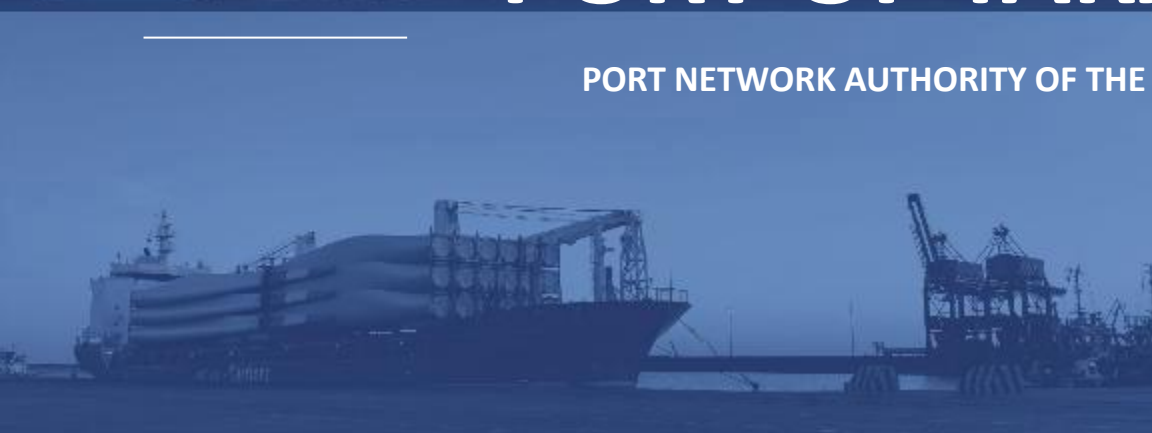




PORT OF TARANTO

PORT NETWORK AUTHORITY OF THE IONIAN SEA



PORT
PROFILE

CONTENTS

Pagina 3-4

➤ **EXECUTIVE SUMMARY**

Pagina 5

➤ **THE PORT OF TARANTO**

- TEN-T networks

Pagina 6 - 8

➤ **THE PORT OF TARANTO**

- Intermodal connection
- General framework
- The port today

Pagina 9-12

➤ **PORT TRAFFIC**

- Industrial traffic
- Container Terminal
- Cruises
- Public piers

Pagina 13

➤ **LOGISTICS PLATFORM**

- Piastra logistica

Pagina 14-15

➤ **PORT & TERRITORY**

- Open Port and the Falanto Port Service Center
- Waterfront Mar Grande

➤ **BOATING AND YACHTING**

- The Taranto marina

Pagina 17

➤ **MARITIME ACCELERATOR**

- FAROS

Pagina 18 - 19

➤ **A GENERAL OVERVIEW**

- Special Economic Zone
- Customs Free Zone

Pagina 20

➤ **TARANTO SMART GREEN PORT**

- The Environmental Energy Planning Document

Pagina 21-24

➤ **ENERGY AND ENVIRONMENTAL TRANSITION**

- The port of Taranto as an energy hub in the mediterranean area
- MASE Decree
- New use for the port areas



Executive Summary



STRATEGIC LOCATION IN THE HEART OF THE MEDITERRANEAN

The Port of Taranto is located in the deep south of Italy, along the **Scandinavian-Mediterranean Corridor of the EU's Trans-European Transport Network**. It is very close to the main traffic from the doubled Suez Canal, thus boasting a very special position between the connections and logistics activities of the Far East and the United States.



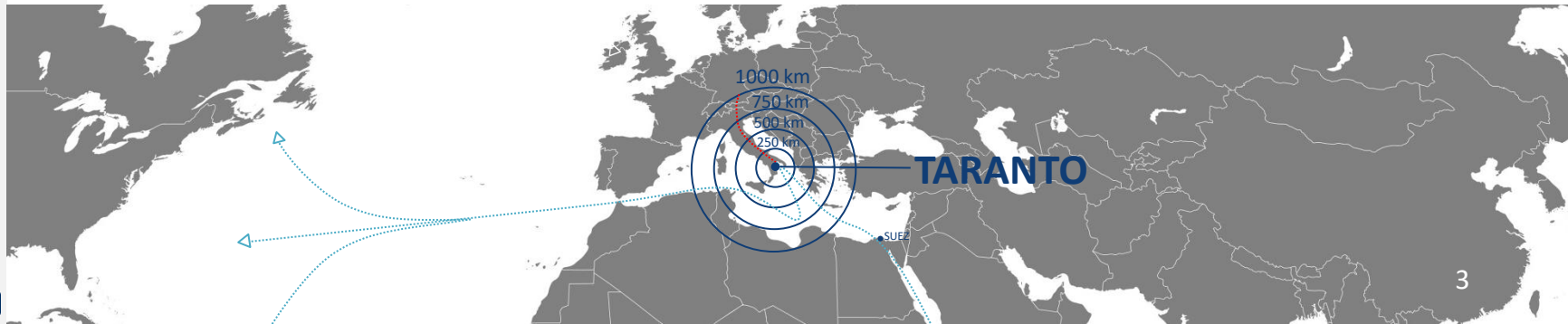
A THRIVING ECONOMIC AREA FOR INVESTMENT AND GROWTH.

