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Eleven cold rooms and new lunette The Sdag autoport is ready to start again



Fresh and frozen agri-food the new market to be exploited. The overall turnover is around 2 million euros

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**Francesco Fain**

Eleven new cold rooms. A truck movement of 80 thousand units in the last year. The resource of the agri-food industry.

The Gorizia autoporto looks to the future with confidence. It is one of the seven logistics hubs of the Friuli Venezia Giulia platform which is divided into three sea ports (Trieste, Monfalcone and Porto Nogaro) and four autoports (in addition to the Isonzo port, Ferneti, Cervignano and

Pordenone).

In recent weeks the structure had risen to the fore for the long lines of Tir on the border with Slovenia. A problem for which the company has had no responsibility because, if anything, it has been a victim of the situation, however managing the affair with professionalism and ensuring accommodation for road hauliers and their heavy vehicles. But there is a long work that is reaping the rewards.

"The multiple goods services we offer are designed to fulfill the function of storage and consolidation of loads for dry, perishable, fresh and frozen goods, even under customs procedures - explains the sole administrator of the management company Sdag Giuliano Grendene -. There are four basic *assets* of the Gorizia airport: both fresh and frozen agri-food, the movement of trucks with 80 thousand units in the last year, an availability of 550 stalls, a railway *terminal*, and the rental of warehouses. Total turnover of around two million euros ».

There is also a lot of work. Because the construction of the eleven flexible temperature cells has ended: temperature that can vary from the positive scale up to the thirty negative degrees. This allows flexibility and thermal traceability in product management. It's not all. The Uti Collio-Alto Isonzo has allocated substantial funds for "collaboration with the port authority for the enhancement of the distribution logistics network of agri-food products through the Sdag spaces". From here, a feasibility study to further increase the services offered at the level of cold logistics.

There is also a longer trajectory: in 2050 (promises or hopes) there will be "a fair distribution of transport between road and rail - continues Grendene -. Sdag has recently passed the *audit* for what concerns safe and secure parking. Together with Brescia we are the only freight village to have passed this verification: a data of extreme interest for those who must protect both the goods and the drivers during the transport phase ». Then there is the other goal. Short / medium term. It is to speed up rail traffic through the construction of the connecting lunette with the Trieste-Udine line. "We recently met Maurizio Gentile, CEO of RFI, to have certainty of the realization of an infrastructure that is more necessary than ever - adds the sole administrator - which has been discussed for several years and whose project has been carried out within the framework of the " *Tip - Transborder Integrated Platform* ", funded by the Italy-Slovenia Cross-border Cooperation Program 2007-2013 ".

Finally, Sdag from 2018 participates as a pilot partner in the European Pixel project funded 100% by the European Commission through the Horizon2020 program. It is a research and innovation project whose coordinator is the University of Valencia «and we participate together with the port of Monfalcone and Insiel as Italian *partners*. We are very proud to have won this project with a theme that is very dear to us. The main purpose for the pilot case of the Fvg "*Intermodal use-case*" is, in fact, to strengthen the connection between strategic points for transport with the

aim of reducing traffic congestion also through the use of intermodal transport » . -

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