



The Port of Ravenna

Guido Ceroni

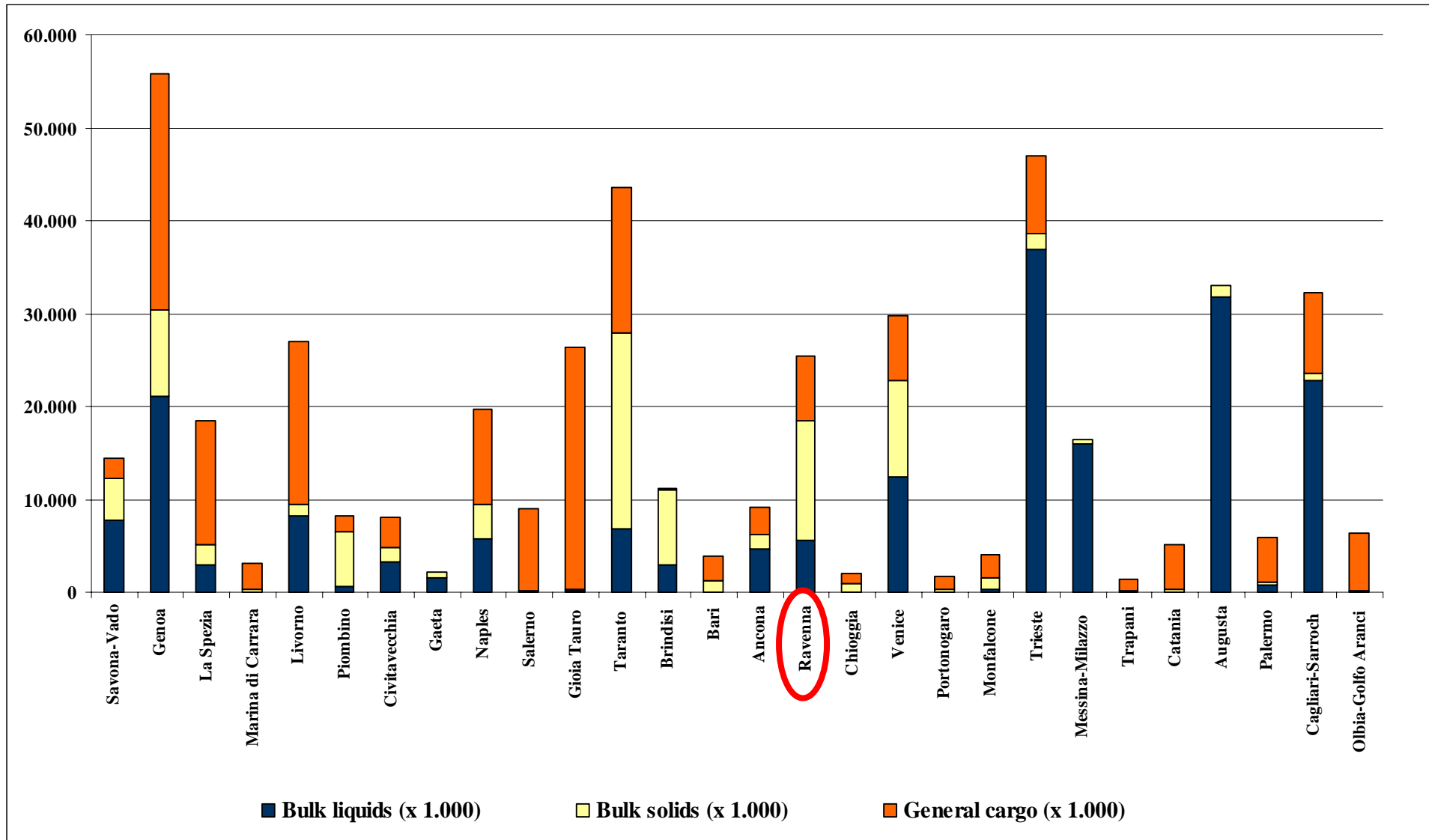
Ravenna, 5th April 2006



Traffic in the main Italian ports - 2004

	Bulk liquids (x 1.000)	Bulk solids (x 1.000)	General cargo (x 1.000)	Total Tons (x 1.000)	TEU's (No.)	Passengers (No.)
Savona-Vado	7.694	4.526	2.143	14.362	83.891	833.522
Genoa	21.020	9.320	25.496	55.837	1.628.594	3.015.365
La Spezia	2.926	2.164	13.344	18.435	1.040.438	41.036
Marina di Carrara	63	259	2.710	3.032	7.917	-
Leghorn	8.156	1.336	17.559	27.051	638.586	2.378.892
Piombino	611	5.867	1.811	8.288	-	3.615.441
Civitavecchia	3.304	1.472	3.360	8.136	36.301	2.591.778
Gaeta	1.514	727	-	2.241	-	-
Naples	5.680	3.835	10.152	19.667	347.537	9.450.931
Salerno	-	115	8.877	8.992	411.615	421.065
Gioia Tauro	98	261	26.001	26.361	3.261.034	-
Taranto	6.789	21.165	15.627	43.582	763.318	433
Brindisi	2.904	8.094	119	11.117	3.826	542.741
Bari	46	1.262	2.508	3.816	20.192	1.339.464
Ancona	4.675	1.560	2.863	9.098	65.077	1.412.905
Ravenna	5.512	12.901	7.009	25.422	169.432	17.599
Chioggia	-	861	1.136	1.998	-	-
Venice	12.413	10.360	6.983	29.756	290.898	1.037.833
Portonogaro	-	368	1.397	1.764	-	-
Monfalcone	365	1.232	2.390	3.987	2.234	284
Trieste	36.850	1.677	8.379	46.906	174.729	303.490
Messina-Milazzo	15.896	499	9	16.404	-	11.033.265
Trapani	98	-	1.241	1.338	10.274	1.027.899
Catania	61	194	4.904	5.159	11.751	291.312
Augusta	31.822	1.200	-	33.022	-	-
Palermo	847	227	4.863	5.937	24.040	1.764.499
Cagliari-Sarroch	22.859	671	8.707	32.237	501.194	498.055
Olbia-Golfo Aranci	-	174	6.241	6.415	-	3.952.717
Total	192.204	92.330	185.829	470.363	9.492.878	45.570.526