The areas of the Port of Taranto fall within the **ZES unica - Special Economic Zone of Southern Italy**, the largest in Europe, a strategic hub for investment, innovation and international logistics. The Customs Free Zone of the Port of Taranto (ZFD) also represents a further element of competitiveness for the port and the backport and will contribute to the growth of both the new container terminal and other port companies.



AN INTERMODAL HUB

The Port boasts full intermodality and interoperability, being directly connected with the national road and rail network and with the cargo airport of Grottaglie (20 km).



Executive Summary



A MODERN, COMPETITIVE AND CUTTING-EDGE INFRASTRUCTURE

The Port boasts new and modern infrastructural facilities including a new container terminal managed by a global operator, the **San Cataldo Container Terminal SpA**, controlled by **Yilport Holding a.s.**, running to be ranked among the 10 leading terminal operators in the world.

The competitive value of the port of Taranto is significantly enhanced by the industrial vocation of its traffic volumes developed by the concessionaires **ENI** and **Acciaierie d'Italia**, representing an important asset for the port and for the industrial logistics services connected to the relevant local plants.



ON THE ROUTE OF THE LONG-WAVE OF VALUE CREATION

The Port Authority has implemented its development strategy through the promotion of traffic diversification in order to **better place the port in the cruise industry**. In 2021 numbers rapidly increased and home-porting activities were carried out for the very first time in Taranto, in a newly established cruise terminal that is currently run by the Taranto Cruise Port, a company controlled by **Global Ports Holding Plc** ("GPH"), the world's largest independent cruise port operator.

The Port Authority is strengthening its pivotal role in facilitating **sustainable transport**, either through promoting **sustainable cruise tourism** or generating **energy efficiency** opportunities as well as providing source for **innovation** and a new **cohesion between the port and the city**.



The Port of Taranto

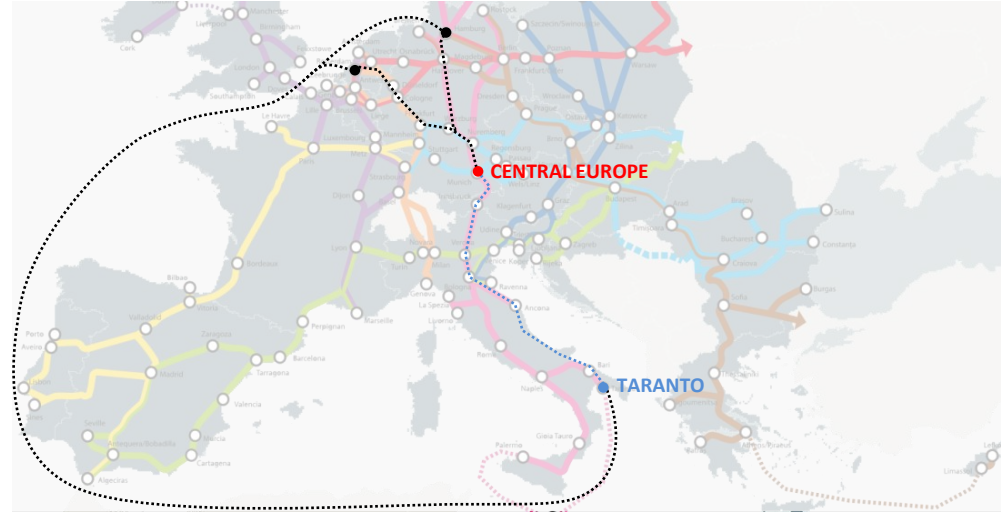
TEN-T networks

The Port Authority places the development of the local territory at the top of its priorities, focusing on intermodality, compliance with European regulations and the development of the TEN-T network (EU Regulation 2024/1679).

The port of Taranto - located along the Suez-Gibraltar route - is the final node of the rail/road terminal of the Scandinavian-Mediterranean Corridor (Helsinki/Malta) and a maritime node connecting the corridor to Valletta. The extension of the Baltic-Adriatic corridor with the inclusion of the entire Adriatic railway network will allow the Port of Taranto to cover this last corridor as well.

It is connected to the centre of Europe by rail and road connecting the port to the national networks.

The strategy is to **create an integrated logistics system around the port of Taranto**, based on a network of specialized facilities that effectively attract maritime traffic and promote the development of the local area.



Maritime/road transport
from Taranto to Central Europe
TRANSIT TIME ABOUT 8 DAYS



Rail transport
from Taranto to Central Europe
TRANSIT TIME ABOUT 34 HOURS

The port of Taranto

INTERMODAL CONNECTION



ROAD LINKS

The Port is located immediately outside the urban area and has direct access to major road networks.

The A14 Adriatic highway (Taranto-Bari-Bologna) provides a vital link for the Port of Taranto in terms of long-distance transport, allowing quick and smooth cargo transfer on the way to markets in northern Italy and central Europe.

