



THE PORT OF RAVENNA

THE CONNECTION WITH NORTHERN ITALY AND CENTRAL EUROPE



Autorità di Sistema Portuale
del Mare Adriatico centro settentrionale



THE PORT OF RAVENNA AND ITS PLANNED INVESTMENTS

The Port of Ravenna is a **multipurpose** port and an **intermodal platform** offering high value-added logistics services, equipped with port terminals with direct connections to the road and motorway network and to the national railway network.

The Port of Ravenna is the only port in Emilia-Romagna. Due to its strategic geographic position it serves Northern Italy and Central Europe and is a key port for the Eastern Mediterranean and Black Sea markets. It also plays an important role in trade with markets in the Middle East and Far East.

Its inclusion in the comprehensive road system and its connection with the most important transport networks make the Port of Ravenna **an accessible hub from the main Italian and European markets**. For these reasons, it was included by the European Union among the **Core Ports** of the TEN-T networks, and is part of both the Baltic-Adriatic Corridor and the Mediterranean Corridor.

It is also considered the southern sea-river terminal of the **Po Valley-Veneto inland waterway network**.

Participation in projects financed by European funds provides important resources for the construction of new infrastructure works and new ICT systems and platforms, as well as for increasing the **environmental sustainability** of port activities.

The **ACCESS2NAPA** project (Action no. 2020-EU- TM-0055-S), financed by the **Connecting Europe Facility** programme and coordinated by the Port of Ravenna Authority, was launched in 2021.





THE RAVENNA PORT HUB PROJECT

The Ravenna Port Hub Project is currently the main investment underway in the Port of Ravenna. It is divided into two phases, the **first** of which is currently being implemented and envisages the dredging of the seabed **to a depth of -12.50 metres**, the adaptation of **6.5 kilometres** of existing operational quays to the new seabed, the construction of **1,000 metres of new quays** for the new container terminal on the Trattaroli Peninsula, and the development of **200 hectares** of land for **logistics and production activities** directly connected to the quays, the **new freight rail yards**, and the motorway system.

The first phase of the project, Action no. 2017-IT-TM-0092-W, is co-financed by the **European Commission**, under the **Connecting Europe Facility** Programme, while Action **ACCESS2NAPA** (2020-EU-TM-0055-S) co-finances the executive design of the **second phase** of the Ravenna Port Hub project (Activity 1.1). The main objective of the second phase, which is also financed with **NRRP** funds, is to deepen the port's seabed **to -14.50 metres** by upgrading all remaining quays and building an **innovative port sediment treatment plant**. Work is currently in the planning stage and will be awarded by the end of 2022.



 **-11^{.5} M**
CURRENT DEPTH

 **-12^{.5} M**
DEPTH, PHASE 1

 **-14^{.5} M**
DEPTH, PHASE 2

 **+1 KM**
NEW QUAYS
FOR CONTAINER TERMINAL

 **+200 HA**
AREAS
FOR LOGISTICS ACTIVITIES



LOGISTICS / PRODUCTION DEVELOPMENT AREAS

As part of the **Ravenna Port Hub project co-funded by the European Commission – Connecting Europe Facility (CEF) Programme** – about **200 hectares** of new areas for port **logistics** will be created, directly connected to the quays, the new freight rail yards, and the motorway system.

Since 2021, these areas – like the entire Port of Ravenna – are being developed with **ultra-wideband** lines, as envisaged by the **National Digital Agenda Plan** and the **National Plan for Ports and Logistics**.

These areas to be used for logistics and production represent a unique case among domestic ports, adding new services to enhance the value chain created by the port.

DEVELOPMENT



THE PORT OF RAVENNA - SUSTAINABLE ENERGY HUB

The Port of Ravenna is the subject of a number of investments to make port activities increasingly more environmentally sustainable. Specifically:

1

The Port Authority has received funding for the construction of a plant for electricity production through **photovoltaic conversion** of about **20 MWp** to be installed ashore, including the installation of electrolyzers with an **electrical power absorption capacity of 4 MWe** and a **production capacity of about 800 Nm³/h** for the conversion of part of the energy produced **into green hydrogen**. This plant will serve the port's companies.