Traffic in the main Italian ports - 2004



The Port Authorities' tasks - Law no. 84/1994

- **Direction, programming, co-ordinating, promoting and controlling of port operations and other commercial and industrial activities taking place in the ports.**
- **Ordinary and extraordinary maintenance of State property within the ports.**
- **Assignment and control of those activities intended for the provision of general services to port users.**
- **The Port Authorities cannot carry out, neither directly nor through participation in company shares, any port operations and activities strictly connected to these. The Port Authorities may establish or rather participate in companies that carry out additional or instrumental activities as regards the institutional tasks entrusted in them, and also the aims of promoting and developing intermodality, logistics and transportation networks.**

PHYSICAL CHARACTERISTICS OF THE PORT OF RAVENNA



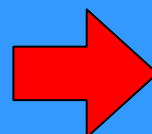
It's a canal port with 20 private terminals and quays almost 16 km long.

Capacity: 2,800,000 sq.m. of warehouses, 1,400,000 sq.m. of yards, 1,000,000 cu.m. of tanks/silos.

RAVENNA, A PRIVATE PORT, AVAILS OF:

The tradition and experience of its operators

**Specialized
Operators**



**Highly versatile
port**

Wide range of services

High productivity

Competitive Rates

Operative: 7 days/week, 24 hrs/day

Reliability

Social Peace

THE SHIPS

SHIP ARRIVALS IN 2005: 3,865



MAXIMUM DIMENSIONS

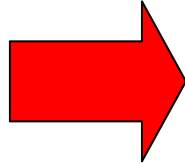
**Length
265 metres**

**Width
35 metres**

**Draught
9,45 metres (31.6 ft)**

THE PORT AUTHORITY FOR A STRATEGIC PROJECT OF PORT DEVELOPMENT

The Port Authority



Does not carry out any entrepreneurial activities

Cannot replace the role of entrepreneurs

Port development is not complete through the development projects of single companies nor the sum of these.

For a strategic development project the following are needed:

**Precise entrepreneurial will
A propulsive role by the Port Authority
Positive co-ordination between Institutions
Positive rapport between the public and private sector**

The Port Authority can carry out its role through the following instruments:

**Port planning
Prioritizing in the programming of port works
Concession of quays
Activation or participation in intermodality initiatives
Promotion**

THE STRATEGIC POSITIONING OF THE PORT OF RAVENNA

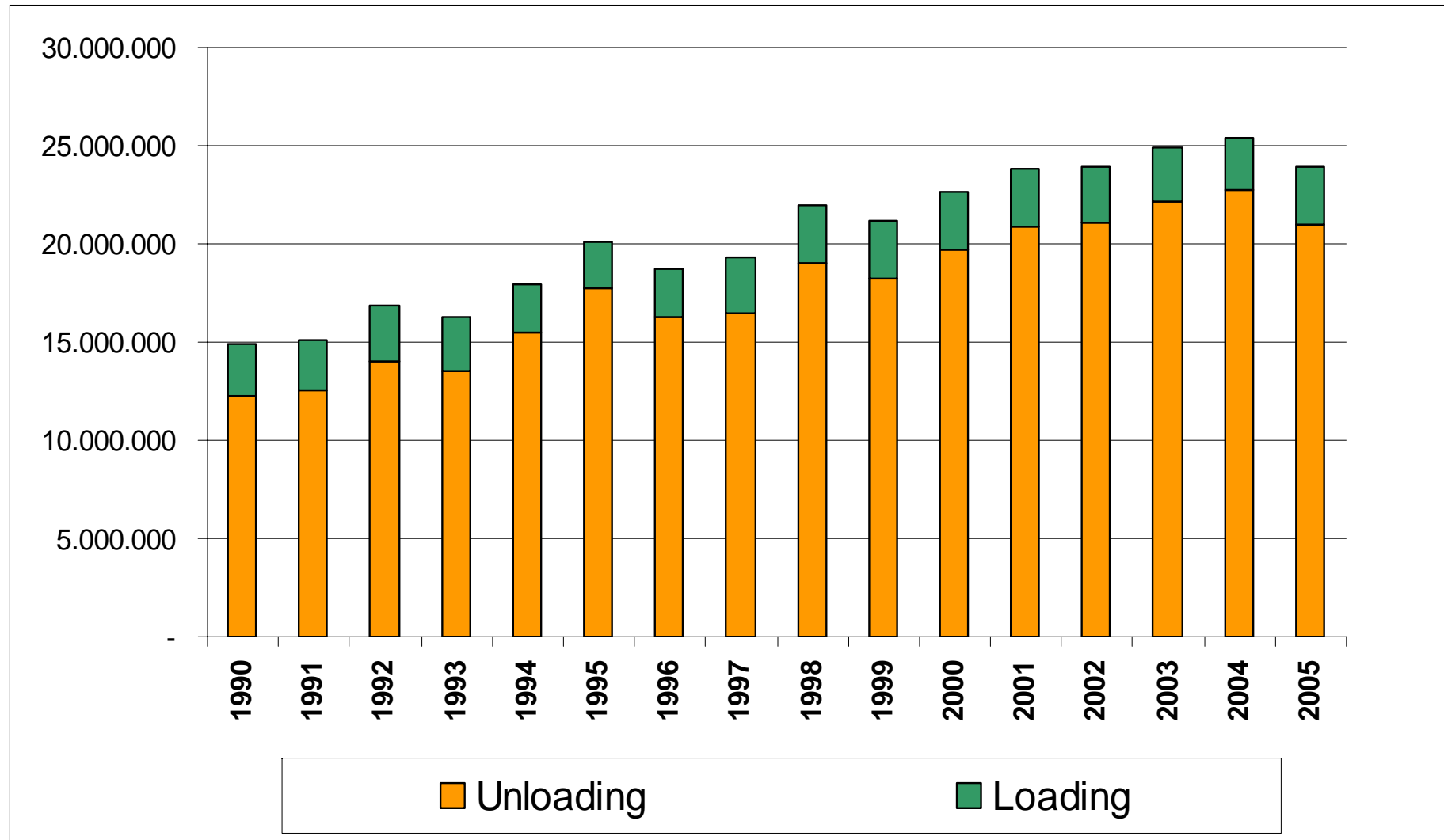
- ▶ **Italian leader for traffic with countries of the East Mediterranean and the Black Sea**
- ▶ **Italian leader for the handling of cereals, feedstuff and fertilizers**
- ▶ **Italian leader for the handling of ceramic raw materials and metallurgical products**

