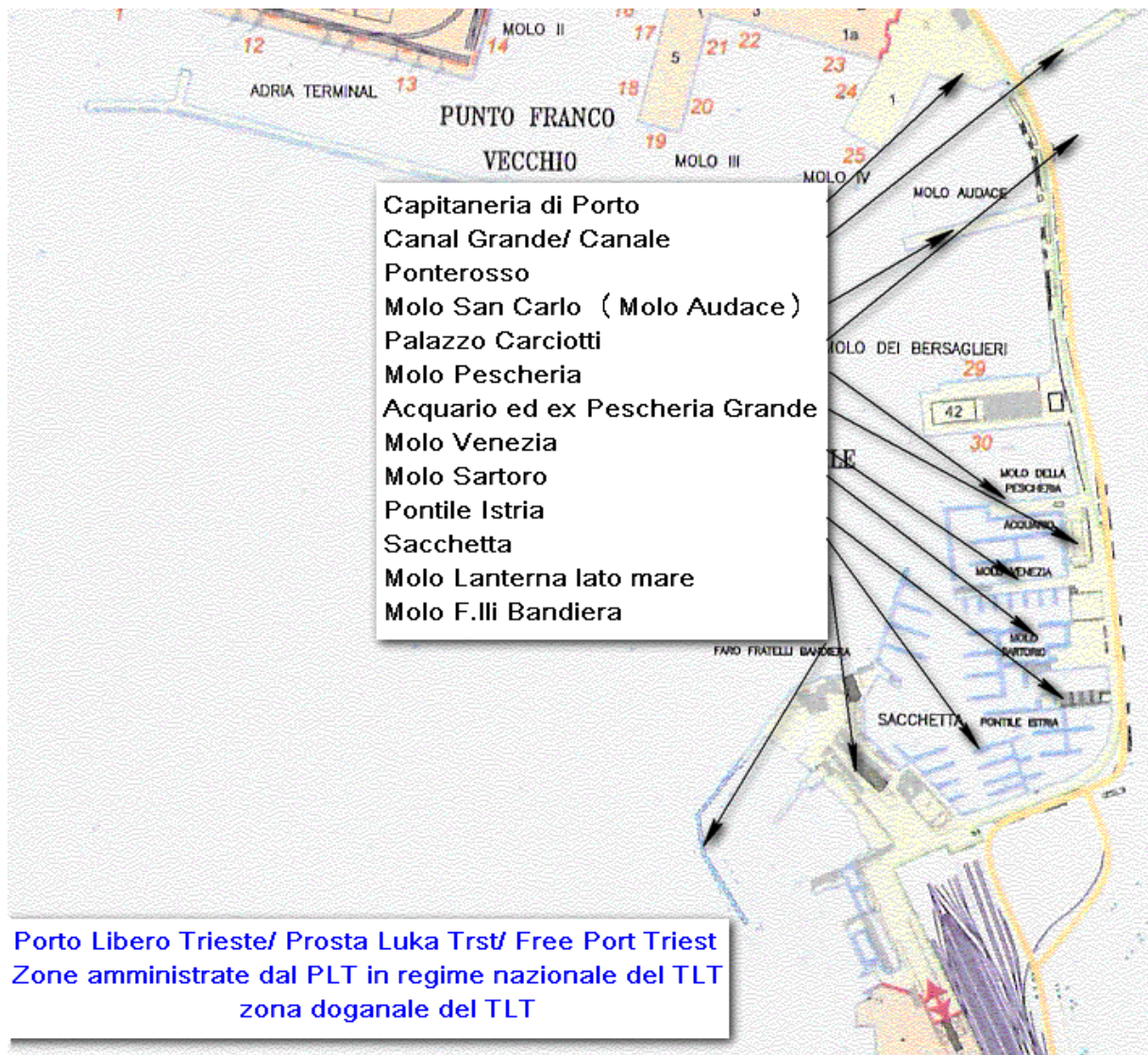
Except the **Bersaglieri Pier**, the **Cruise Terminal** (ground floor of the **Stazione Marittima**) and the **Lantern Pier** (buildings used as headquarters for the public Security Forces of the FPT), all other spaces will be given in concession or rent to private.