RAIL LINKS

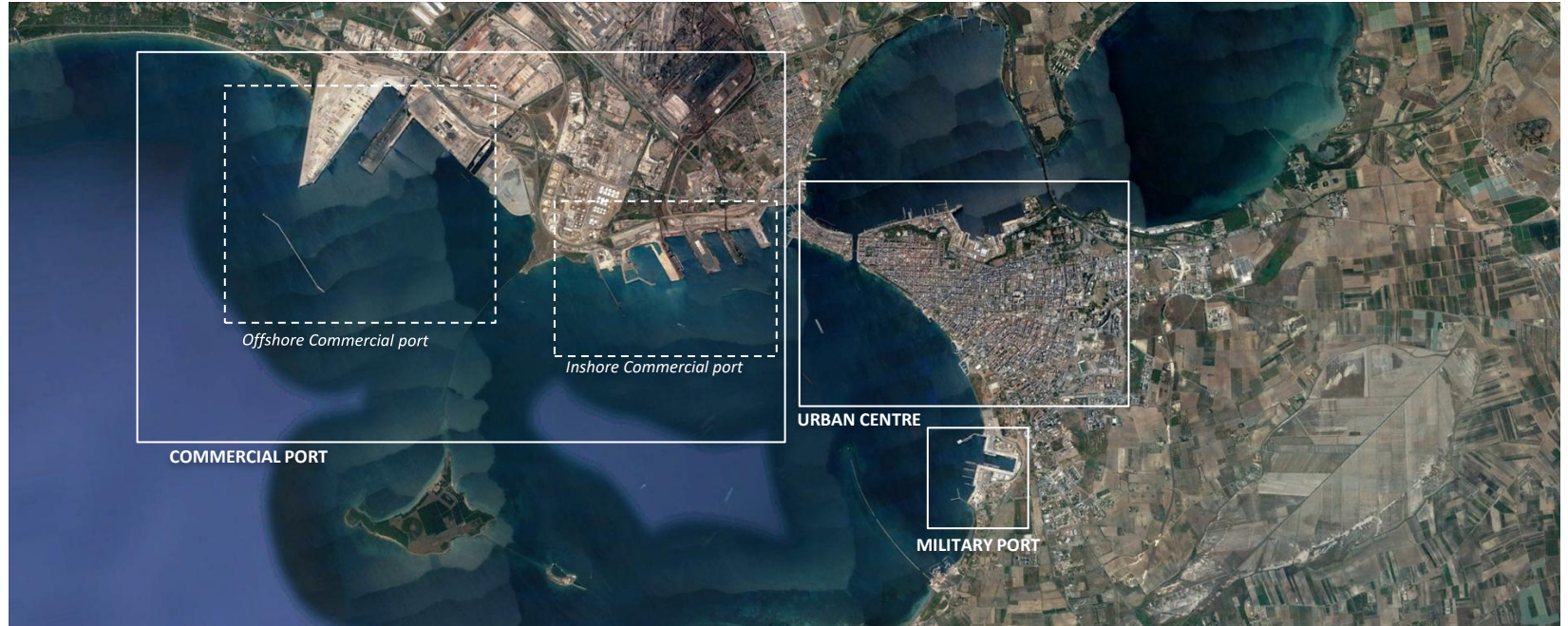
The Port is linked to the Adriatic rail ridge (Bari-Bologna) and to other lines serving Potenza-Naples, Brindisi-Lecce and Reggio Calabria. The Multipurpose Pier is directly linked to the national rail network. The railway network will be further upgraded thanks to the **measures provided for in the NRRP** with particular reference to the extension of high-speed rail and upgrading of regional networks. Works are underway by RFI to upgrade the railway network of the port which will allow, by 2025, an efficient connection of the port with the national network. By 2030, freight trains with a length over 750 meters will start using the national network once the modernization of the national grid will be completed.

AIRPORTS

The airport of Grottaglie is about 20 km from Taranto and is connected to the seaport by a road that runs directly from the port's Northern Gate. Grottaglie has a 3.2 km runway - among the longest in Europe and the second in southern Italy for runway length - for air cargo services, thus offering scope for an additional mode of transport for goods handled at the Port of Taranto.

The port of Taranto

GENERAL FRAMEWORK



The port of Taranto

THE PORT TODAY

N° OF PIERS	7
PORT DOMAIN	4.500.000 smq – 25 km.
TOTAL QUAY LENGTH	13.027 m
DEPTH OF THE SEABED	(-) 6m / (-) 23 m
PUBLIC OPERATIONAL PIERS	200,000 smq
AREAS TO BE GRANTED IN CONCESSION	1,6 Mln sqm
SPECIAL ECONOMIC ZONE	442,2 ha.
FREE TRADE ZONE	162,89 ha.
LENGTH OF PUBLIC QUAYS	3,720 m
AREAS IN CONCESSION	2,200,000 smq
LENGTH OF QUAYS IN CONCESSION	9,310 m



Port Traffic

INDUSTRIAL TRAFFIC



Concessionaire **ENI**

Refined oil products

1 PIER

The Italian company is present all over the world. One of the global supermajors in the Oil & Gas sector.

ENI S.p.A. has a concession to operate a 1100 m jetty with 2,220 meters of berthage for loading and discharging crude oil, refined products and by-products. Transshipment is carried out by a conveyor system linking the jetty with the refinery.

Concessionaire **ACCIAIERIE D'ITALIA**

Iron and steel products

4 PIERS

The factory in Taranto is the Europe's largest steel plant.

