



# LIVORNO PORT AUTHORITY



**3<sup>rd</sup> MED PORTS**  
**2015**

Wednesday 25 and Thursday 26 March 2015  
Sheraton Casablanca Hotel and Towers, Morocco







# Livorno

## a Mediterranean multi-purpose port

1. **The Passenger Port:** ferry and cruise terminals (100,000 m<sup>2</sup>), 3 million of passengers, ship repair and ship building
2. **The Commercial Multipurpose Port:** water surface 2.5 million m<sup>2</sup> land surface (850,000 m<sup>2</sup> customs boundary) 90 berths and 13 km of quays, 3 railways & 60 km of tracks, freight traffic fully separate from the urban one
3. **The Industrial Area:** refinery, oil stock areas, energy power stations, chemical and automotive component industry
4. **The Freight Village “A. Vespucci”:** 2.8 million m<sup>2</sup> , cargo consolidation with multimodal access, distribution centres, packing firms, customs clearance and scanning area, rail station, etc.
5. **The Dry port “Il Faldo”:** car stocking and distribution area fully automatized , 640,000 m<sup>2</sup>, capacity 25,000 cars, road and rail links

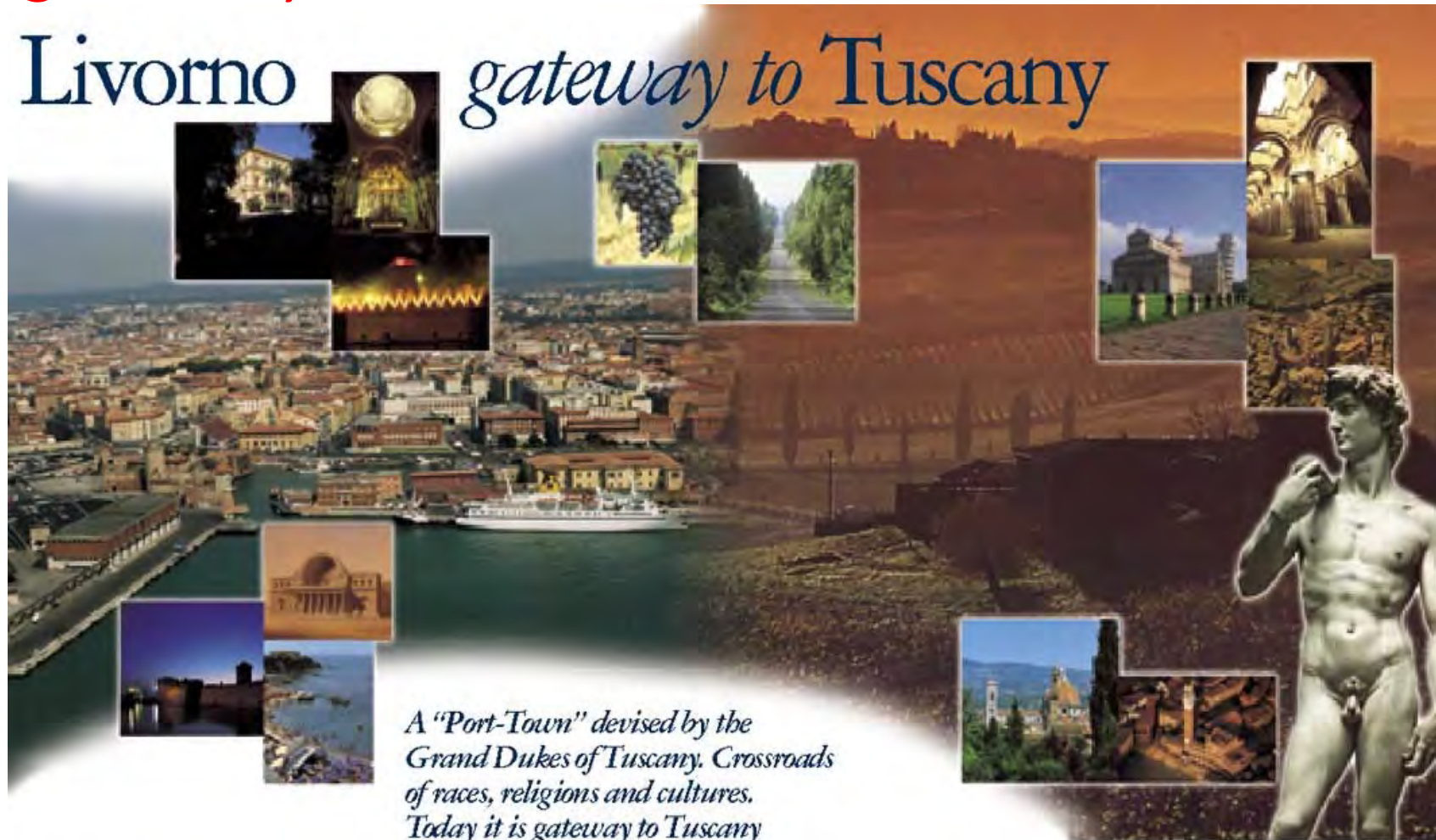




# LIVORNO

## *gateway to TUSCANY*

### Livorno *gateway to Tuscany*



*A "Port-Town" devised by the  
Grand Dukes of Tuscany. Crossroads  
of races, religions and cultures.  
Today it is gateway to Tuscany*