TRAFFIC

Handled goods in 2005

tons	<i>Unloading</i>	<i>Loading</i>	<i>Total</i>
Oil products	2.784.922	161.226	2.946.148
Non oil liquid bulk goods	1.653.995	156.903	1.810.898
Solid bulk goods	11.441.473	538.219	11.979.692
General cargo	5.114.803	2.027.652	7.142.455
TOTAL	20.995.193	2.884.000	23.879.193
TEUS	85.029	83.559	168.588
TRAILERS	14.391	20.511	34.902

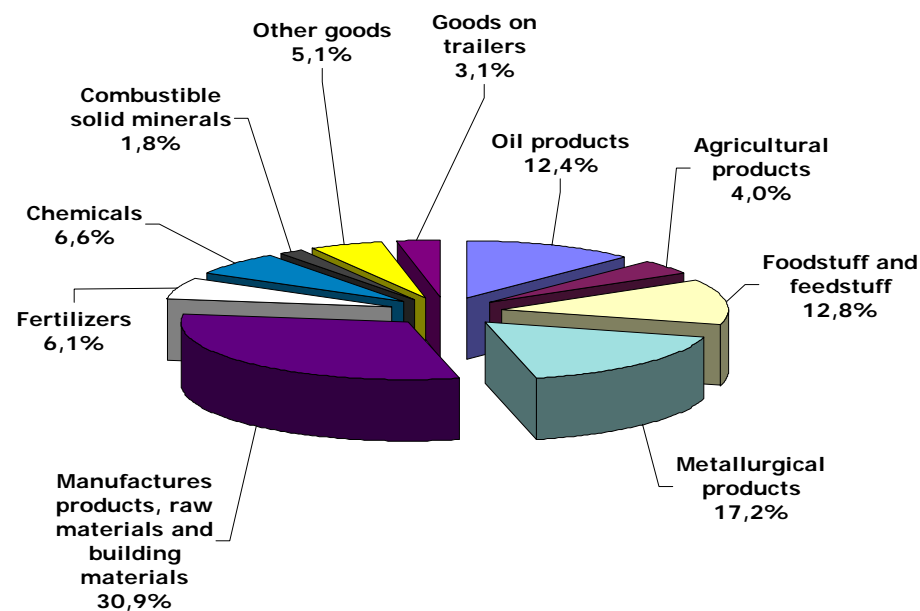
Handled goods: HISTORIC TREND



Overall traffic: 1995-2005 **+19%**

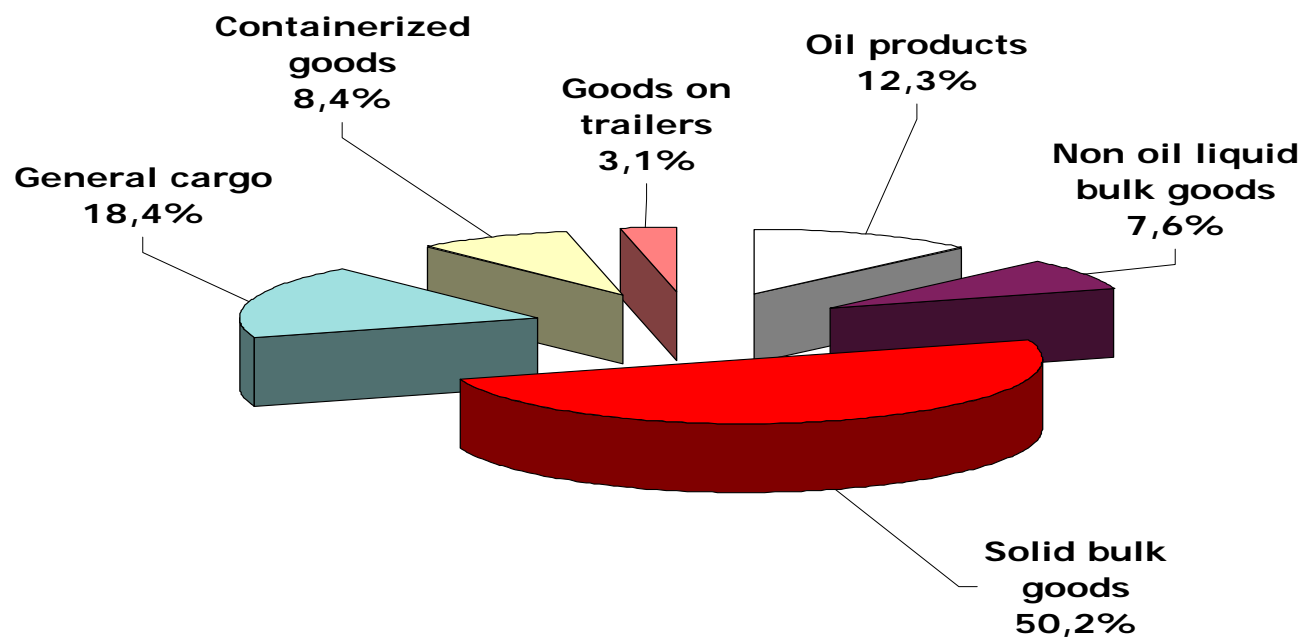
Categories of goods handled in the port of Ravenna in 2005

