

MARITIME SILK ROAD PORT INTERNATIONAL  
COOPERATION FORUM 2018  
NINGBO, CHINA,  
JUNE 13<sup>th</sup>-14<sup>th</sup>



*The Development in*  
**EUROPEAN and  
ITALIAN PORTS**

*Mr. Sergio PRETE*  
*President*



Port Network Authority  
of the Ionian Sea  
Port of Taranto

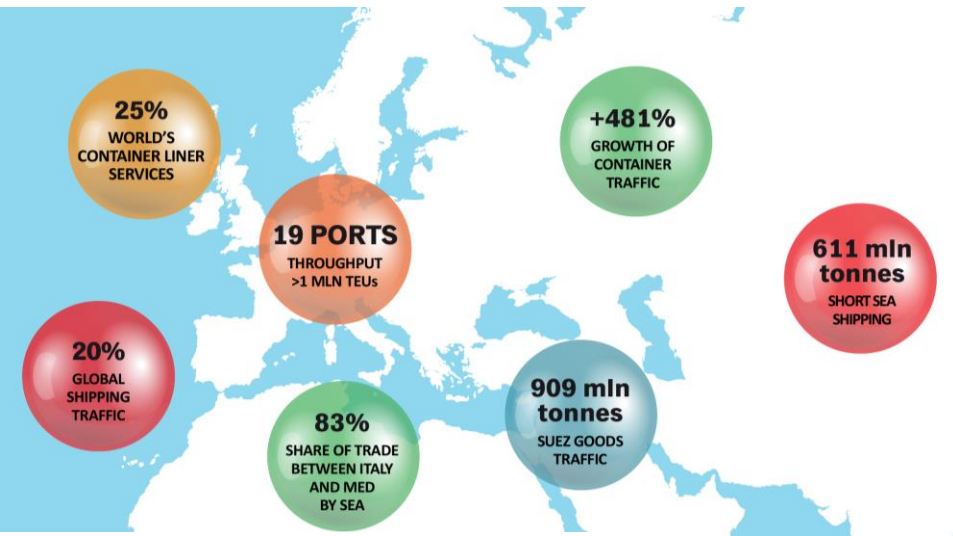
European ports are gateways which link Europe to the rest of the world.

74% of goods are imported in Europe by sea, and Europe boasts some of the most important port infrastructures in the world.

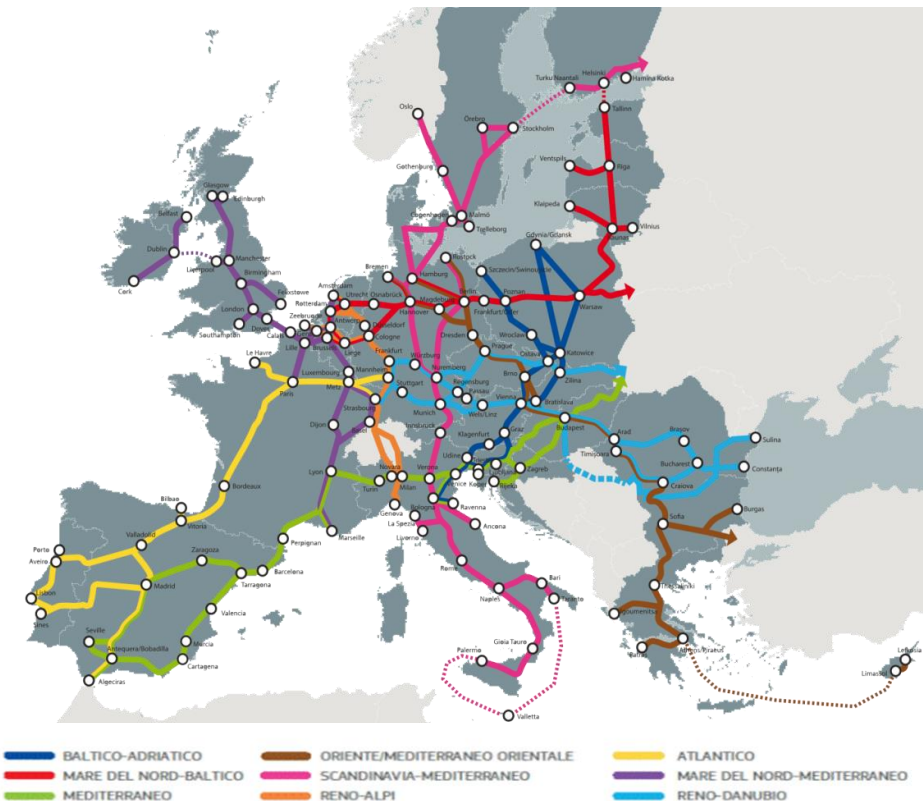
The ports have a key role in the goods exchange both in the internal market and the connection of insular and peripheral areas with the mainland.