# ***CRUISE PORT***



**2 Million ferry passengers /y**

**1 Million cruise passengers /y**

**400+ cruise ships**





## ***Ro – Ro TERMINAL***



- **Ro-Ro and Ro-Ro Pax**
- **National & EU Cabotage**
- **330,000 units**
- **13.5 Mtons of goods**





## MEDITERRANEAN SEA – CONTAINER AND RO RO LINES

- **FRANCE** 6 SAILINGS A WEEK
- **SPAIN** 8 SAILINGS A WEEK
- **ALGERIA** 2 SAILINGS A MONTH
- **MOROCCO** 7 SAILINGS EVERY 15 DAYS
- **TUNISIA** 5 SAILINGS EVERY 15 DAYS
- **EGYPT** 3 SAILINGS EVERY 15 DAYS
- **TURKEY** 3 SAILINGS EVERY 15 DAYS





## Container Traffic



- 577,471 TEUs (2014)
- 6,5 Mtons of goods
- 1.5 km of quays
- 8 portainer cranes
- 8 transtainer cranes
- 22 reach stackers
- large fleet of handling vehicles
- Railway Terminal
- Refeer Area





# MAIN SHIPPING LINES





## The Industrial Area

- The 2<sup>nd</sup> Gas Facility in Europe
- Refineries & Oil Stock Areas
- Energy Power Station
- Chemical and Automotive groups





- **TEN-T Corridor 1 Integration with high speed & high capacity node of Florence**
- **Motorways and rails ends directly inside the port terminals**
- **No spatial constraints (hills/mountains)**
- **Good weather conditions**
- **No densely inhabited areas around**