In addition, thanks to private companies:

2

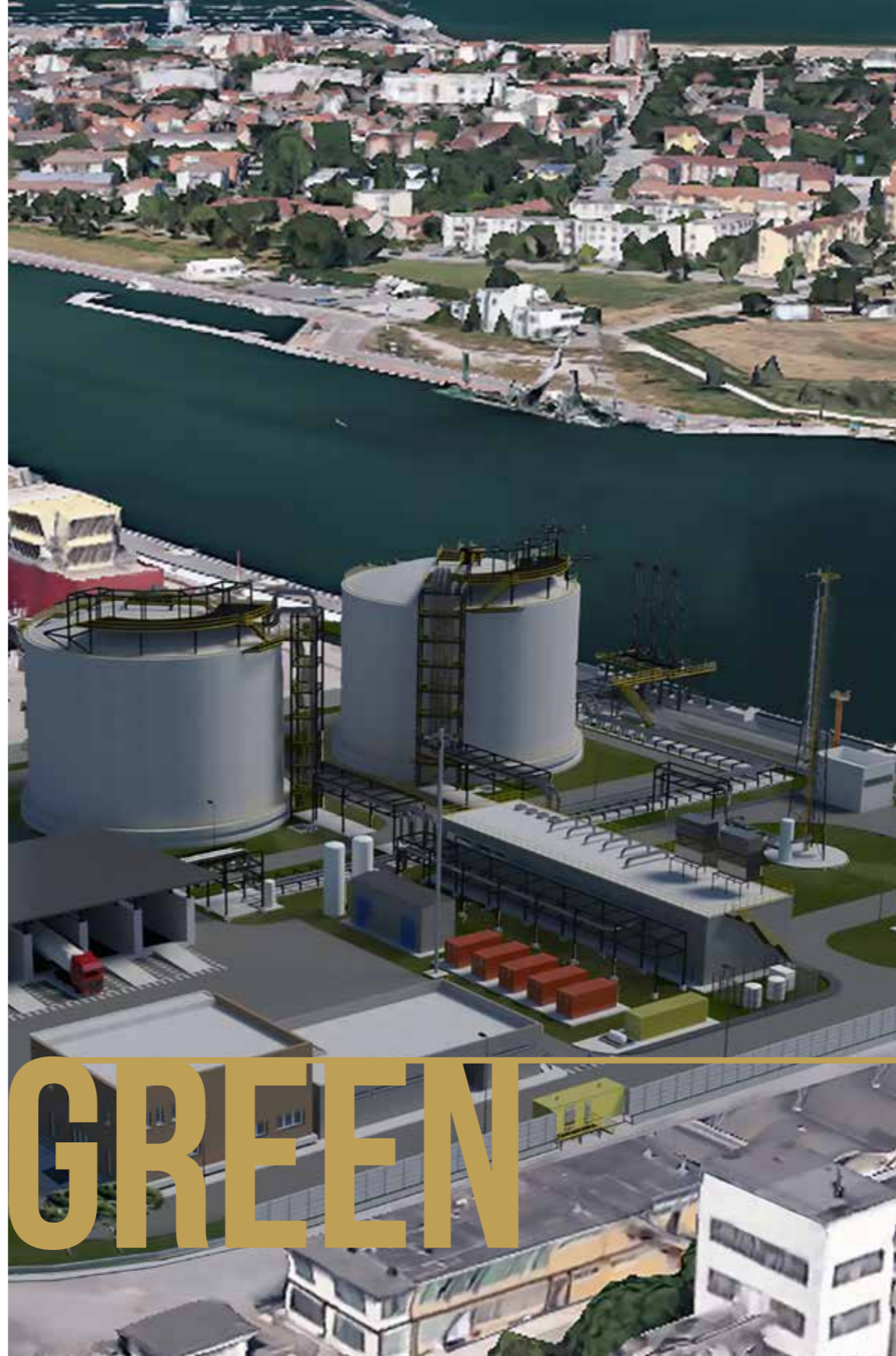
October **2021** saw the inauguration of the first **facility in the Mediterranean Sea for the storage and distribution of Liquefied Natural Gas (LNG)** with a capacity of 20,000 m³ to serve the sustainability of heavy transport and shipping. Ravenna thus became the first Italian port in the TEN-T network to install LNG infrastructure.