#### Section 4

#### **RIVE e SACCHETTA (CABOTAGE/ NAUTICAL port)**

areas administered by the FPT in customs regime of the FTT (**NOT offshore**)



**All shores (Sea Promenade) of the port of Trieste will be under administration of the Management of the FPT, but considered customs areas of the FTT and therefore not considered offshore:**

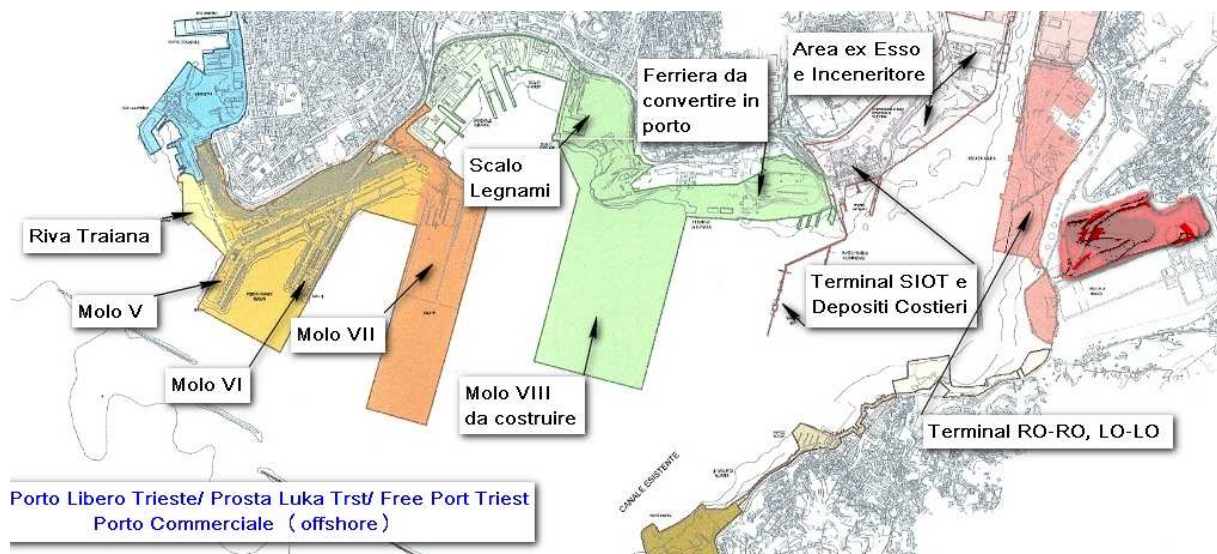
- The building of the actual Italian Coast Guard of Trieste will become the head quarter of the Coast Guard of the Free Port of Trieste with responsibility for the whole coast of the Free Territory;
- Between the mouth and in the Grand Canal (Canal Grande/ Canale di Ponterosso) extended to Saint Charles Pier (Molo San Carlo or Molo Audace) will be mooring space for vintage ships. In Carciotti Palace (Palazzo Carciotti) will be located the Trieste Maritime Museum;
- The Fishmarket Pier (Molo Pescheria) will be used as maritime station for smaller passenger ships for national cabotage or say within the territory of the FPT/ FTT (eg. Muggia, Duino / Sistiana, Koper, Piran / Portoroz, Umag, Novigrad);
- The actual aquarium will be enlarged in the adjacent ex Big Fishmarket (ex Pescheria Grande today's Salone degli Incanti);



- The zone known as Sacchetta including Molo Venezia, Molo Sartorio e Pontile Istria remains mooring place for pleasure boaters;
- The Lantern Pier and Maria Teresa Pier (today's Molo F.lli Bandiera), on sea-side (today's Cartubi shipyard) will become a Magayacht Marina with a Touristic Resort.;
- The Lantern Beach (known as Pedocin) and Ausonia Beach will remain public beaches.

**The whole Sea Promenade except areas of public utilities will be given in concession or rent to private operators**

## Section 5 **COMMERCIAL PORT** area under international regime (offshore)



**The whole Commercial Port will be under administration of the Management of the PLT and in offshore regime:**

- The Traiana shore (New Port/ Porto Novo) will be used as terminal for RO-PAX ferries (vehicles and passengers) with international destination.;
- The V and VI piers (New Port/ Porto Nuovo) will be used as terminal for various goods and refrigerated goods;
- The VII pier will be enlarged and will be used as now like terminal for containers;
- The Timber-port (Scalo Legnami) remains terminal for timber load-unload and warehousing;
- The pier VIII (still to be built) will be used for loading / unloading of containers and miscellaneous cargo;
- The actual Iron foundry (Ferriera) will be demolished and converted in port area for general cargo, solid bulk cargo and warehousing;
- The terminal SIOT and the terminal Coastal Deposits (Depositi Costieri) must be moved for safety reasons on a platform located in the Gulf of Trieste (outside the breakwaters) that will be connected with pipes to the storage facilities at shore;
- The Coastal Deposits (tanks) will remain where they are and will be used with priority for storage of fuels (Petrol, Heavy Fuel, Light Fuel and Gas) for the use in the FPT and FTT and for other liquids and gases for industrial use. For reasons of safety, environmental and accessibility to the port, in the Territorial Sea and the Contiguous Zone of the FTT will not be allowed LNG regasification plants and Nuclear Energy plants;
- The area ex Esso will be reclaimed and converted into a mixed commercial and