However, the sector is facing great challenges in terms of internal links, traffic growth and investments.

The European Union needs efficient ports in all maritime regions.

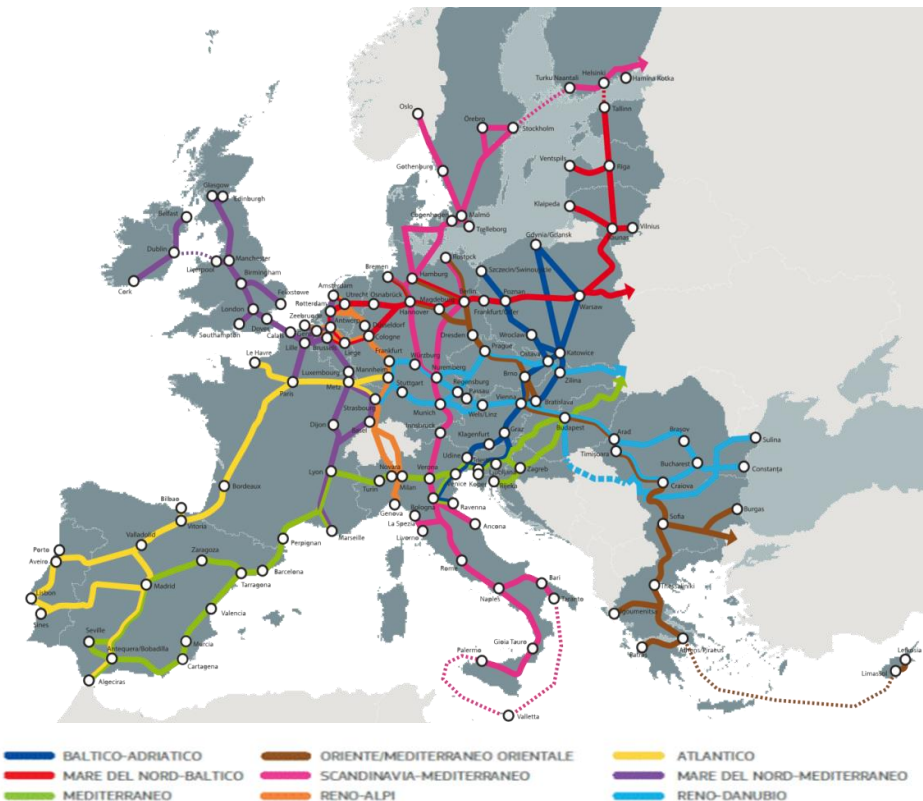


Source: SRM on Eurostat, Suez canal Authority, ISTAT, Port Authorities



The new guidelines for the development of the trans european TEN-T transport network (Regulation n. 1315/2013) have identified 329 maritime ports in the european coastal areas which will form a unified network to promote growth and competitiveness in the European Market.

The CEF (Connecting Europe Facility) instrument provides important resources supporting the transport infrastructures, including ports and connection between port and the hinterland, for the years 2014-2020.



Regulation n. 1315/2013 foresees that the trans-european transport networkforms a “double level” strcture, comprehending a global network (Comprehensive network) and a central network (Core network).

