



Autorità di Sistema Portuale
del Mare Adriatico Centrale

Porti di Pesaro, Falconara Marittima, Ancona, S. Benedetto, Pescara, Ortona

The role of the Port of Ancona as gateway for the Mediterranean Motorways of the Sea

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General SECRETARY

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The Central Adriatic Ports Authority

Porti di Pesaro, Falconara Marittima, Ancona, S. Benedetto, Pescara, Ortona



6 ports

> 10 millions tons of good

> 1 million passengers

> 8.000 workers (est.)

2 regions

3 main cities

2 Maritime Directions

2 Interregional Custom Directions

215 km, the length of the coastline



The Port of Ancona

6,000: people employed in port

2,7%: estimated regional GDP produced by the port of Ancona

2.240: average number of port calls per year

>1.000.000: passengers per year

9.000.000 tons: annual port throughput, of which 2M tonnes on MoS



The port of Ancona

Porti di Pesaro, Falconara Marittima, Ancona, S. Benedetto, Pescara, Ortona



FINCANTIERI SHIPYARD

OLD PORT AREA

RO-PAX FERRY TERMINAL

CARGO AND LOGISTICS FACILITIES

FISHING

PORT AND CITY AREA

SHIPYARDS

MARINA

NEW WATERFRONT



Ancona: Terminal of the Motorways of the sea

- Strategic position for the ferry traffic: competitive transit time to Balkan countries and Greece;
- **Daily departures for Greece: 3 companies operating 2 services (1-2 departures/day)**
- **Main Italian port on the Italy-Croatia ferry traffic (Split+Zadar in summer season. 2 companies in the summer season operating two services on the Ancona-Split route);**
- Regular line to Durres.

19%: the share of the port of Ancona on the international ferry passenger traffic flows of the Italian ports





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Ancona: Terminal of the Motorways of the sea

ANCONA-IGOUMENITSA-PATRAS

The European gateway to the East Med

Main ferry route of the port of Ancona. Origin and destinations of cargo traffic per Greek port:

■ **IGOUMENITSA:** Northbound: 35% Italy; 61% Central/Western Europe; 4% Other (mainly Eastern EU Countries); Southbound: 56% Greece; 30% Turkey; 10% Bulgaria; 4% Other.

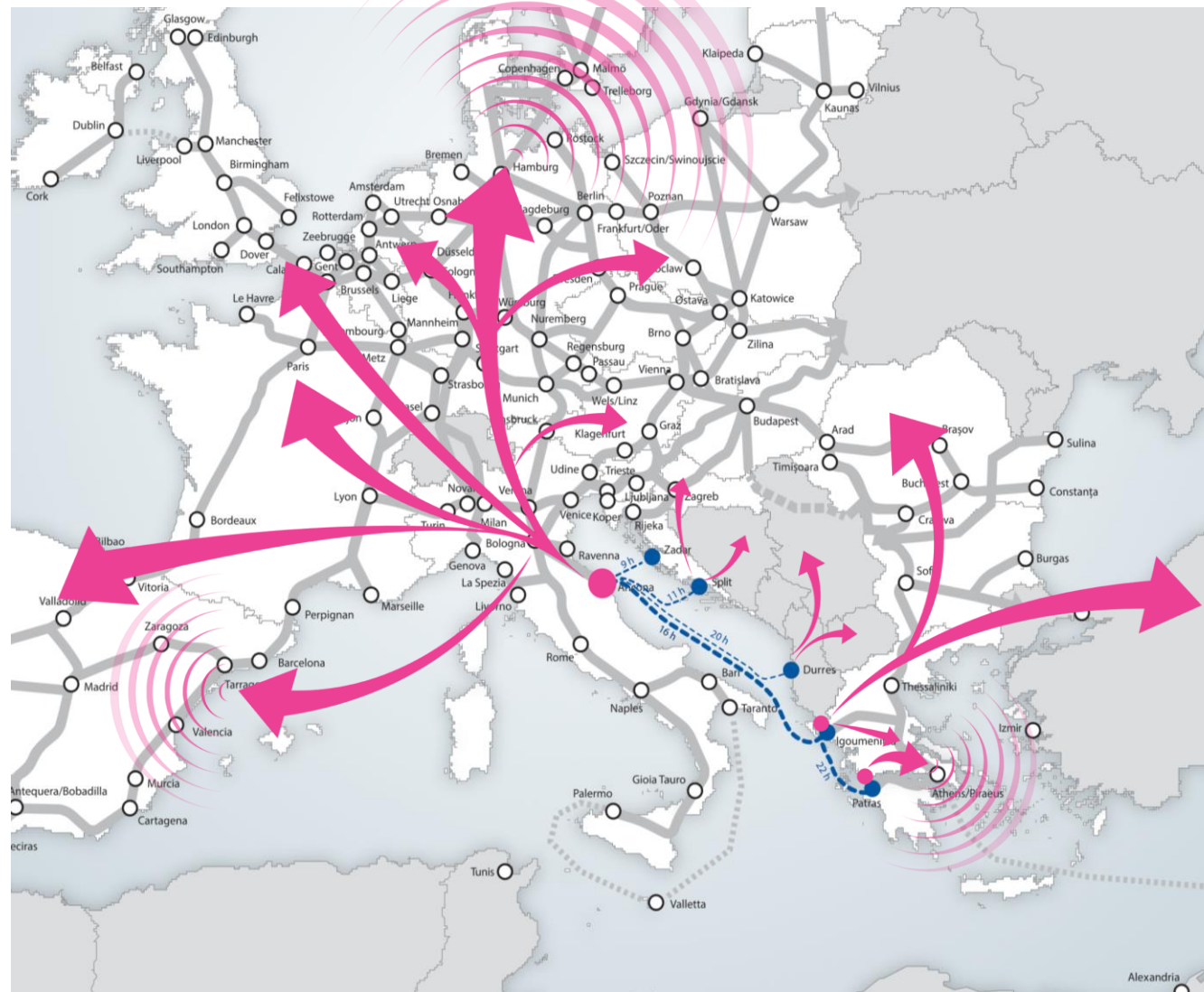
■ **PATRAS:** Northbound: 26% Italy; 68% Central/Western Europe; 6% Other, mainly Eastern Europe. Southbound: mainly Greece.