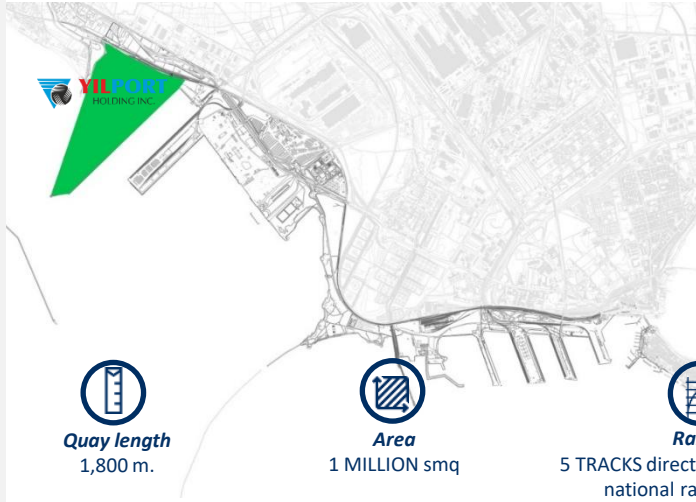
MAIN PRODUCTS:

- Hot rolled and pickled coils
- Cold rolled coils
- Hot-dip galvanized coils
- Cut sheets and coils



Port Traffic

CONTAINER TERMINAL



Since 2019, the container terminal is run by a new concessionaire, the **SCCT - San Cataldo Container Terminal**, a company controlled by Yilport Holding a.s., one of the most important port operators in the world which already operates in 21 other ports globally. The project relating to the Multipurpose Pier of the port of Taranto provides for an important strategic re-positioning of the terminal in the central Mediterranean with the gradual achievement of significant traffic targets. The infrastructure represents an intermodal hub in the heart of the Mediterranean and is capable of accommodating state-of-the-art ships.

The presence of 900 reefer plugs for refrigerated containers also opens up perspectives for the development of refrigeration logistics, to the benefit of the agri-food chain.

The terminal is equipped with first-rate systems for loading and unloading container trains, thanks to a bundle of five tracks directly connected to the national railway network on the west side of the terminal. Two rail-mounted gantry cranes ensure rapid loading / unloading of containers from trains.



Quay length
1,800 m.



Area
1 MILLION smq



Rail links
5 TRACKS directly connected to the national railway network



Draught
(-) 15m. / (-) 12.5m.



Capacity
2 million TEUS



900 Reefer plugs
for refrigerated containers available
540 plugs operational



Port Traffic

CRUISES



In April 2021, The Port Network Authority of the Ionian Sea has granted a concession to the **Taranto Cruise Port (TCP)** - controlled by *Global Ports Holding Plc*, the **largest independent cruise terminal operator globally** – for implementing support services to cruise passengers in the port of Taranto. **For the next 20 years**, the TCP will run a portion of state-owned maritime areas and facilities located **on the St. Cataldo Pier**.

The TCP is currently using, on a transitional basis, a prefabricated structure dedicated to the supporting services to cruise passengers transiting in the port of Taranto as well as to all those who choose the Ionian port as a port of embarkation and disembarkation.



