

# Undergoing changes and developments for the Italian ports

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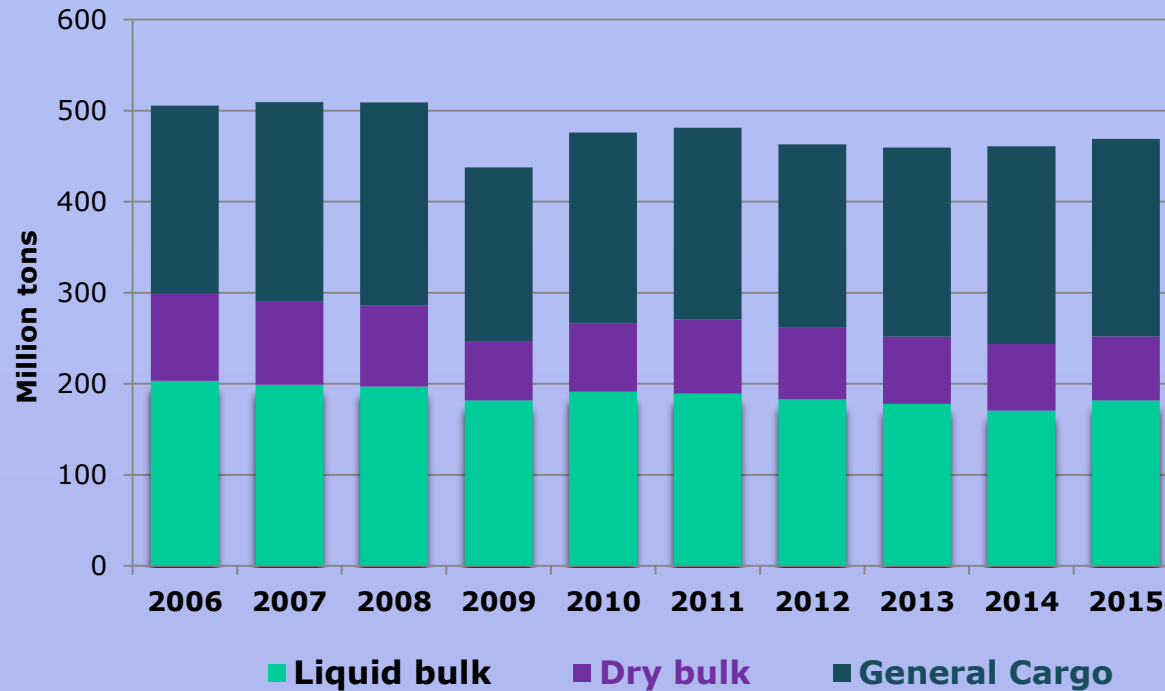
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Seaports are defined by the Italian law as public domain, which is State owned and inalienable, and obviously devoted to navigation.

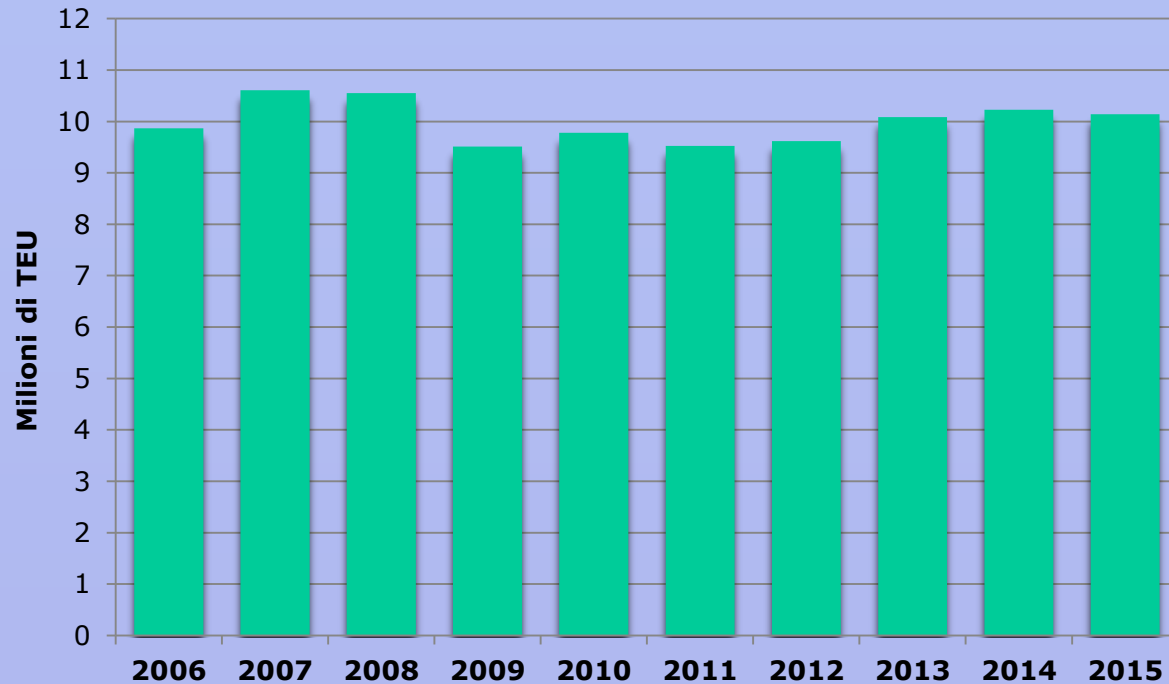
The State as “owner” takes care, in general, of the administration.