3

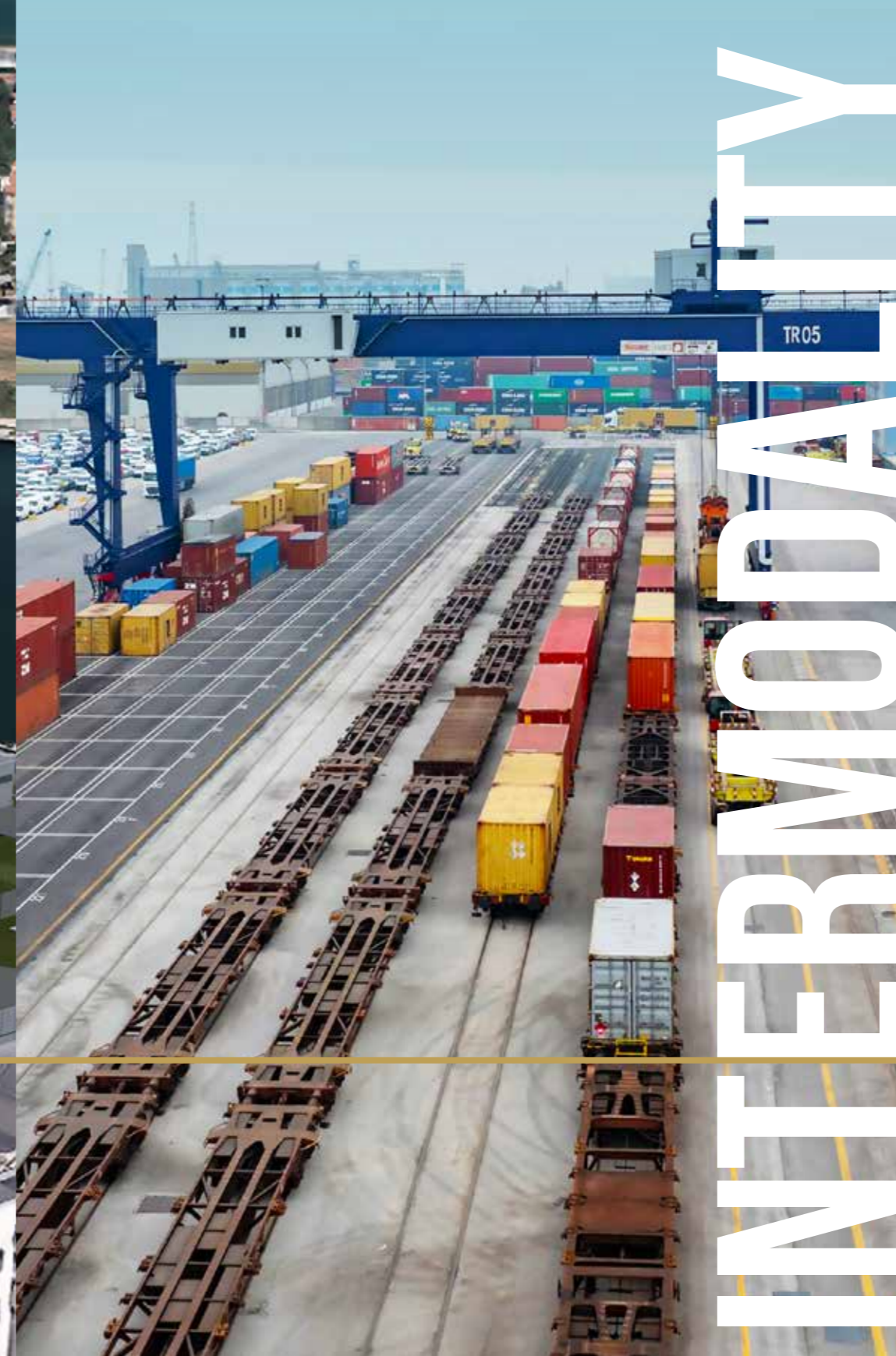
The construction of a **Carbon Capture and Storage (CCS) plant** to capture, transport, and **store CO² in depleted or soon-to-be-depleted offshore gas reservoirs** is underway. The investment will serve industries located in the port area and the Po Valley, which emit carbon dioxide thus incurring increasing costs as a consequence of the European ETS system that imposes fines on CO² emissions.

4

Construction of the **AGNES energy hub**, consisting of two **offshore wind farms** with a total capacity of **600 MWe** and a **floating photovoltaic power system** with a total capacity of **100 MWe**, plus an energy **storage system** with a capacity of **50 MWe**.



GREEN



INTERMODALITY

THE PORT OF RAVENNA AND INTERMODALITY

A massive investment programme is being implemented to **improve the rail connections of the Port** of Ravenna, which nowadays the national leader with over **9,000 trains handled per year**.