Main data 2017. 2018 trend: +2%

More than 760.000 passengers, 500.000 between June and September

Cargo Throughput: 2 millions tonnes

123.000 loading units





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Ancona: Terminal of the Motorways of the sea

ANCONA-CROATIA

The Adriatic passenger bridge

Ancona-Split remains the only ferry line between Italy and Croatia operating all year round.

2 services during the summer season+ Ancona-Zadar route. Up to 13 calls per week in peak season.

Origin and destinations of cargo traffic :

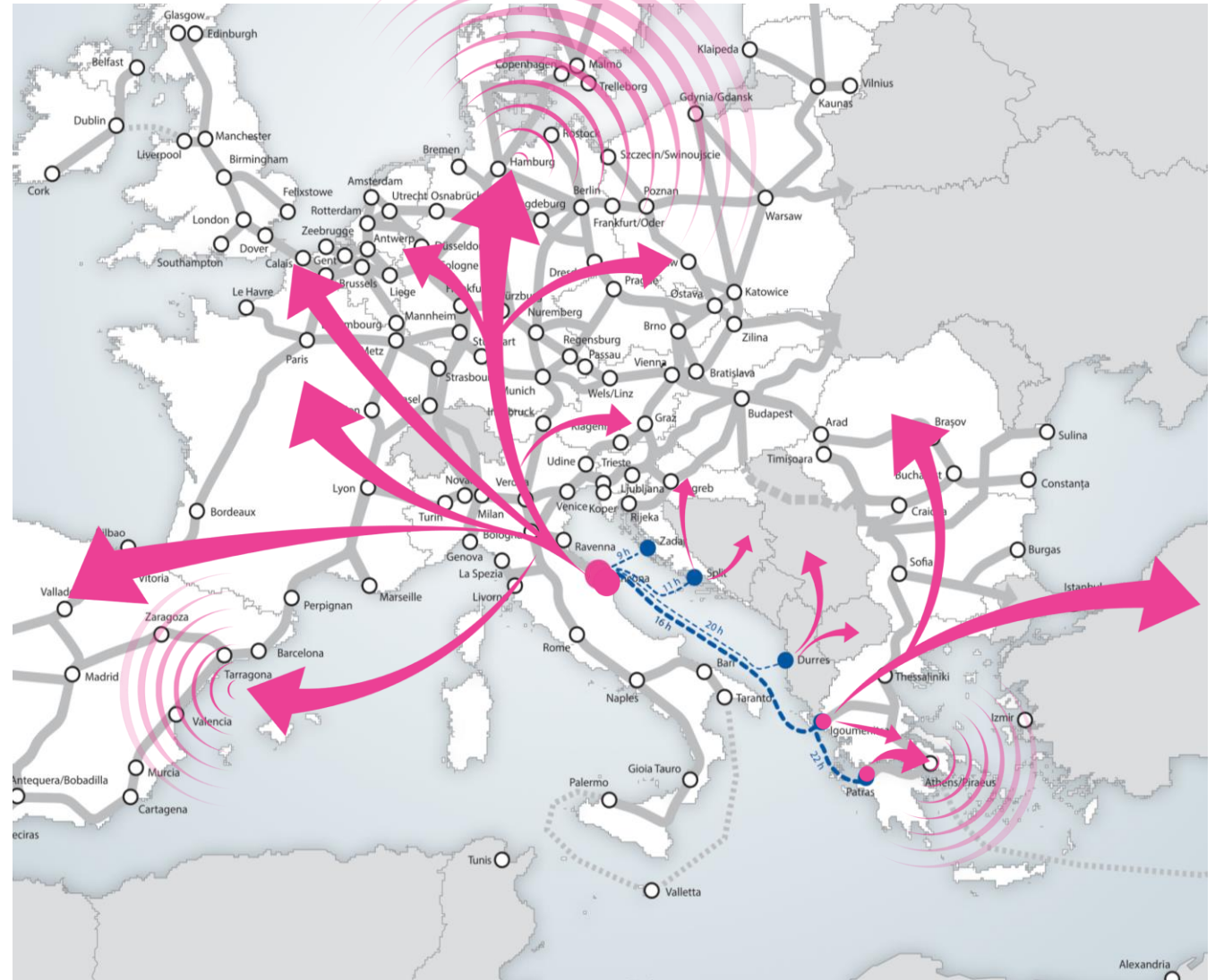
- Westbound: 93% Italy; 7% Other. Eastbound: Croatia 55%, BiH+MNE+SRB 43% Other 2%.

Main data 2017.

More than 200.000 passengers, 159.000 between June and September

Cargo Throughput: 100.000 tonnes

7.700 loading units





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ANCONA-DURRES The fast-growing ferry line

1 service all year round

Origin and destinations of cargo traffic :

- Westbound: 93% Italy; 7% Other. Eastbound: Albania 98%, Other 2%.