## Port Throughput in main Italian ports



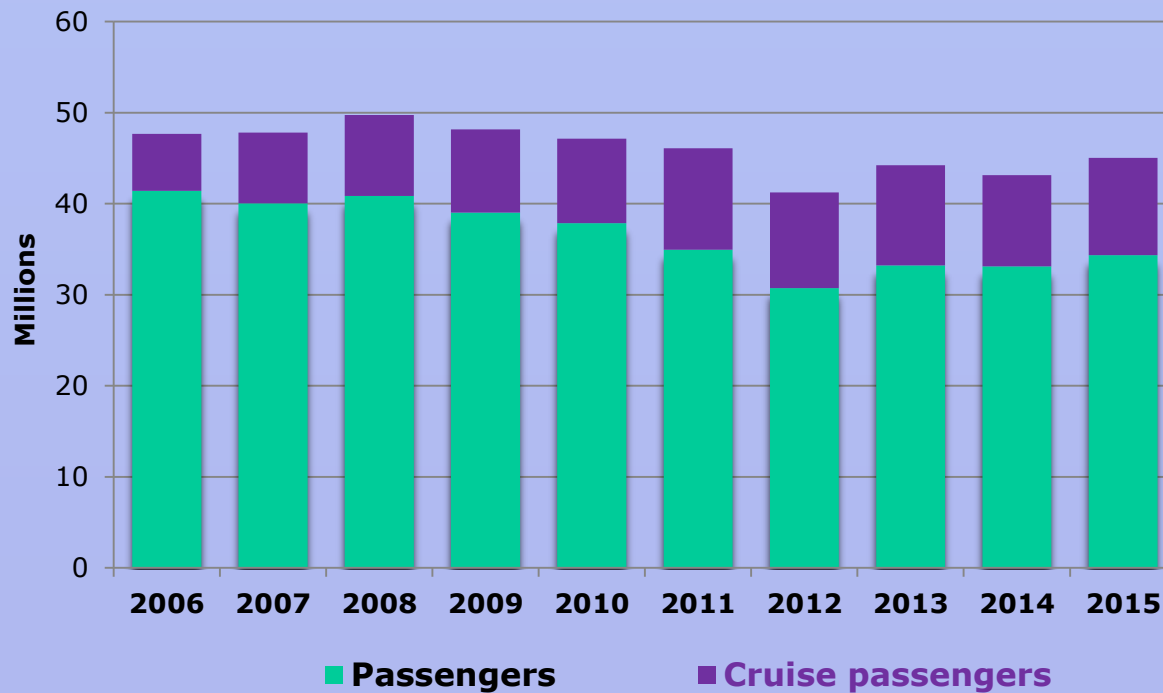
Source: Assoporti (estimated figures for 2015)