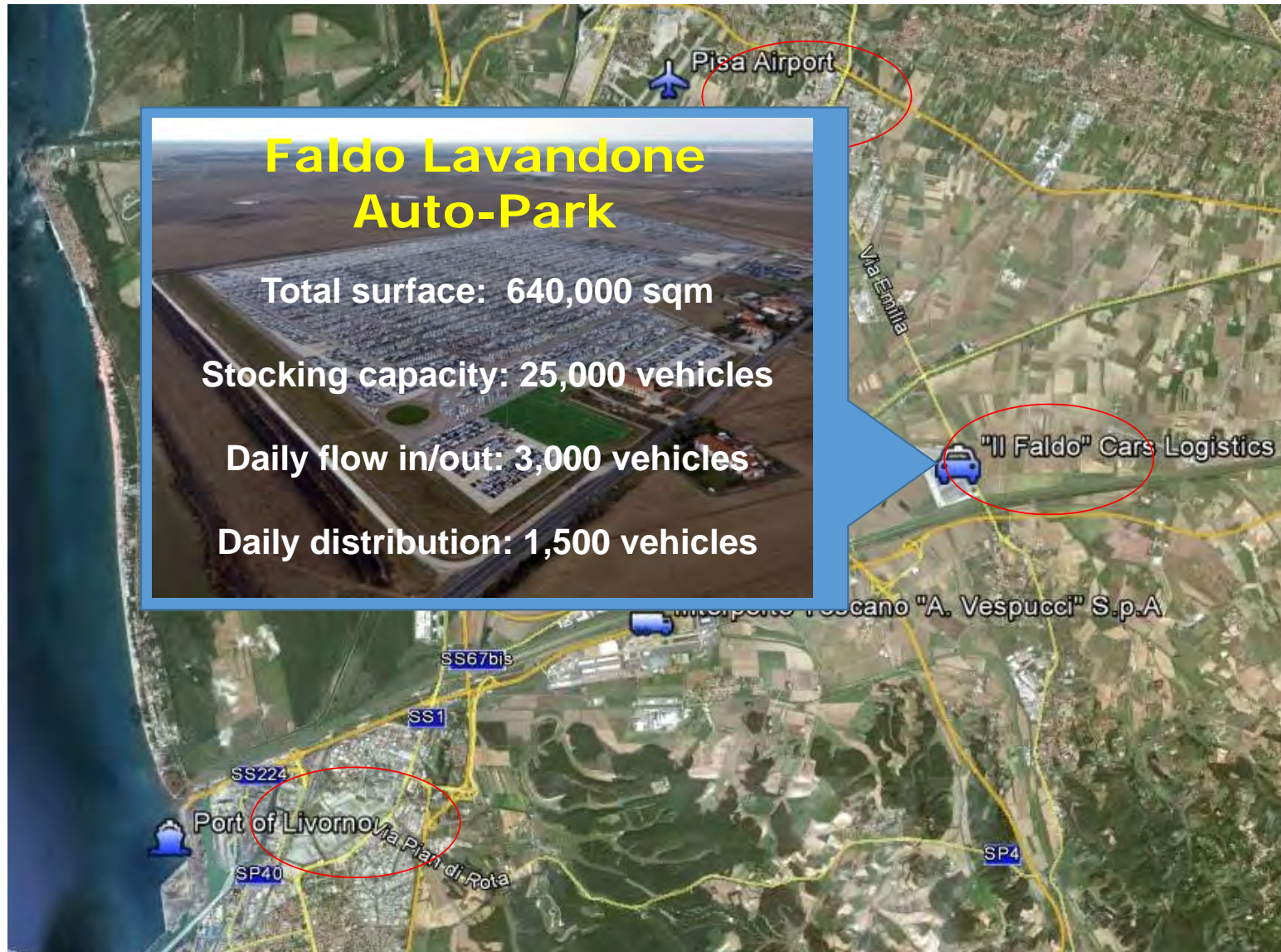
# THE LOGISTIC SYSTEM







# THE LOGISTIC SYSTEM





# HINTERLAND AND INTERMODAL LINKS

Auto – Park  
Faldo Lavandone



Freight  
Village







## PORT OF LIVORNO JANUARY – DECEMBER 2013

	2014	2013	Δ %
Total throughput	28,335,156	27,952,887	+ 1.4
Number of ships	6,479	6,759	-4.1
TEUs	577,471	559,180	+ 3.3
Ro-Ro (trailers-trucks)	329,386	307,936	+ 7.0
Passengers (ferries)	1,878,057	1,821,310	+ 3,1
Passengers (cruises)	626,356	736,516	- 15,0
New cars	388,031	348,017	+11.5







- Corridoio 1: Baltico-Adriatico
- Corridoio 3: Mediterraneo
- Corridoio 5: Helsinki-La Valletta
- Corridoio 6: Genova-Rotterdam