tons	UNLOADED	LOADED	TOTAL
Oil products	2.790.087	161.226	2.951.313
Agricultural products	880.791	77.092	957.883
Foodstuff and feedstuff	2.766.734	294.622	3.061.356
Metallurgical products	3.932.245	163.140	4.095.385
Manufactures products, raw materials and building materials	7.115.720	259.201	7.374.921
Fertilizers	1.084.478	381.395	1.465.873
Chemicals	1.313.575	263.590	1.577.165
Combustible solid minerals	432.407		432.407
Other goods	468.093	746.167	1.214.260
Goods on trailers	211.063	537.567	748.630
TOTAL	20.995.193	2.884.000	23.879.193



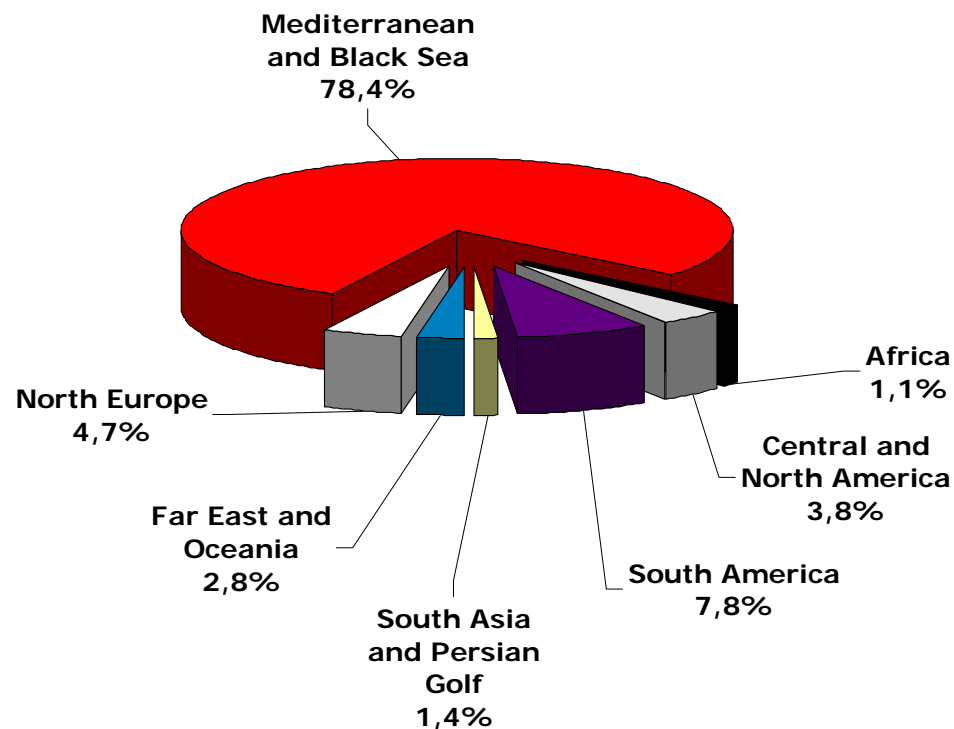
Handled goods in 2005 per functional classification

tons	UNLOADING	LOADING	TOTAL
Oil products	2.784.922	161.226	2.946.148
Non oil liquid bulk goods	1.653.995	156.903	1.810.898
Solid bulk goods	11.441.473	538.219	11.979.692
General cargo	4.077.890	319.444	4.397.334
Containerized goods	825.850	1.170.641	1.996.491
Goods on trailers	211.063	537.567	748.630
TOTAL	20.995.193	2.884.000	23.879.193