54 CALLS
9 Cruise Lines
(YEAR 2022)

38 CALLS
7 Cruise Lines
(YEAR 2023)

45 CALLS
8 Cruise Lines
(YEAR 2024)

45 CALLS
7 Cruise Lines
(YEAR 2025)



108.810
PASSENGERS

138.548
PASSENGERS

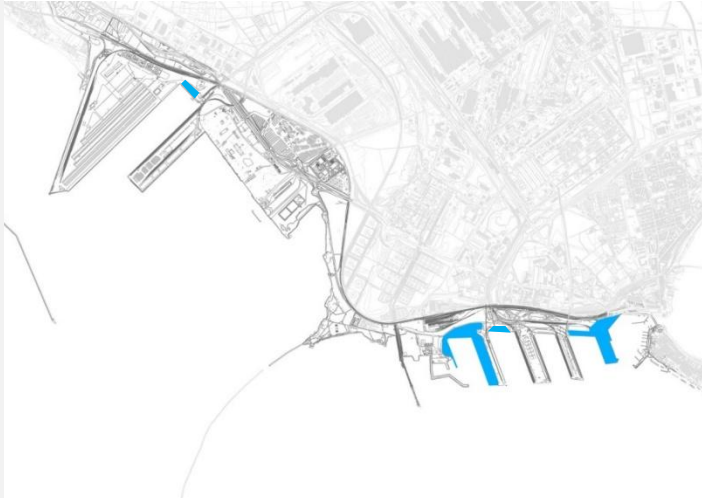
139.511
PASSENGERS

126.708
PASSENGERS



Port Traffic

PUBLIC PIERS



PUBLIC OPERATIONAL AREAS

200,000 sqm



LENGTH OF PUBLIC QUAYS

1,610 m



BREAKBULK



CRUISE



WIND TURBINES PARTS



PROJECT CARGO



BULK



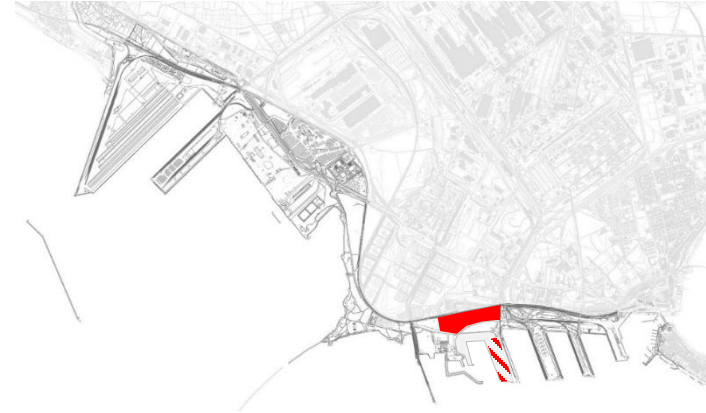
VEHICLES



LOGISTICS PLATFORM

On 28 May 2025, the Port Authority concluded the preliminary process for the issuance of the state concession (pursuant to Article 36 of the Maritime Navigation Code) in favour of the company **Vestas Blades Italia Srl**, for a duration of 9 years, for the use of the "Domenico Daraio" Logistics Platform, which is thus preparing to become a strategic infrastructure for the management and assembly of wind power components, marking a decisive step in the path of strategic and sustainable development of the Port of Taranto.

The use of the Logistics Platform represents a fundamental element for Vestas in support of **the new production line of wind turbines for the 15 MW V236** super turbine, with blades 115.5 meters long. The concession will allow the Company to efficiently manage the logistics of these components, integrating maritime transport with rail transport and assembly activities, thus strengthening the strategic role of the port of Taranto as an intermodal hub serving renewable energy.



Area
200,000 sqm.



Room temperature warehouse
The warehouse has an area of 4,836 sqm.



Refrigerated warehouse
The warehouse has an area of about 5,376 sqm and a capacity of 48,000 m3. It is dedicated to the storage of perishable goods. There are four refrigerated cells where temperature can vary from -25°C to +5°C.



Rail link
The Logistic Park railway tracks (no. 4 rail tracks) will be linked to the Taranto railway station and the national railway network



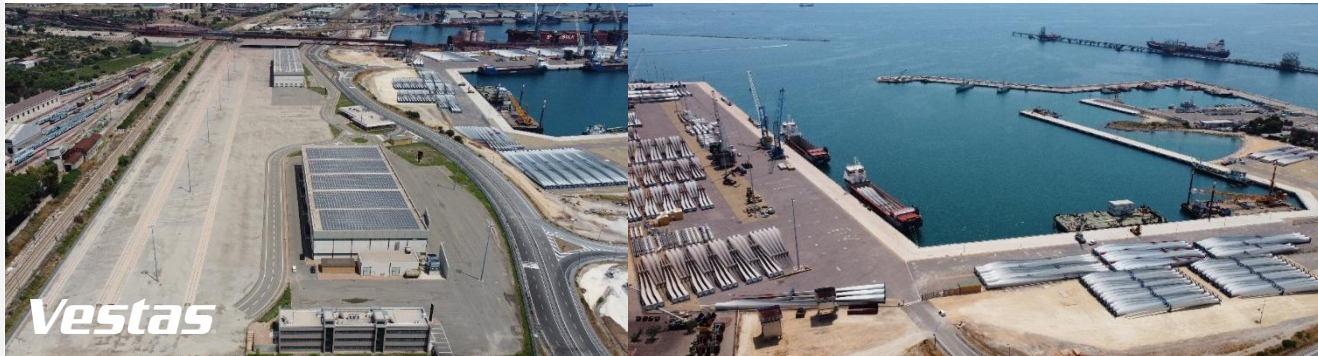
Store yard
The yard extends over an area of 25,700 sqm.



Profondità: -12 m.

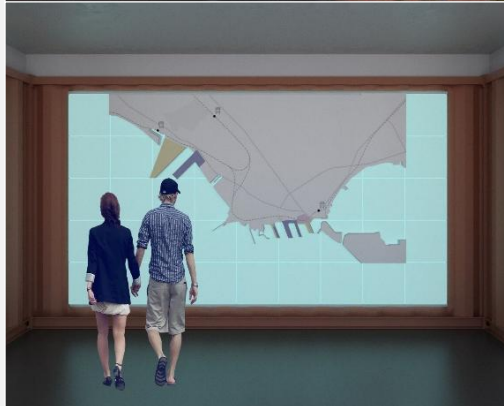


Lunghezza: 600 m.



Port & Territory

OPEN PORT AND THE FALANTO PORT SERVICE CENTER



Open Port will be the first *port center* in southern Italy. It will showcase the functioning and history of the Port of Taranto through the creation of a cultural itinerary that will lead visitors (i.e. *students, citizens, tourists, etc.*) to learn and become familiar with its activities, people and trades: the story of the port of Taranto will be the focal point and trigger for the narration.

At the present stage, **Open Port** is a **virtual, lively place**, which through modern and shared contents and languages, opens the doors of the port to a target of active and involved visitors, especially young people: a place open to new ideas and new routes!

The project represents **the main crossroads between the Port and the City of Taranto**, acting as **educational, information and interactive hub** open to the local citizens and to all those - tourists and visitors - willing to explore the port and maritime culture.

The Port Network Authority's objective is to provide Taranto with a new sea-culture, encouraging the union of the port, the city and the environment into a single experience.