## TEUs Throughput in main Italian ports



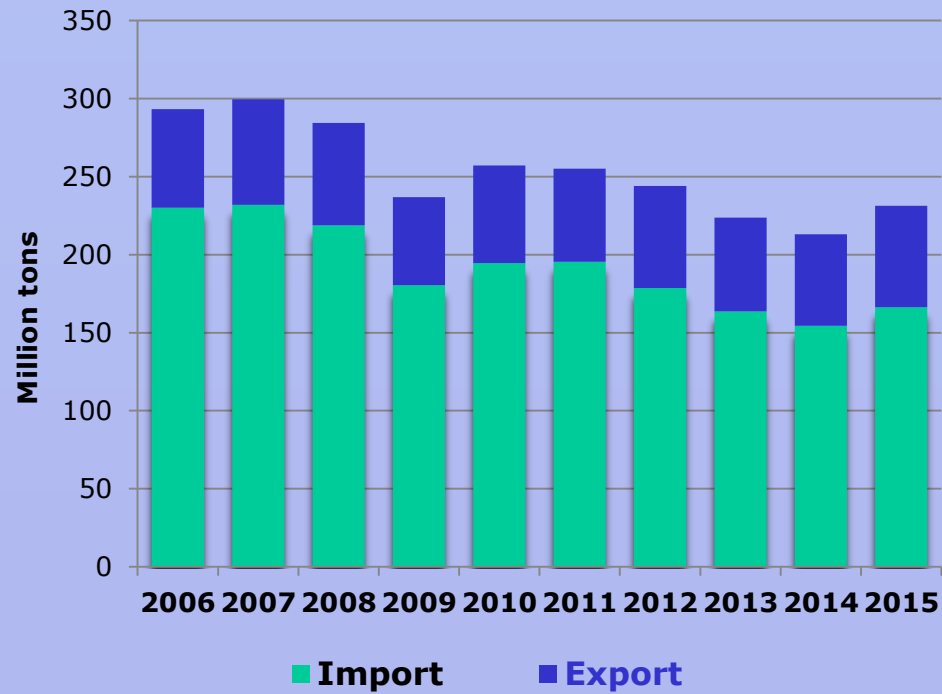
Source: Assoport

## Passengers movements in main Italian ports



Source: Assoporti (estimated figures for 2015)

## Italy - Seaborne trades



The port sector organization is ruled on law n° 84/94, and following modifications. It provided for the institution of Port Authorities in 24 ports, which are submitted, on some issues, to the control of the Ministry of Transport.

Port Authorities have:

- Public legal status (i.e. non-economic public bodies);
- Administrative, organizational , budget and financial autonomy (in the limits foreseen by Law n°84/94.

## Principal tasks of Port Authorities (see art. 6, law 84/94):

- policing, programming, coordination, control and promotion of the commercial and industrial activities that are carried out in a port;
- maintenance of the common parts (open to all users);
- Arrangement of the plans for the port disposition and use (programming and port planning);
- Administration of the port areas and quays.

[“Administration of the port areas and quays” means that comes into the assignments of the Port Authority the power to assign in “concession” portions of port territory, equipped or not, to private undertakings carrying out commercial and industrial activities against payment of a “concession fee (canone)”]



Port Authorities do not perform any direct management of the economic activities (cargo loading and unloading, services supply to ships, etc.) which are entrusted to privates. More precisely, Port Authorities cannot carry out port operations and their connected activities either directly or as stakeholder, while they can take shares in undertakings aimed at the logistics promotion.

Arrival, departure, movement, mooring and berthing of ships are ruled by the Harbormaster (Maritime Authority), since they concern the navigation safety.

The berthing assignment to commercial ships belongs to the Port Authorities in liaison with the Maritime Authority relevant to the vessel's safety aspect.

The main sources of revenue in the balance sheets of the Port Authorities consist of:

- revenues derived from the “concession fees” paid by the terminal operators for the use of port areas/quays assigned to them and from the “concession fee” for concessions released to other operators (industrial and commercial);
- revenues derived from the proceeds (fees) for the release of authorizations to the enterprises;
- revenues derived from the “port dues” (anchorage and cargoes taxes).

# The port as a complex of activities

- One entity – the Port Authority – for the administration and regulation of the activities (regarding also health and safety issues). It has coordination functions on port operators and public administrations within the port.
- A number of entities for specific aspects linked to the operational activities:
  - Maritime Authority: navigation safety;
  - Customs Authority: goods circulation and internal taxation;
  - Health Authority: health and safety;
  - Law Enforcement Authority: domestic security and public order.

# **PORT AND LOGISTIC NATIONAL STRATEGIC PLAN (PLNSP)**

a tool which identifies 10 objectives to stimulate the port system growth:

- to support the economic recovery;
- as a tool for the Euro-Mediterranean policy;
- to foster the sustainability.

# The 10 objectives

1. Simplification and streamlining;
2. Competition, transparency and services' upgrading ;
3. Improve accessibility and land-maritime connections;
4. Integration of the logistic chain;
5. Improve infrastructure performances;
6. Innovation;
7. Sustainability;
8. Certainty and programmability of the financial resources;
9. National coordination and dialogue with stakeholders;
10. Update the Governance of the "Sea-System".

## Objective n. 10

**Action: Measures to adapt the port governance model to the Italian port sector needs.**

i.e.:

- from 24 Port Authorities to 15 “Port System Authorities” (TEN-T “core” ports);
- more responsibility assigned to the President;
- simplification of the organization and dialogue with stakeholders;
- national coordination desk.

## **Conclusion**

Within a couple of months (more or less) there will be in place a new governance model for ports to improve their competitiveness.



Thank you all so much for listening