Freight Village

National Rail Network

Calambrone Rail Station

DREDGING - 12.5 mt

TERMINAL CONTAINER

----- Railroad today

----- New Project Railroad

© 2013 Google

Google earth



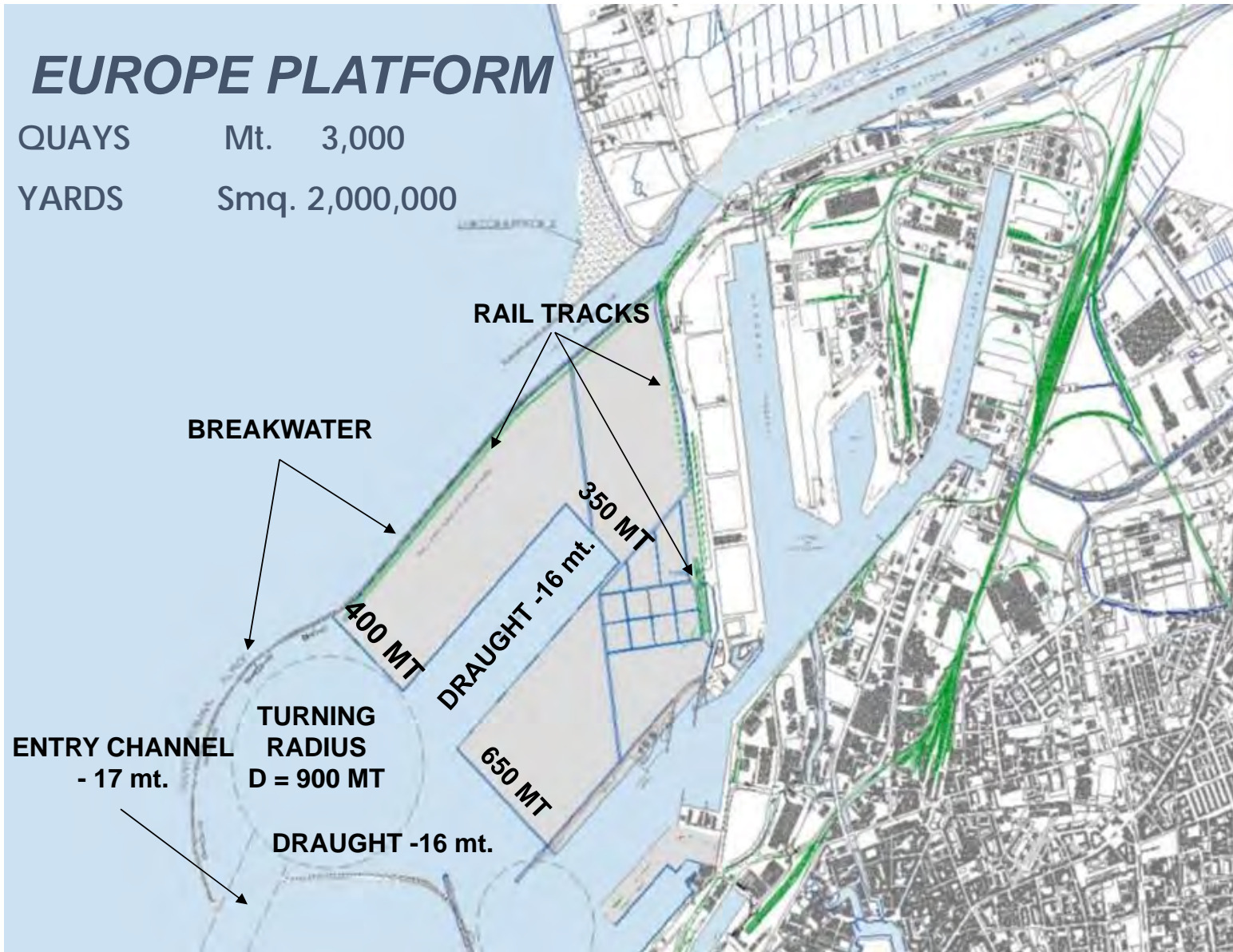




# EUROPE PLATFORM

QUAYS Mt. 3,000

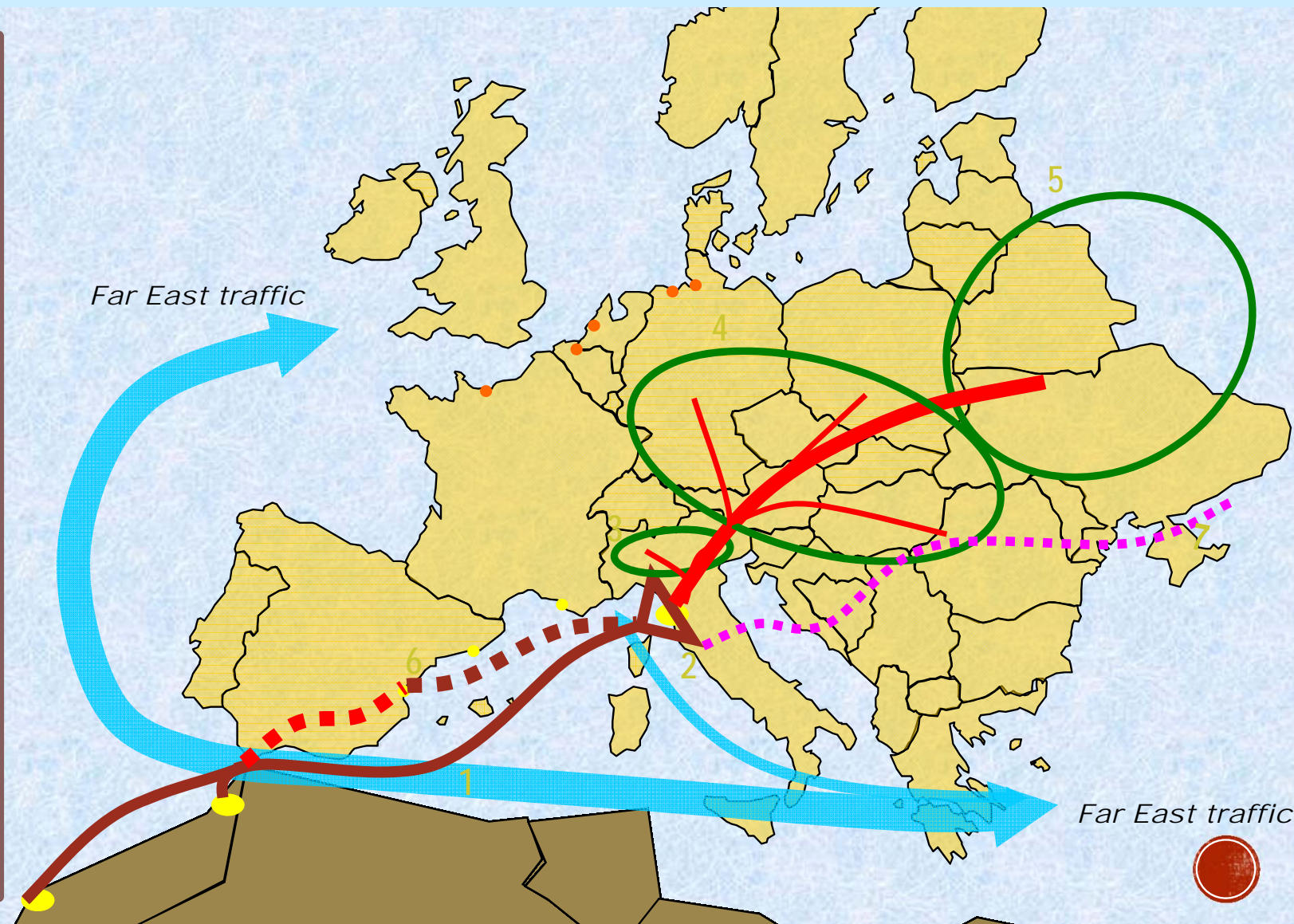
YARDS Smq. 2,000,000





# Livorno Gateway: from Mediterranean towards new European core Regions

- 1) West Med Route: Morocco – Livorno
- 2) Gateway Ports- Tuscan Logistic Platform
- 3) Northern Italy
- 4) Central- Eastern Europe
- 5) Eastern Europe
- 6) “West Med Mos”
- 7) West Med – Eastern Europe “Land Bridge”





## Motorways of the Sea: from European to Euro-Med perspective



# Future of MOS in Euro-Med Dimension: GOVERNANCE

**New Guidelines: a great step forward in MOS concept:**

**not only maritime links between EU ports,  
but also with ports of third Countries of strategic interest for  
European Union.**