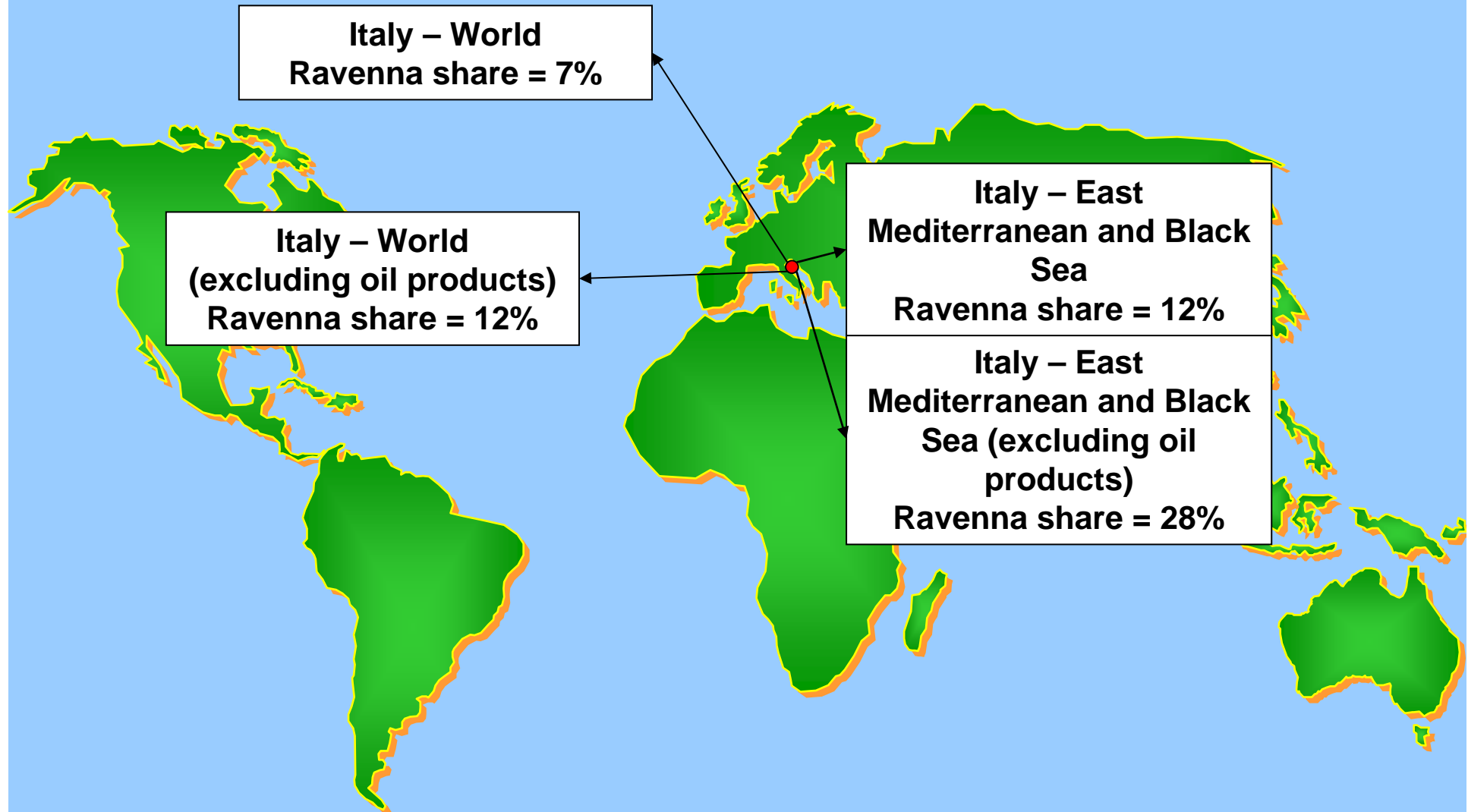


Goods handled according to origin / destination markets in 2005

tons	UNLOADING	LOADING	TOTAL
North Europe	1.014.267	103.472	1.117.739
Mediterranean and Black Sea	16.101.239	2.631.712	18.732.951
<i>of which Italy</i>	<i>5.137.950</i>	<i>1.102.685</i>	<i>6.240.635</i>
Africa	159.882	96.748	256.630
Central and North America	887.377	24.969	912.346
South America	1.857.370	-	1.857.370
South Asia and Persian Gulf	319.471	23.629	343.100
Far East and Oceania	655.587	3.470	659.057
TOTAL	20.995.193	2.884.000	23.879.193