Port e Territory

WATERFRONT MAR GRANDE

THE PROJECT IN A NUTSHELL Duration: 2022 – 2026 - Cost: € 29.125.000,00 - Funding: AdSP del Mar Ionio



The overarching strategy beyond these projects is to **pave the way for the creation of the ‘port-city of the future’**, where the investments in the creation of a new dress for the port-city waterfront represent a good reason to further strengthen the relationship between the port and the local community by using a more sustainable approach.

The regeneration of the urban waterfront in the Port-City of Taranto is a well-structured process involving a number of actors and actions to be taken at different levels. The existing cooperation between the PNAIS and the Municipality of Taranto has been further strengthened by the Collaboration Agreement (under the Law n. 241/1990) signed in May 2020 that lays the foundations for the definition of a shared governance plan to achieve joint territorial development strategies. The Ministry for Sustainable infrastructures and mobility has included the project in the list of eligible actions under the “PROGRAMMA DI AZIONE E COESIONE “INFRASTRUTTURE E RETI” 2014-2020”.

The “**Waterfront Mar Grande**” project is the ‘masterplan’ for the regeneration and refurbishment of the public sea-land areas in Taranto.

The waterfront is the **key element to relaunch the port-city as a tourist and cruise destination**, from a local to global perspective, as the project intervention areas are located in a stretch of land that is currently in a state of physical and environmental degradation.

The project will have **two main functions**: on the one hand, that of being an infrastructural work of coastal defense and environmental protection; on the other hand, that of creating a “*promenade paysagée*” with a strong cultural connotation, thanks to the **physical repositioning of the East gate of the Port** which will allow an open access to the Port domain to visitors and citizens.

Boating and Yachting THE TARANTO MARINA



The boating and yachting offer of the Port of Taranto consists of «mooring berths» and a «tourist port» currently managed by:



GAP ENERGY ITALIA 1 SRL – company providing a tourist port as follows:

- 227 berths up to 10m
- 114 berths from 10.01m to 24m
- 11 berths over 24 m

and provides the following services:
Docking, water, electricity, security, tourist information, toilets, parking, hauling, waste collection

APPRODI SRL – a company providing mooring berths as follows:

- 120 berths up to 10m
- 30 berths from 10.01m to 24m

and provides the following services:
Docking, water, electricity, security, tourist information, hauling, waste collection.

A one-of-a-kind maritime accelerator specialized in the blue economy

FAROS

Supporting **entrepreneurship**, investment in **innovation** and **start-ups** and assisting the maritime industry achieve its climate targets for a growing **Blue Economy** are **key factors in the development strategy of the port of Taranto**.

To this aim, Cassa Depositi e Prestiti Venture Capital SGR and the Port Network Authority of the Ionian Sea, in cooperation with national and international partners, have launched **FAROS**, a **unique maritime accelerator in Italy**, vertically specialized in the Blue Economy.

PNAIS main partners come from the Taranto Port ecosystem, the **Energy sector** (Oil, gas, alternative fuels), the **financial sector** (banks, venture capital, business angels) and the **innovation-related consultancy sector**.

FAROS launched its **4th Acceleration Program in 2025**. With **218 applications** received, **7 startups** that will enter the acceleration program and **4 pilot projects** developed with the partners of the program ecosystem, FAROS confirms itself as an important international initiative for the most disruptive startups of the Blue economy at Italian and international level, able to develop innovative solutions based on the needs of partner companies.



FAROS
L'Acceleratore Blue Economy
della Rete Nazionale CDP

Iniziativa di
cdp
Fondo Nazionale Innovazione
CDP Venture Capital Sgr

In collaborazione con
Autorità di Sistema Portuale
del Mar Ionio
Port of Taranto

Program Manager
ajcube

Main Partner
INTESA SANPAOLO
Acciaierie
d'Italia
FINCANTIERI

Corporate Partner
Joule
BCC SAN MARZANO
DI SAN GIUSEPPE
TEMPORA
ROSSA
RIFA

Partner Istituzionali
COMUNE DI
TARANTO
Camera di Commercio
Taranto
UniBa

cdp
Rete Nazionale Acceleratori

A general overview

SPECIAL ECONOMIC ZONE

In order to attract investments, encourage economic growth and create jobs, many countries have experimented with the creation of "**advantage zones**" for the establishment of new businesses.

The **Single Special Economic Zone (SEZ)** in Southern Italy and the **Simplified Logistics Zones (SLZ)** in Central - Northern Italy have as their fundamental objective the increase in the competitiveness of the port and backport areas and of the established companies, the attraction of direct investments, especially by foreign entities, the increase in exports, the creation of new jobs and the more general development of production and logistics, through tax and customs benefits, administrative simplification and institutional support.