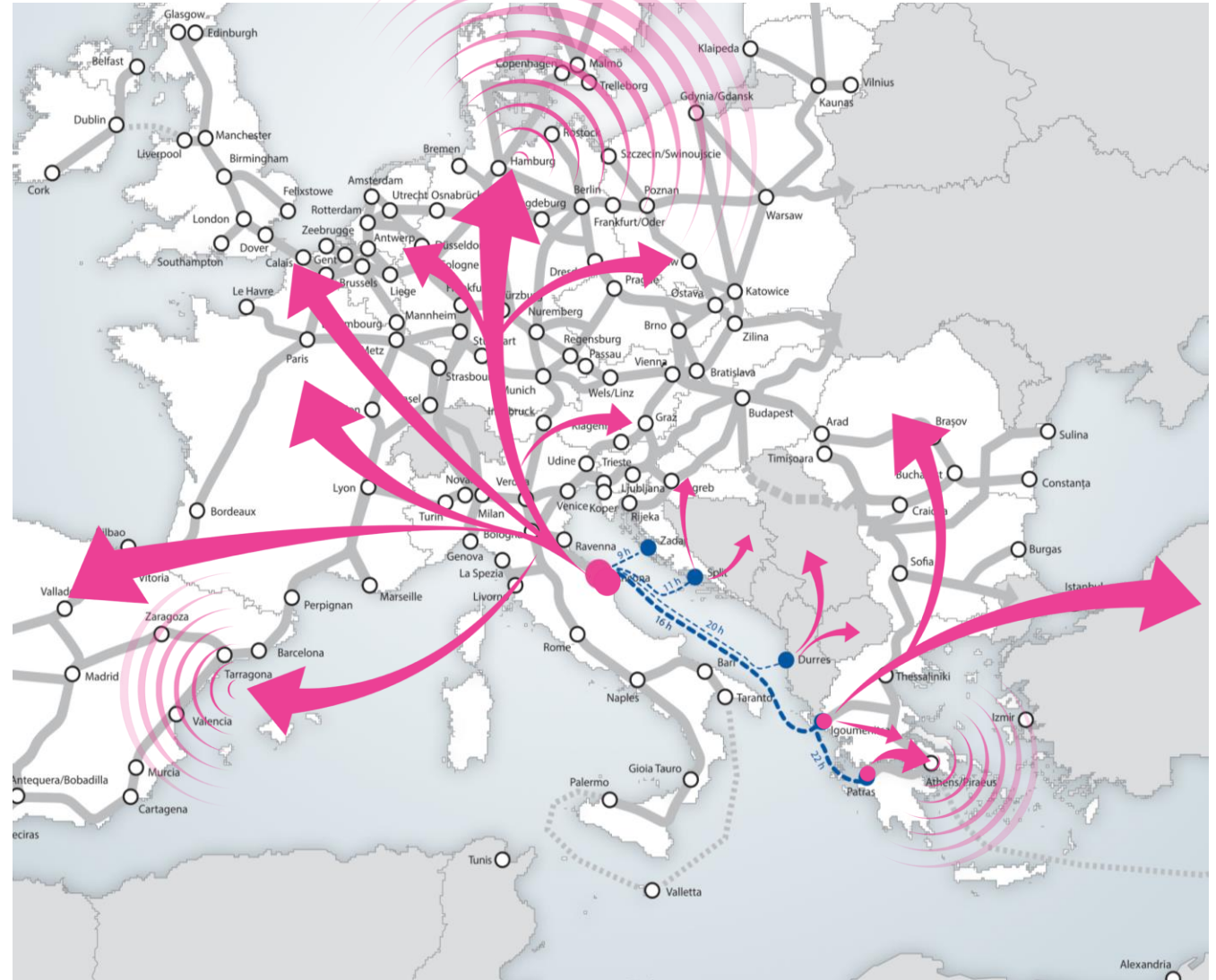
Main data 2017.

100.000 passengers

Cargo Throughput: 300.000 tonnes

16.500 loading units

Ancona: Terminal of the Motorways of the sea





Port facilities



F2A: Schengen traffic
4 quays (120 to 200 mt length,
depth 8,5-10 mt.)

F2B: extra-Schengen traffic
6 quays (80 to 150 mt length, depth
8,5 mt.)





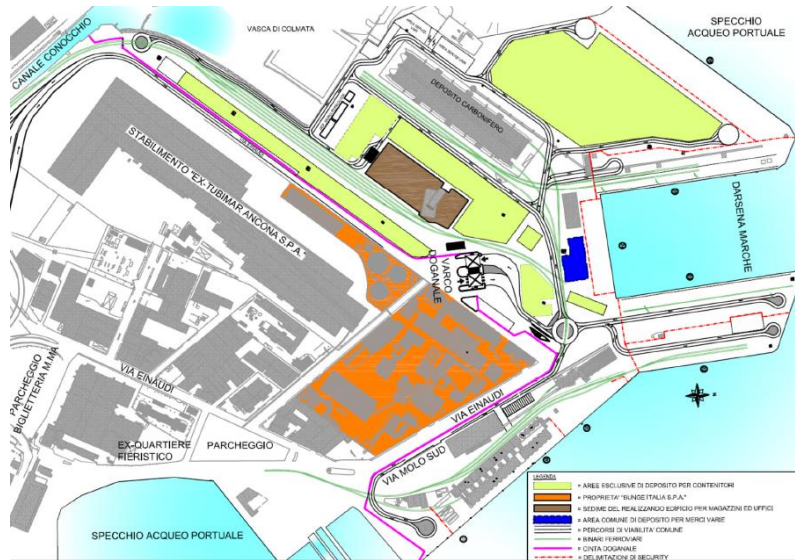
Port connections

- A 14 MOTORWAY (18 km away from the port. Missing link: dedicated connection
- Quadrilatero national road (Ancona-Perugia-Orte) improved to 4 lanes by the end of 2018.
- Adriatic main railway line: Core node standards achieved for train gauge, current train max length: >600 mt. Dedicated railways link between the port and the Ancona railways station (1,5 km)