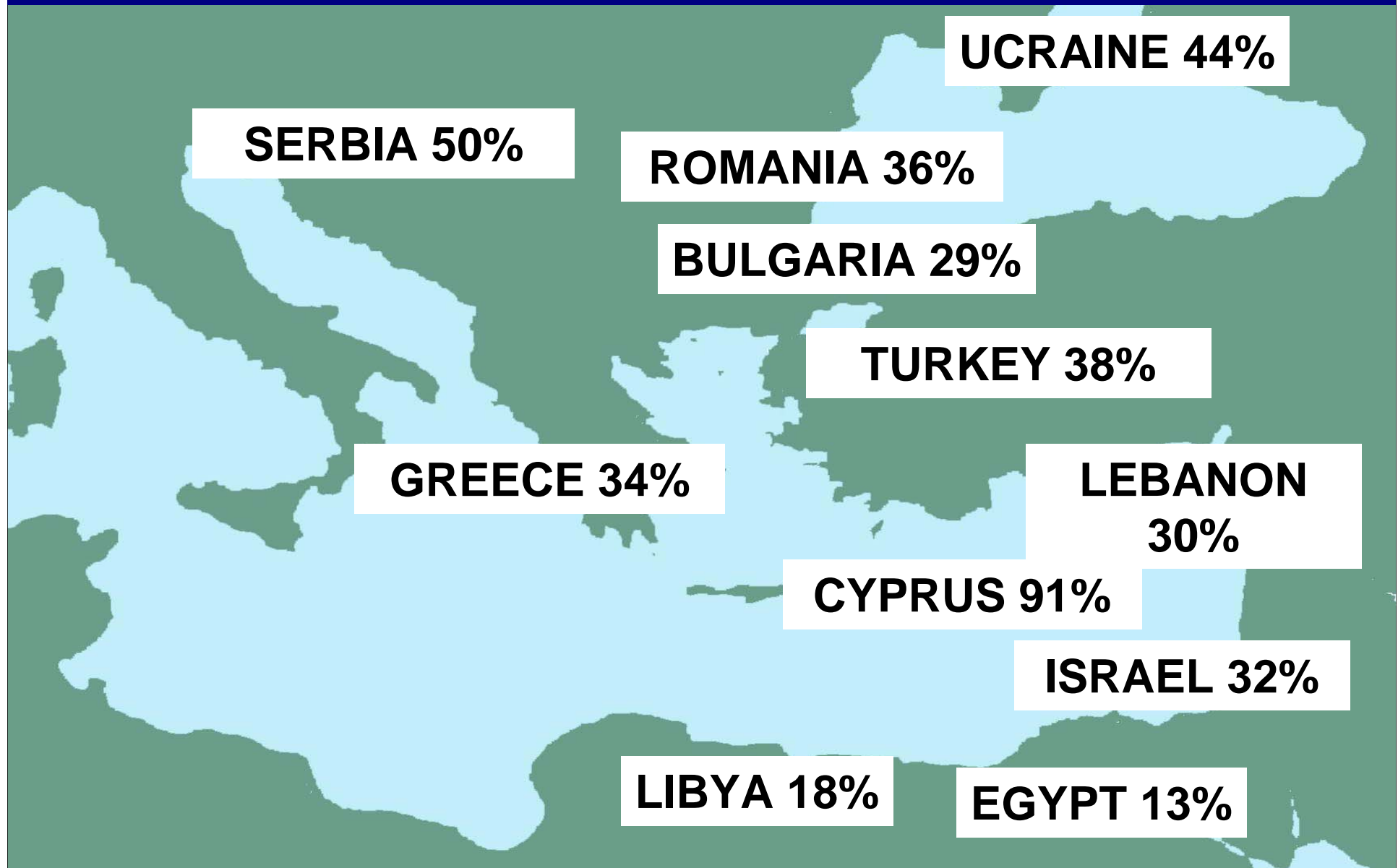


THE ROLE OF THE PORT OF RAVENNA IN ITALY'S FOREIGN MARITIME TRADE. YEAR 2002

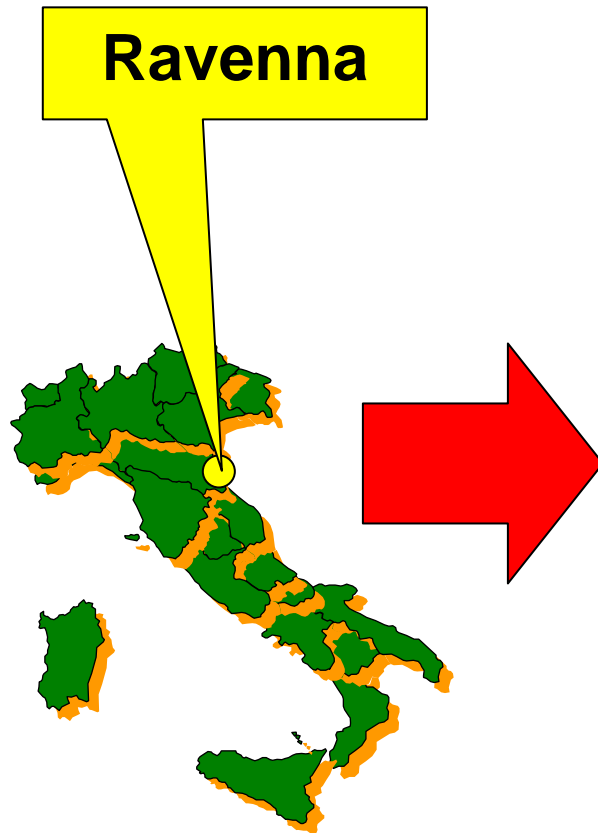


RAVENNA ON THE CROSSROADS OF THE MEDITERRANEAN (2004)

Italian import/export share via sea (oil products excluded)



SOME DIRECT CONNECTIONS BETWEEN RAVENNA AND THE EAST MEDITERRANEAN



Piraeus (Greece) = 32 departures/month

Izmir (Turkey) = 12 departures/month

Limassol (Cyprus) = 20 departures/month

Beirut (Lebanon) = 16 departures/month

Haifa (Israel) = 18 departures/month

Alexandria (Egypt) = 22 departures/month

Motorways of the Sea

- . Ravenna was inserted in the group of 8 Italian ports having “a certain strategic position in the development of new guidelines on the Motorways of the Sea”[Sviluppo Italia, 2001].**
- . According to the General Transportation and Logistics Plan, the Ravenna-Catania line represents an interesting case because it’s “paradigmatic of the evolution of the Italian road transport sector and of the indications on the potentiality to develop national cabotage”.**

Ravenna-Sicily Ro-Ro connection: FREQUENCY and TRANSIT TIMES

SHIOWNER	TIRRENIA (Adriatic Division)
destination/origin	Catania
transit times (hrs)	36
frequency	every 2 days
carriers	2
timetable	
- departure	20:00 pm
- arrivals	08:00 am
unloading times	4 hrs
transported trailers	36.102 in 2005
full trailers	70,60%

Ravenna-Sicily: THE USERS OF THE SERVICE

Mainly Sicilian road transport companies with:



regular traffic to the Northern regions



well-established rapport with clients



fleet of trailers



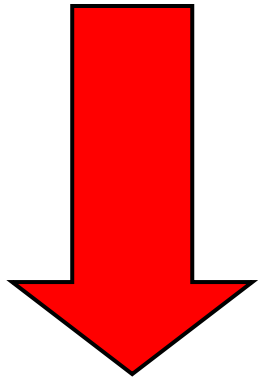
tractors in the ports of

embarkation/disembarkation

that choose the lines and the ports (Tirrenian/Adriatic)

on the basis of the origin/destination of the goods

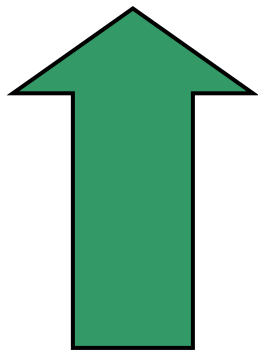
Ravenna-Sicily: TYPES OF TRANSPORTED GOODS