State Concessions

Represented by a Tax Credit up to 100 million euros per investment, and a 50% reduction on the Income Tax for those starting a new business activity



Simplification of the Governance System

By strengthening the operation and the powers of the Commissioner who will have the title of the Unique Authorization procedure, and will be the main contact person for all the economic actors willing to invest in the referred area



Regional Concessions

All regions can ensure resources for investments in SEZ



Administrative and bureaucratic simplifications

State and Local procedures that every Region and Municipality can resolve



Customs Free Trade Zone

Which permits to get benefit for VAT and Duties relief for goods imported into Italy from non-EU Countries



Favourable credit conditions

The Law provides the possibility to achieve agreements or conventions with banks to help business investments



Digital Single Window

Since September 2022 business owners can access the SEZ Digital Single Window to apply for Single Authorization for the implementation of investment projects in the areas of the SEZ



Single Authorization

The Single Authorization, issued following a special service conference in which the interested public bodies participate, replaces all previous authorisations and concessions, in compliance with the regulations on environmental impact assessment.

A general overview CUSTOMS FREE ZONE

The **Customs Free Zone** offers the exclusive benefit to carry out activities free of customs duties.

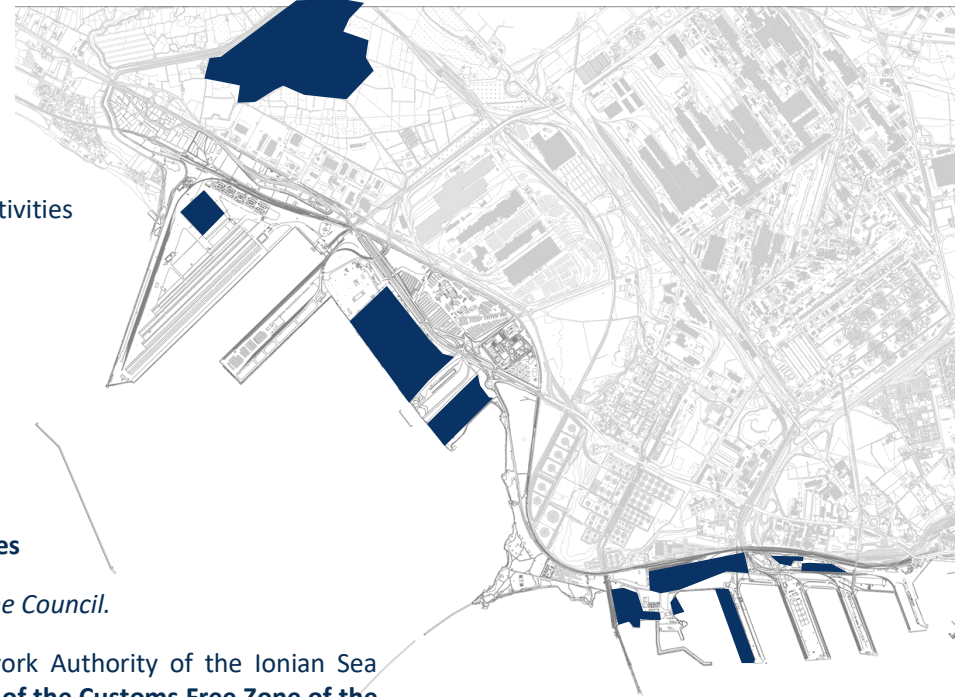
The port includes:
11 bonded areas covering
a total surface of **162,89 ha**

The following activities can be carried out free of customs duties:

- **Long-term storage of goods**
- **Manipulation, light packaging, cleaning**
- **Transformation and manipulation for import-export purposes**

(EU) Regulation nr. 952/2013 of the European Parliament and of the Council.

With the issue of the Presidential Ordinance of the Port Network Authority of the Ionian Sea (PNAIS) on 16 February 2021, the **Regulations for the functioning of the Customs Free Zone of the Port of Taranto** has been activated and is now in force. The Customs Free Zone (CFZ) was established by law n. 160 of 27th December 2019 and its perimeter was defined by Presidential Decree of 13th March 2020 of the PNAIS, then approved by Directorial Determination of 28th April 2020 issued by The Customs and Monopolies Agency. In collaboration with the Customs Agency, the Port Authority has started a highly innovative project of digitalization of the Customs Free Zone that will improve efficiency, services and processes. Once this innovation process is completed, the Customs Free Zone will boast cutting-edge digital systems.