**New Financial  
Instrument for  
TEN-T:**



**Connecting  
Europe  
Facility: CEF**





# Strategic Objectives of development

**Governance**

**Technologies**

**Procedures**



Convert Ports into efficient Gateways



Increase Short-Sea Capacities



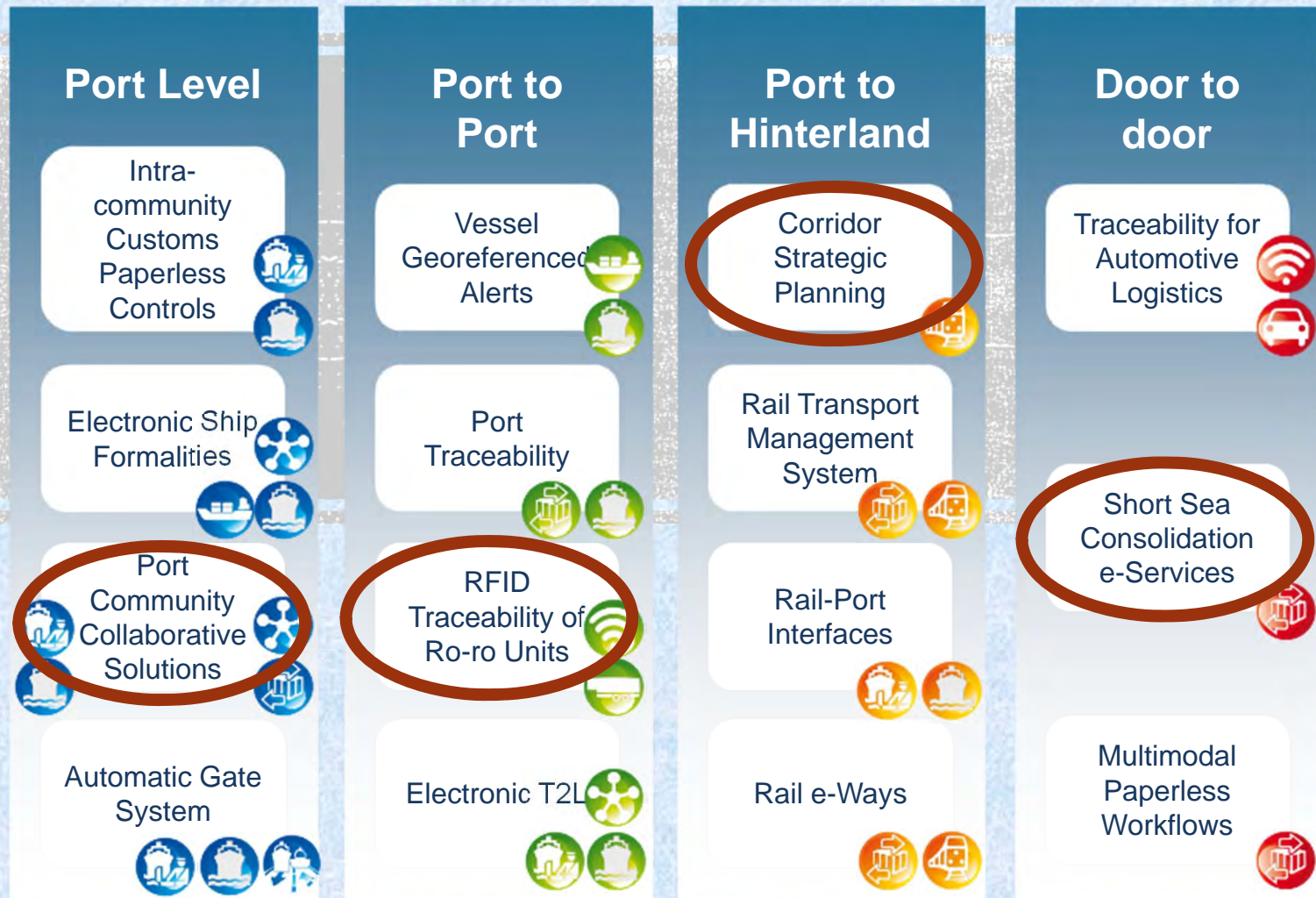
Foster Intermodal Transport Solutions



Achieve green freight corridors



# Layers and focus







## Strategic Solutions

- e-Sea Waybill
- Interoperability e-T2L
- E- sea/rail combined transport

## Strategic Activities

- ✓ Trade facilitation with peripheral regions
- ✓ *Simplifications of rail transport procedures*
- ✓ *Improvement of Customs and port control efficiency in trade flows with EU neighbouring countries*
- ✓ *MoS virtual lanes in ports terminals*
- ✓ *ITS for port and transport communities*
- ✓ *Data Mining and DSS*



# LIVORNO EXPERIENCE: TUSCAN PORT COMMUNITY SYSTEM



- **RELIABILITY:** A software platform hosted on a dedicated server with high performance, based on a web-service architecture with multilevel access control and data recovery settings;
- **COMPLIANCE:** TPCS is compliant with newest specifications concerning the communication and data exchange between private operators and Supervising Authorities
- **COMPLETENESS:** TPCS involves all the players with interest at stake in information flows related the import/export procedures: Maritime Agencies, Customs Forwarders, Forwarders, Terminals, Haulers and, for supervising tasks, the Public Authorities.





# TPCS – GOODS DELIVERY AT TERMINAL



1) The transport operator goes to the terminal entry gate



2) The transport operator submits the new document with QR Code



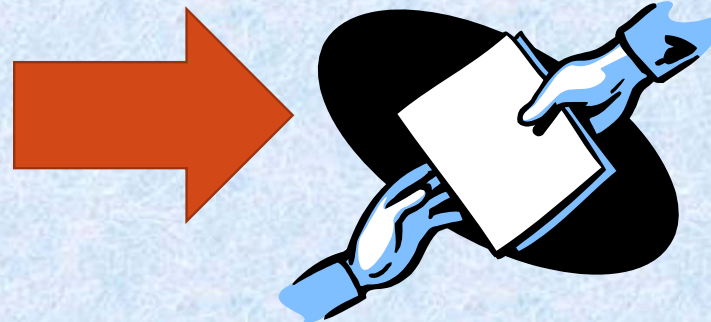
3) The operator scans the bar codes



4) The system collects all information needed



5) The operator identifies the hauler and inserts the truck plate



6) The operator delivers the interchange to the haulier

**Reduction of the acceptance time**

# TPCS – FEATURES & EU OUTLOOK

Allows the communication between businesses operators and the Supervising Authorities;

Single user accountability for data entry on the platform.

Allows information exchange within Port Community;

Protects the information commercially confidential;

Ensures the traceability;

Protects the data ownership;

Three main business models:

- **French** → driven by public bodies, PPP towards private bodies
- **Northern range** → public governance of private initiatives
- **Mediterranean** → driven by public, privates not always present

Let them cooperate!