Global network forms the base layer of the Trans-European Transport Network (TEN-T) and it will be completed within 2050, whereas the completion of the central network is foreseen within 2030.

The first layer (Comprehensive TEN-T Network) carries out the function of territorial cohesion among individual State Members, as it is made up by the road, rail, port, airport and intermodal network, which, on a national level, brings about social and economic cohesion, working to eliminate inequalities in the infrastructure endowment of the different territories.

The TEN-T Core network connects the **28 countries** in the European Union and represents the necessary condition to reach the objective of the European Single Market.

On March 3<sup>rd</sup> 2017 the EU Regulation n.352/2017 which establishes a regulatory framework for the provision of port services and common laws regarding financial transparency for ports, port services rights and use of port infrastructure.

Such regulation was adopted considering the need to 1. make port services available, efficient and reliable; 2. deal with the aspects relevant to public funding transparency and port rights, and the administrative simplification in ports (among which customs procedures simplification) and 3. readjust restrictions to port services provision.

As the regulation highlights, ports “contribute to long term competitiveness of european industries in the world market” and their complete integration in transport and logistic chains “is necessary to help growth and an use and more efficient functioning of the trans european transport network and the internal market”, promoting the realization, within 2050, of a Single European Transport Area (final aim of the EU Regulation n.1315/2013).



The European Commission has defined the Port Authority as an entity which, even if it carries out other activities, has its main objective, according to national law or regulations, in the administration and management of port infrastructure and the coordination and control of activities of the operators working in the port.



The President of each Port Network Authority has to appoint the Operating Committee (Comitato di Gestione)



Each Port Network Authority has to issue the Regulation of the accounting and financial management



Each Port Network Authority has to coordinate and unify the administrative tasks, aiming at a harmonizing ports ( Single window)



The setting up of the Customs Single window needs a strong cooperation with the Customs Agency

THE PORT REFORM (law decree 169/2016) reorganizes the whole port system and the relevant governance, introducing new institutional subjects and new responsibilities.

## GOVERNANCE

- Establishment of Port Network Authorities
- Simplification of administrative procedures
- Coordination of Port Network authorities by means of a Control Room at the Infrastructure and Transport Ministry





The Operating Committee of each Port Network Authority is called to approve, in accordance with the Bodies having jurisdiction, the Port System Plan



Each Port Network Authority has to produce, along with the the Port System Plan, the Environmental Report and the Security Report



Each Port Network Authority has to draft a Document on the environmental and energetic Planning of the port Network

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## STRATEGICAL PLANNING

- Port Network Authorities are responsible of the strategical planning for major investments, promotion and planning
- Integrated planning among Port Network Authorities, in compliance with national and European strategies



Within 90 days from the first reunion of the Operating Committee, each Port Network Authority has to proceed with the approval of the **Triennial Operative Plan**



In order to authorize private companies to carry out works in the port domain, Port Network Authority has to call the Conference of services

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## WORKS PLANNING

- ▶ New emphasis on strategical planning of port works
- ▶ Expanded planning at the level of Port Network Authority (or Integrated Logistic Area in the less developed Regions)



## THE NEW ITALIAN PORT SYSTEM.

The newly established **Port Network Authorities** are **15** and gather **57** important **Italian ports**.

Italian ports work together as an **organized logistic system** to present a competitive offer



With the aim to enhance the **competitiveness** of the Southern ports, the Italian Government has established **Special Economic Zones**, located within the port area and in the areas which are economically connected to them.

In accordance to Law 84/1994, the Port Network Authority of the Ionian Sea is responsible for the start up of a new overall simplification process of port procedures through the creation of a «**One-stop Administrative Shopping**».

The port operators will then have a unique front office service to run every administrative and/or authorisation procedure.



