THE ITALIAN PORT SYSTEM

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The Italian Ports Association is a no-profit trade association which has among its members the Port Network Authorities as established by the Legislative Decree n.169/2016.

The recently renewed governance model accounts 57 of the major commercial ports administered by 15 Port Network Authorities. These are entrusted with policing, programming and coordination of the seaports within their territorial competence.

- ✓ **The port reform in 2016 did not change the public legal form of the Italian Port Network Authorities**
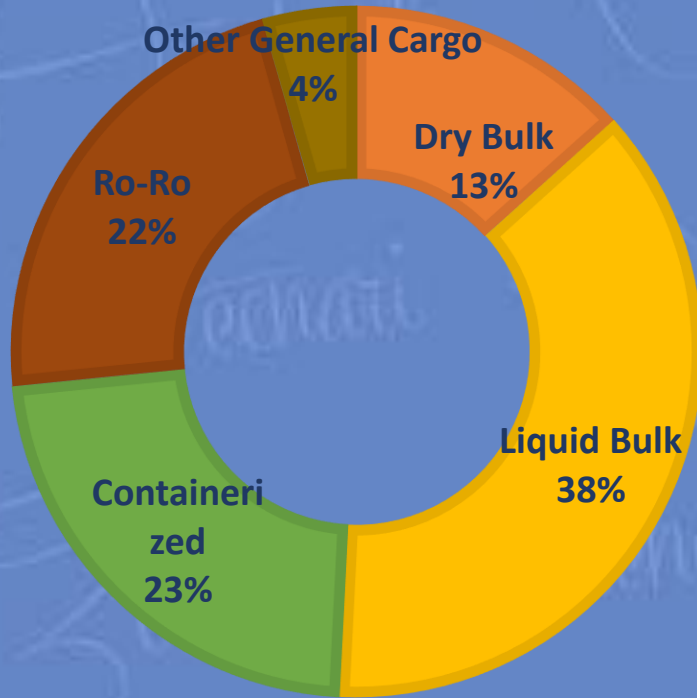
Italian Ports:

- ✓ are mostly located within an urban area;
- ✓ their areas commit port and surrounding ;
- ✓ cover an average of interested area of about 1.000.000 sq.mt. ;
- ✓ with few exceptions, they are "multipurpose" ports.
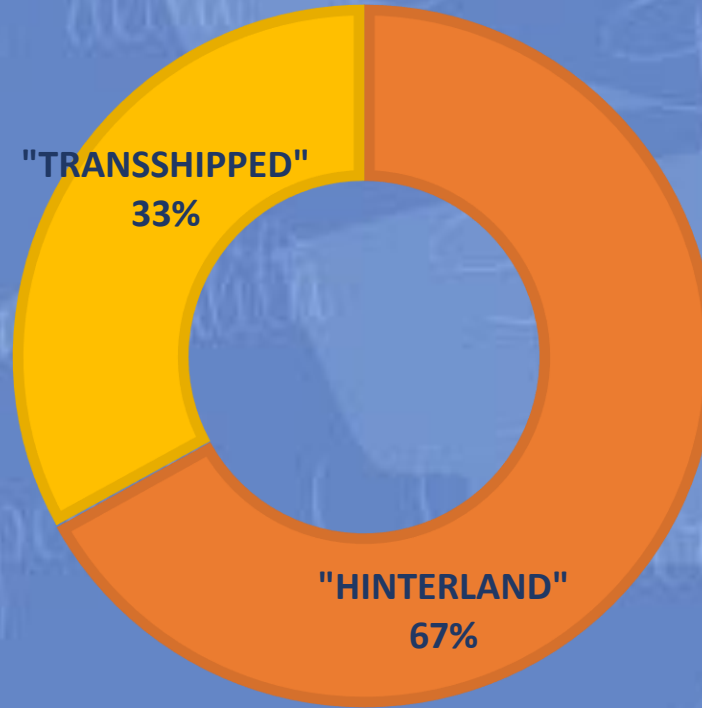
In 2018 they handled about:

- ✓ 500 million tons
- ✓ 10, 6 million TEUs;
- ✓ 53,1 million passengers
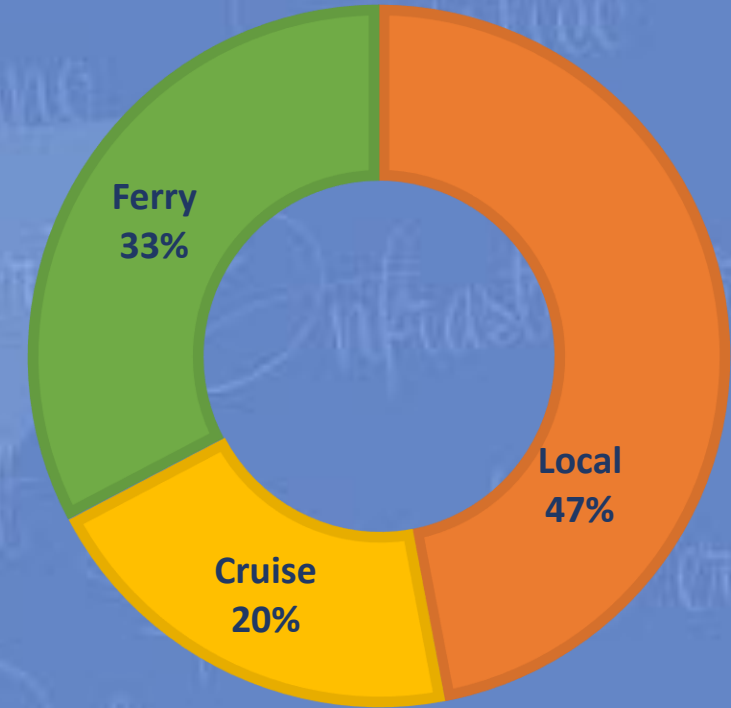
PORT NETWORK AUTHORITIES - 2018

CARGO THROUGHPUT

- Other General Cargo 4%
- Dry Bulk 13%
- Ro-Ro 22%
- Liquid Bulk 38%
- Containerized 23%

CONTAINER HANDLING – TEU

- "TRANSSHIPPED" 33%
- "HINTERLAND" 67%

PASSENGERS

- Ferry 33%
- Local 47%
- Cruise 20%

ITALIAN PORTS ASSOCIATION
ASSOPORTI

The future: Port transformation "from traditional ports - offering typical services to cargo and vessels – to new industry 4.0 – offering services with higher added value"

In 2017 Special Economic Zones in Southern Italy (ZES) and Simplified Logistic Zones (ZLS) in the center-north of Italy have been established to improve the competitiveness of Italian ports and logistic sector. The intent has been to strengthen the productive capabilities trying to reduce costs and time consumption in the north/south connection south/north.

Both initiatives aim to create favorable conditions (in economic and administrative terms) for the development of undertakings already operating in such areas as well as to encourage newcomers, e.g. through simplification of administrative procedures, reduction of the bureaucratic system and procedures accelerate public and private investment.
Ports will have the lead in these strategies as Presidents of Port Network Authorities are given the role to chair the Committee governing the special economic zone.

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