## Example of Integration between PCS: Livorno Port Authority & GOIECC (Egypt)

### Phytosanitary Certificates Request module


The operator inputs all requested data for phytosanitary clearance



The system issues a protocol number and the operator is allowed to printout the request



The regional phytosanitary service operator, after managing all the required controls, unlocks the request



The operator is allowed to print the phytosanitary clearance document, which will be signed and stamped (as required by law) when the original documentation will be presented to the Regional Phytosanitary Service Office



# FROM THE SHIP... TO THE HINTERLAND

1<sup>st</sup>

PORT  
LAYER



2<sup>nd</sup>

"EXTENDED"  
TRANSPORT LAYER



3<sup>rd</sup>

INSTITUTIONAL  
LAYER

MARITIME  
AUTHORITY

PORT  
AUTHORITY

MUNICIPALITY

TERRITORIAL  
AUTHORITIES

CUSTOMS

- Corridor Approach in TEN-T [COM (650) 2011]
- Intelligent Transport Systems EU Directive 40/2010

**CORRIDOR  
INFORMATION  
SYSTEM**

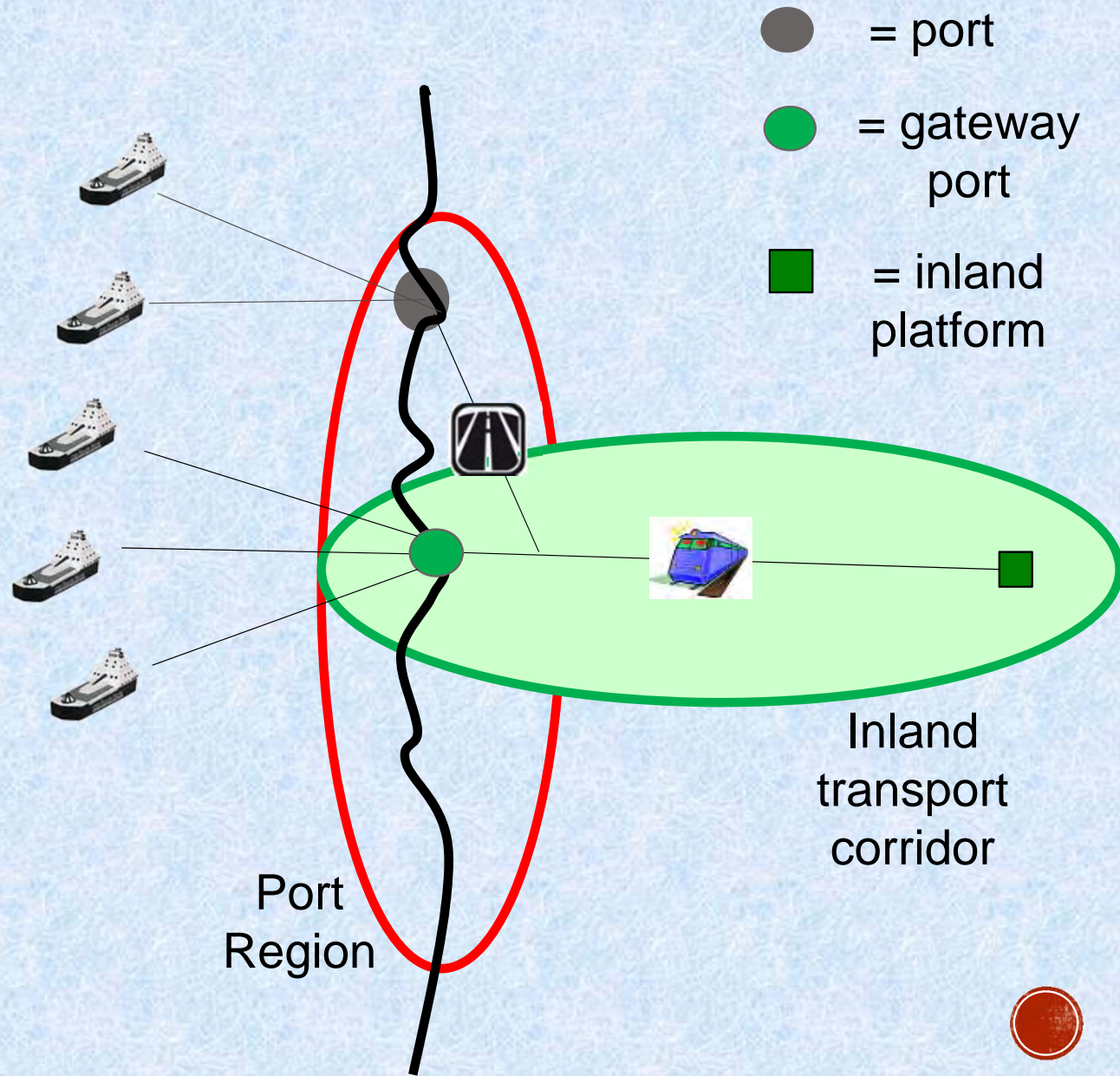




# FROM THE SHIP TO THE HINTERLAND

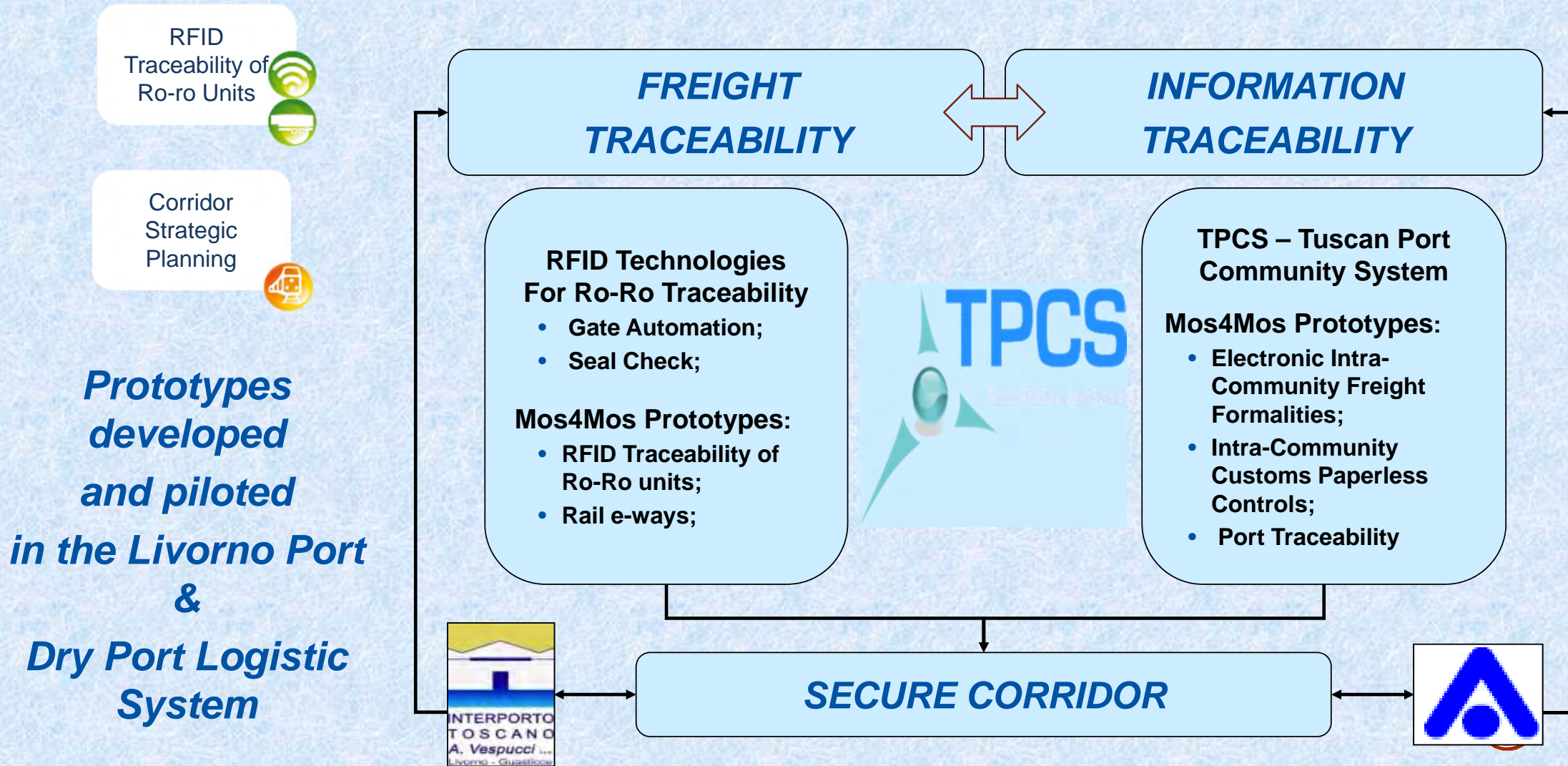
Full integration as ultimate goal

- enhancement of a fully integrated system among transport nodes situated along a transport corridor.
- strengthen the global competitiveness of the transport chain.





# Port to Hinterland: traceability & RFID solutions





# SECURE CORRIDOR



- 1) Getting the RFID active sensors in compliance with the Custom Agency approved standard
- 2) A new agreement on technical specifications for:
  - Direct transfers for goods under temporary storage situated in areas outside port boundaries (long berth);
  - Custom Inspections to the destination.
  - Transfers among temporary storage areas (i.e.: Port Area, Dry Port Area)



# *Livorno Port Authority*



[WWW.PORTO.LIVORNO.IT](http://WWW.PORTO.LIVORNO.IT)