Industrial goods

Fast moving consumer durables

Non-perishable foodstuffs



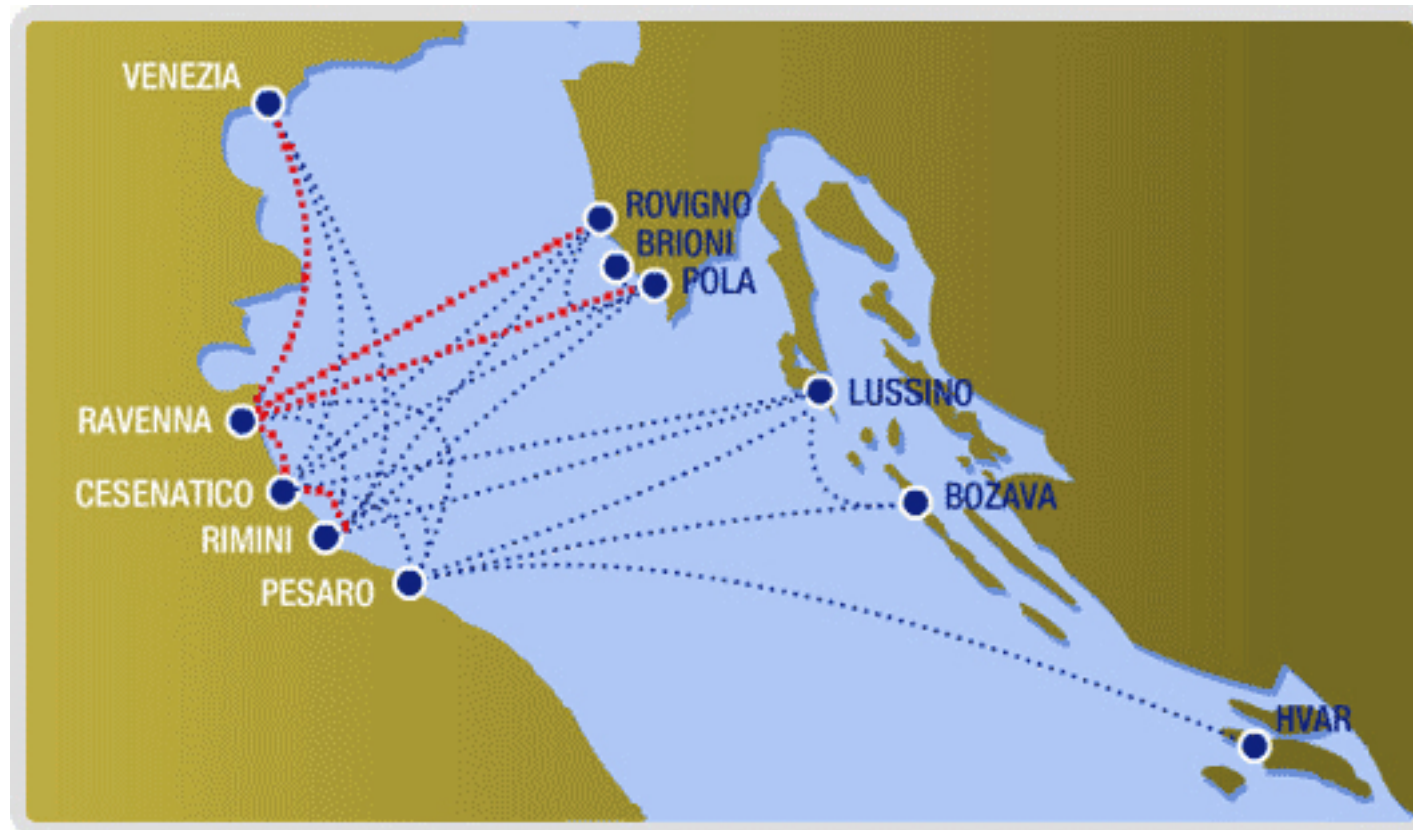
Scrap irons

Chemical goods

Pallets

Ravenna-Croatia hydrofoil connection

In around 2 hours, hydrofoil connections running from Easter to Settembre 2006 will connect Ravenna, Cesenatico and Rimini with the Croatian ports of Parenzo, Rovigno, Pola, Lussino, Bozava and Hvar – An additional connection with Venice is scheduled for the months of July and August



DEVELOPMENT STRATEGIES CONTAINED IN THE NEW THREE-YEAR OPERATIONAL PLAN (P.O.T.)

- **Complete the implementation of the Port Regulatory Plan**
- **Improve the competitive position** of the port through “on the ground” and “at sea” actions
- **Encourage the creation of specialized terminals** in the port
- **Expand the range of services** of the port (plants and machinery, agro-food, cars, forest-based goods)
- **Improve the road conditions** on the periphery of the port with direct links to the national road and railway network
- **Consolidate the role of the port of the Emilia-Romagna** and, at the same time, **expand the port's hinterland**

DEVELOPMENT STRATEGIES CONTAINED IN THE NEW THREE-YEAR OPERATIONAL PLAN (P.O.T.)

- Improve the port's links with the other modes of transport and the main intermodal (BO, VR, PD, NO, PR) or production (ceramics basin) poles
- Insert the port inside a specialized logistics circuit
- Develop a feeder service. Place a direct service beyond the Suez Canal. Consolidate a leadership position in the Adriatic Motorways of the Sea. Enter the trans-Adriatic ferry market. Increase cruise traffic.
- Establish a strong rapport with various parties and operators from the transport, logistics and intermodal sectors in order to increase the service offering (of the railway sector mainly). Pursue a policy of alliances, agreements and integrations. Avail of the opportunities arising from international co-operation.

Deepening of the canal bed and new layout of the container terminal

The contract procedures for the deepening of the canal bed to –11,50 metres are currently underway.

A technical and financial feasibility study to evaluate the further deepening of the canal bed has been realized.

The Container Terminal management team (T.C.R. company), and thus the Contship and Sapir Group, have proposed a hypothesis for realizing a new deep-water container terminal in the Trattaroli peninsula.