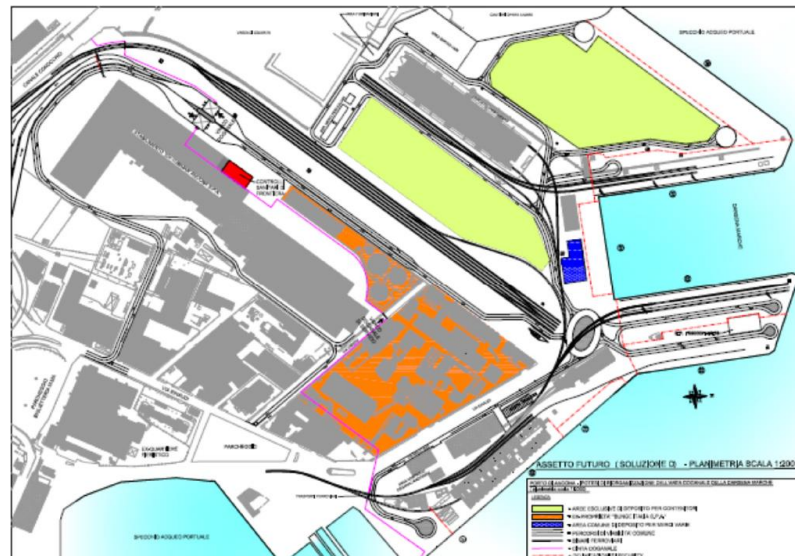
Infrastructural development: improving intermodality



Development of the existing railway infrastructure inside the port commercial terminal. The five railway tracks will be extended from 260-300 m to 550 m.

The project includes the following steps:

- Extension of railway tracks to 550m. The railway terminal is currently located in the area dedicated to temporary storage of containers and to the loading/unloading operations
- Redesign of the existing road infrastructure. Currently 700m long, the road network will be adapted to the new terminal layout and traffic flows.
- New customs entrance to allow the extension of the railway tracks.
- Reorganization of the container yard to allow the extension of the railway tracks. The storage areas will be reorganized but it is not expected a reduction of the available space.





Innovation: Scalo Marotti

- **New Custom Area dedicated to ferry traffic**
- **DIGITAL INNOVATION:** coordinated project for a controlled itinerary and remote custom area;
- **RESULT:** reduction of 60.000 km/year of truck traffic



Area F2ZC - Area di parcheggio (TC attuale + merci pericolose)

Area F2ZB - Facility 2 zona B – Area Extra Schengen

Area F2ZA - Facility 2 zona A – Area Schengen

Area SM - Scalo Marotti (TC futura + merci pericolose)

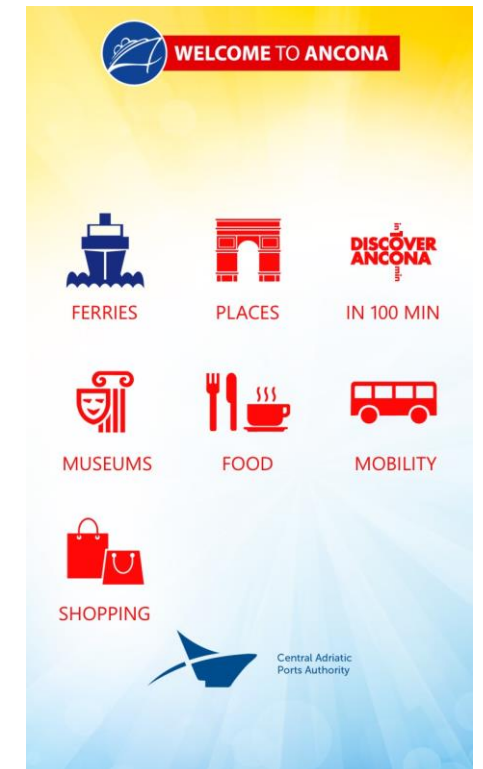


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Infostructure

- **LISY PORT COMMUNITY SYSTEM:** The Port Community System supports the operators of the six ports of the network.
- **WI FI:** the port has been equipped with a free Wi-Fi network to improve the passengers' experience in port.
- **APP Welcome to Ancona** to promote the tourist attractions and services of the town.





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THANK YOU

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