Taranto Smart Green Port

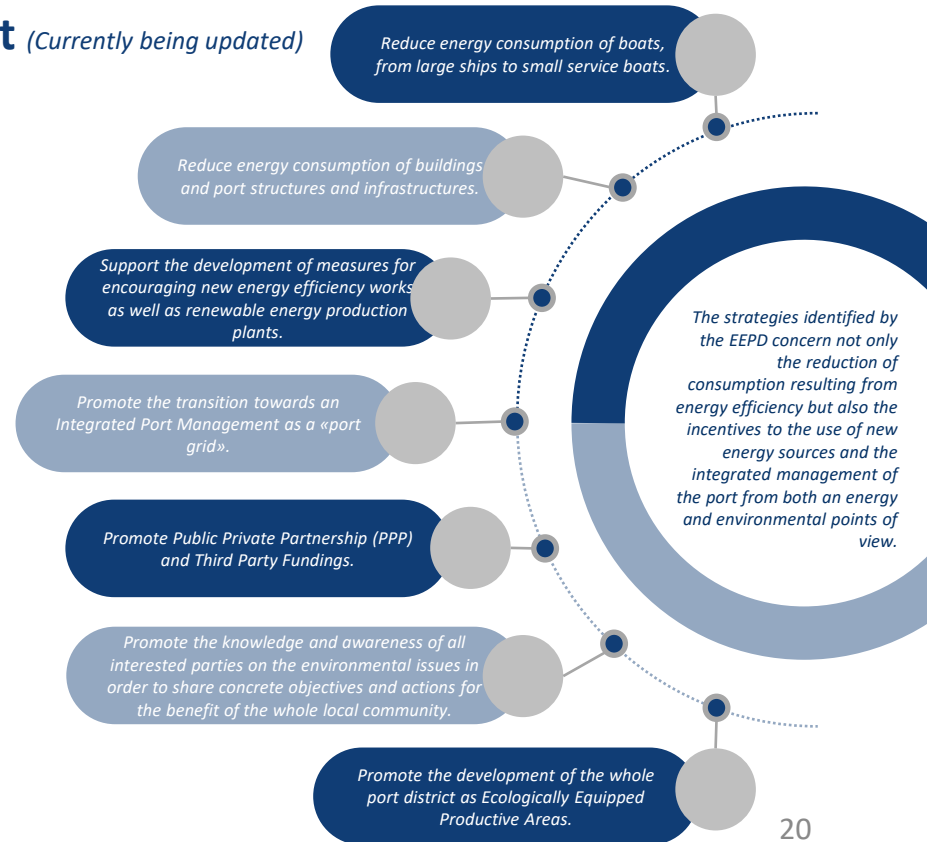
The Environmental Energy Planning Document *(Currently being updated)*

«The planning of the port system must be respectful of the criteria of energy and environmental sustainability, in line with the policies promoted by the current European directives on this subject».

The Italian Port Network Authorities promote the adoption of **Environmental Energy Planning Documents (EPPD)** ‘with the aim to pursuing adequate objectives, with particular reference to the reduction of CO2 emissions’.

In 2019, the PNAIS adopted its own **Energy transition and environmental strategy thanks to the “DEASP”** (link: <https://bit.ly/3wuxb27>) the document for energy and environmental planning of our Port Authority to make Taranto a smart green port.

OPS: 3 main actions to be developed under the PNRR by 2026



Energy and environmental transition

THE PORT OF TARANTO AS AN ENERGY HUB IN THE MEDITERRANEAN AREA



Energy and environmental transition

THE PORT OF TARANTO: ENERGY HUB THE MED

The Authority has submitted an expression of interest for the identification of state-owned maritime areas to be allocated to the construction of infrastructures suitable for ensuring the development of investments in the shipbuilding sector, production, assembly and launching of floating platforms and electrical infrastructures functional to the development of shipbuilding for the production of wind energy at sea.

Land areas:

- Multipurpose pier
- Extension of Pier 5
- Former Belleli Yard

Sea areas:

- Sea Area no 1
- Sea Area no 2
- Sea Area no 3



Energy and environmental transition

MASE Decree

The Decree identifies the following state-owned maritime areas as suitable:

- state-owned areas of the Port Authority of the Eastern Sicilian Sea in Augusta;
- state-owned areas of the Port Authority of the Southern Adriatic Sea in Brindisi;
- state-owned areas of the Port Authority of the Center-North Tyrrhenian Sea in Civitavecchia;
- state-owned areas of the Port Authority of the Ionian Sea in Taranto (modernization of the quay of the multi-sector pier). **PRIORITY INTERVENTION**

The areas are intended for the construction of infrastructures suitable for ensuring the development of investments in the shipbuilding sector for the production, assembly and launch of floating platforms and electrical infrastructures functional to the development of shipbuilding for the production of offshore wind energy.

Decree no. 167 of 4/7/2025 of the Minister of the Environment and Energy Security, of the Minister of Infrastructure and Transport, in agreement with the Minister of Economy and Finance



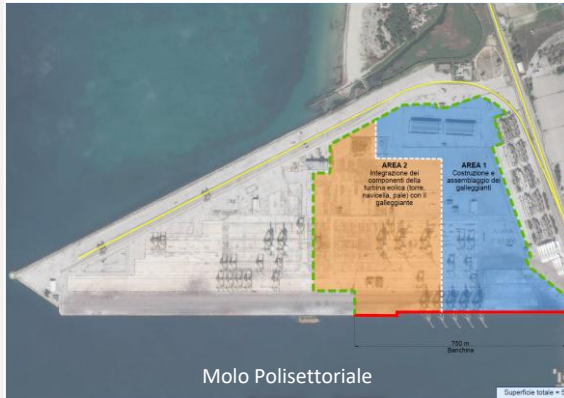
MIT
MINISTERO
DELLE INFRASTRUTTURE
E DEI TRASPORTI



Ministero
dell'Economia
e delle Finanze

Energy and environmental transition

NEW USE FOR THE PORT AREAS



The Harbour Master's Office expressed a favorable opinion with respect to the safety of navigation in the waters to be used for production and assembly activities as well as the stationing of floating platforms.

Since the nineties, the identified bodies of water have been intended for the stationing of oil platforms, at the time built by the Belleli Firm.

SEA AREAS

LAND AREAS

With respect to the candidate areas as part of the MASE public notice, the Port Authority received a green light from the Superior Council of Public Works with respect to the Functional Technical Adaptation.



Port Network Authority
of the Ionian Sea

Port of Taranto