Regions of Southern Italy



Strategic Development Plan



At least one port area



Agreements or contracts with Banks



Facilitations



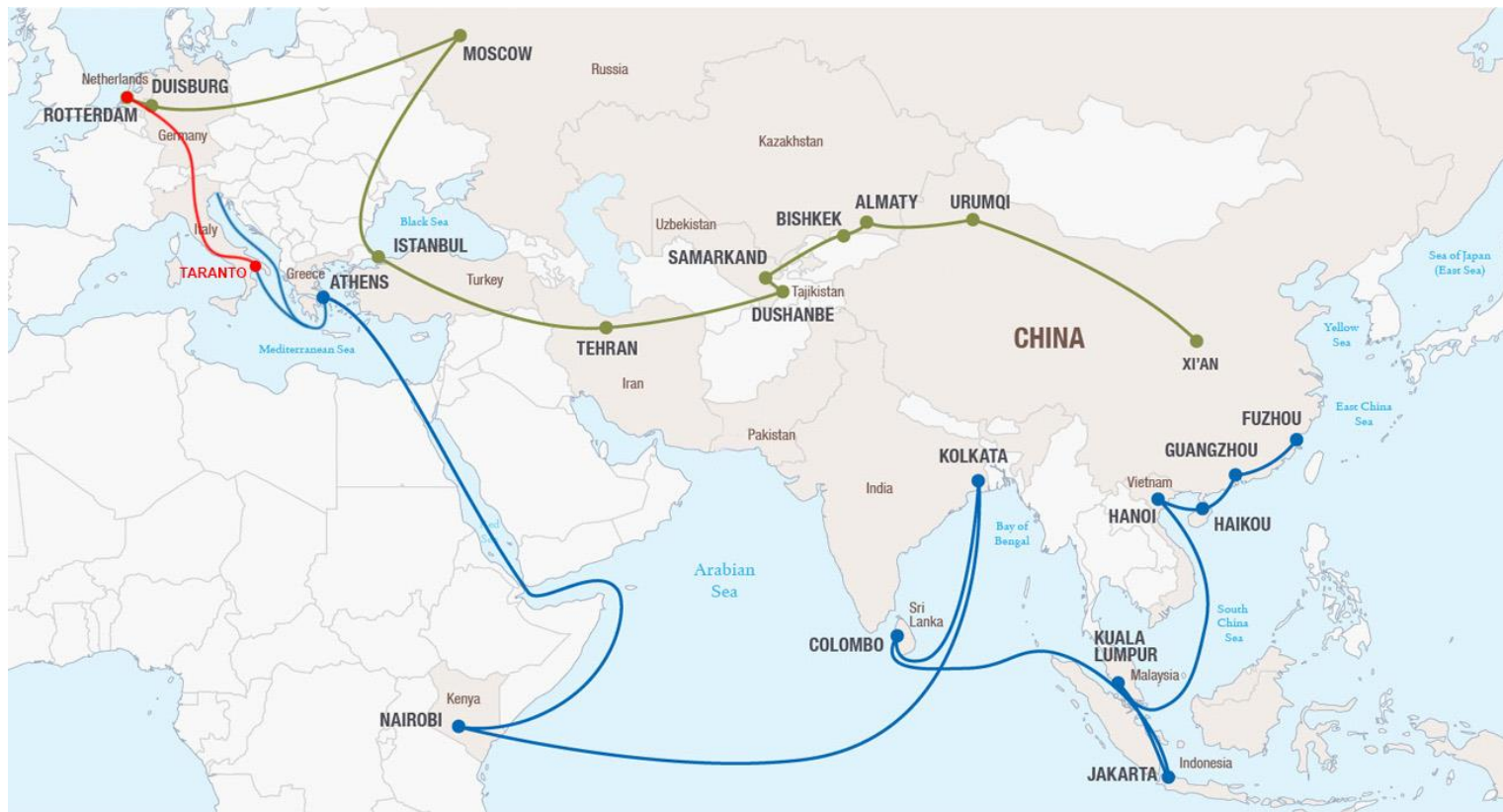
Steering Committee







# BELT AND ROAD INITIATIVE



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# THANK YOU FOR YOUR ATTENTION

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