The feasibility study confirms the possibility of the deepening of the canal bed to –14,50 metres as far as the Trattaroli Basin including further deepening also as far as the San Vitale Basin.

The study carried out on Contship Italia's traffic numbers, suggests a very positive scenario, for a new Terminal with an appropriate layout and water-depth. Moreover, it's necessary to complete and adjust the external road and railway links to the port.

Deepening of the canal bed and new layout of the container terminal : Declaration of Intent

The Port Authority, the local Institutions (Municipality, Province and Chamber of Commerce of Ravenna), the Emilia-Romagna Region, Contship Italia and Sapir S.p.A., have undersigned and presented to the Minister of Transport and Infrastructure, a Declaration of Intent which aims to the:

- 1) Promotion of the adaptation of the General Framework Agreement between the Minister of Transport and Infrastructure and the Emilia-Romagna Region to include those necessary interventions both as regards the canal-bed depth as the road and railway links outside the port**
- 2) Realization by the Port Authority of the dredging project of the Candiano canal-bed to –14,50 metres, the strengthening of the existing quays and the planning of the infrastructural work concerning the Trattaroli peninsula, inclusive of railway links, in order to allow therein for the settlement of a modern and efficient Container Terminal inclusive of railway links**

continued→

Deepening of the canal bed and new layout of the container terminal : Declaration of Intent

3) Realization by Contship Italia and Sapir S.p.A., of the planning of the Terminal, along with the necessary facilities for the functioning, financing, and provision of the grounds in which to operate the terminal

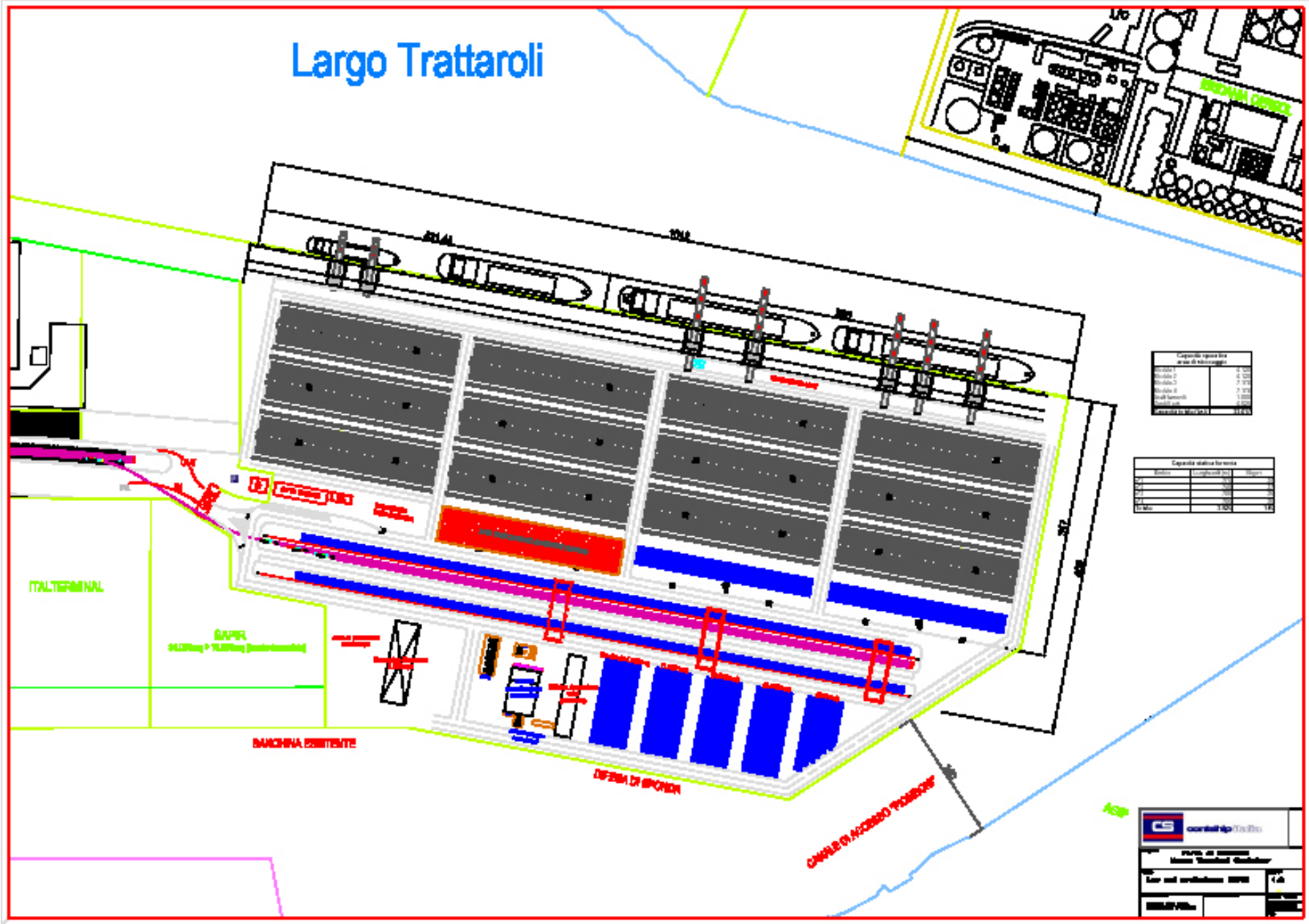
4) Promotion by public undewriters of the administrative and planning acts and solicitation of those useful procedures from the State, in order to obtain as quickly as possible project approval

5) Promotion of the availability of public and private resources within the ambit of Institutions, Companies, Foundations and the local banking system

6) Requesting and obtaining necessary financing from the State for the realization of public works

7) Once financing is obtained, looking after of the execution of the public works

New layout of the container terminal



New layout of the container terminal