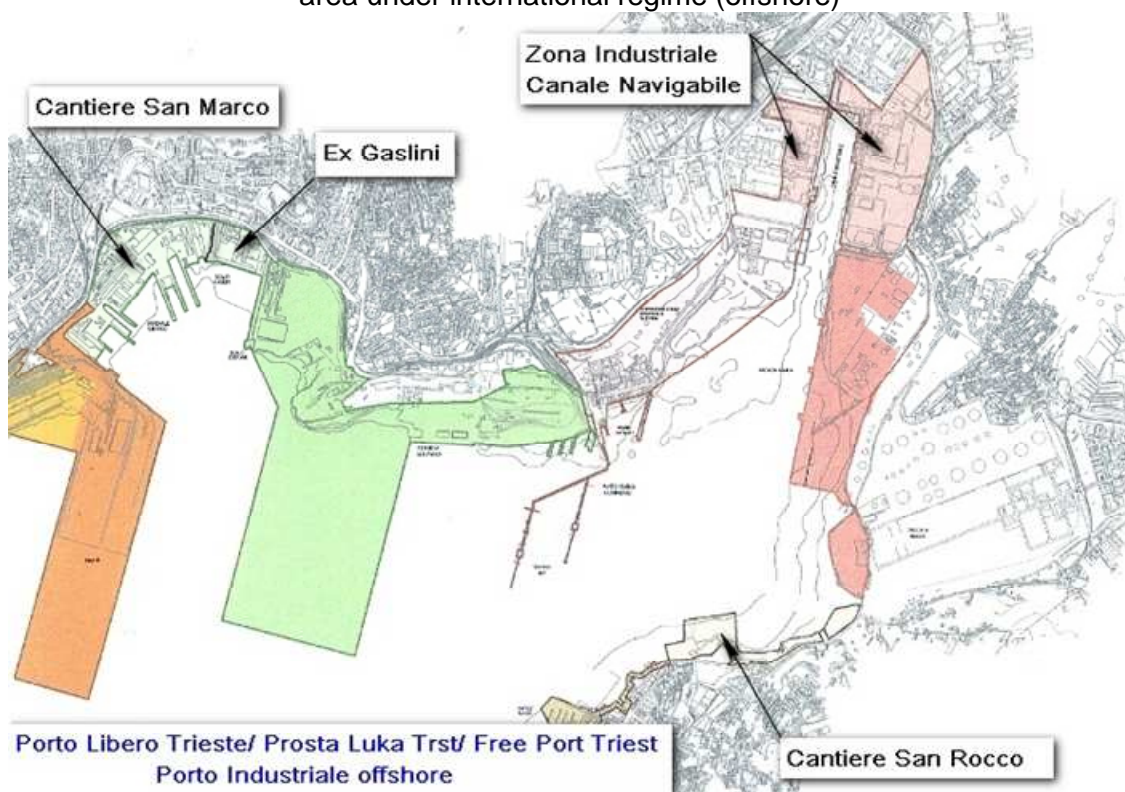


industrial port area including livestock port (loading and unloading of cargoes, storage and processing of the same). In this area will also be the moorings for all port service vessels as tugs, pilotboats, crewboats, fire fighting boats, cleaning boats etc.;

- The WTE incinerator will be part of the energy networks of the FPT. The adjacent area (now in concession of Calcestruzzi Srl) will remain the storage and recycling area of inert residue building materials;
- The terminal RO-RO and LO-LO will be built in the former Aquila refinery;

**All unloading and loading operations of ships including the equipment for these services, the Coastal Deposit and what will be part of the energy network, will be managed by the FPT, all other areas intended for storage, warehousing, maritime and shipping services etc. will be given in concession or rent to private.**

### Section 6 **INDUSTRIAL PORT** area under international regime (offshore)



**The whole Industrial Port will be under the management of the FPT and in offshore regime:**

- The Cantiere San Marco shipyard will be used for new building and repair of ships;
- The former Gaslini area will remain fish market;
- The industrial area of the Canale Navigabile will be used for the economic secondary sector for storing and processing of goods (coffee, cement, etc..) and manufacturing activities (marine industry, etc.);
- The Cantiere San Rocco remains shipyard for building and repairing of pleasure boats.

**All areas will be given in concession or rent to private.**



Section 7  
**INNER HARBOR**  
area under international regime (offshore)

**The whole Industrial Port will be under the management of the FPT and in offshore regime:**

The Autoporto of Ferneti located on the borderline with Slovenia (Sezana) will be incorporated in the FPT and will offer with its 130,000 m<sup>2</sup> of squares and 24,000 m<sup>2</sup> of covered warehouses the possibility of storage of containers and general cargo to decongest the Commercial Port.

**All areas will be given in concession or rent to private.**

On behalf of the Presidency of the Committee FPT/ICFPT

Marcus Donato  
(president)

Comitato Porto Libero di Trieste

 [Http://www.portoliberotrieste.org](http://www.portoliberotrieste.org)  
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