By means of specific memoranda of understanding signed between RFI, the Emilia-Romagna Region, the Municipality of Ravenna, and the Port of Ravenna Authority, the following actions have been implemented and/or planned to improve last-mile railway connections:

- 1 **RAILWAY UNDERPASS FOR VEHICLES AT VIA CANALE MOLINETTO**
- 2 **ADAPTATION OF THE P/C80 GAUGE OF THE TEODORICO RAILWAY OVERPASS**
- 3 **RAILWAY BYPASS + YARD ON LEFT BANK OF CANDIANO CANAL**
- 4 **RAILWAY YARD RIGHT BANK OF CANDIANO CANAL**
- 5 **EXTENSION OF RAILWAY BACKBONE ON RIGHT BANK OF CANDIANO CANAL**

The latter is co-financed by the **European Commission** under Activity 1.2 of Action **ACCESS2NAPA**.

The new agreements planned between the Port of Ravenna Authority and the Italian Railway Network (RFI) will define a new management of the port railway infrastructure under the Port Authority itself. This **will make the management of rail traffic even more efficient**.

In the future, an application will be submitted for connection to the railway infrastructure within the area of the Port of Ravenna by the port terminals that do not have one to date.

Then, the necessary railway **connections** to the new logistics areas under construction will be built.

PORT TERMINALS AND SHIPYARDS

- | | | |
|------------------|-------------------------|----------------------------------|
| 1 FASSA BORTOLO | 14 NADEP OVEST | 27 LLOYD RAVENNA |
| 2 PETRA | 15 ROSETTI MARINO | 28 ALMAPETROLI |
| 3 YARA | 16 F.LLI RIGHINI | 29 ROSETTI MARINO |
| 4 VERSALIS | 17 BUZZI UNICEM | 30 SECOMAR / AMBIENTE MARE |
| 5 SAPIR | 18 IFA | 31 CANTIERI PIER 12 |
| 6 TCR | 19 SAIPEM | 32 CANTIERI ORIOLI |
| 7 SETRAMAR | 20 EURODOCKS | 33 ENI - BASE AGIP |
| 8 FOSFITALIA | 21 T&C | 34 BUNGE |
| 9 MARCEGAGLIA | 22 COLACEM | 35 CANTIERI CARFIN |
| 10 DOCKS CEREALI | 23 TERMINAL NORD | 36 PIR - DIV. MAGAZZINI GENERALI |
| 11 ENEL | 24 ITALTERMINAL | 37 PIR |
| 12 SOCO | 25 CONSORZIO ADRIATICO | 38 RAVENNA CIVITAS CRUISE PORT |
| 13 NADEP | 26 ITALTERMINALI UNIGRÀ | |

STRATEGIC PROJECTS

- | |
|-----------------------------------|
| A NEW CONTAINER TERMINAL |
| B EXPANSION AREAS |
| C LNG TERMINAL AND DEPOT |
| D CRUISE TERMINAL |
| E ROAD TRANSPORT AREA |
| F YACHT CLUBS |
| G CITY DOCKS |
| H RAILWAY FREIGHT STATION |
| I "EX SAROM" AREA |
| J "BASSETTE OVEST" EXPANSION AREA |

KEY

- | | | | |
|------------------------------------|----------------------------------|------------------------------|-------------------------------------------|
| CURRENT DEPTH OF SEABED | STRUCTURES IN THE PLANNING STAGE | PUBLIC QUAYS | SHIPYARDS, INDUSTRIES, AND OFFSHORE BASES |
| PLANNED DEPTH OF SEABED, 1ST PHASE | RAILWAY LINE | COASTAL DEPOTS | NEW QUAYS |
| PLANNED DEPTH OF SEABED, 2ND PHASE | PLANNED RAILWAYS | TERMINALS AND PORT COMPANIES | |



THE PORT

14 KM
CANAL PORT LENGTH

+200 HA
NEW AREAS FOR LOGISTICS ACTIVITIES

+3^K SHIPS
PER YEAR

220 COMPANIES
PORT CLUSTER

2^K HA
TOTAL AREA

+27 MILLION
TONNES OF GOODS HANDLED

2 CORRIDORS
TEN-T CORE NETWORKS

+500 EMPLOYEES
IN STEVEDORES COMPANY

SCAN QR CODE TO DOWNLOAD THE MAP





CRUISE TERMINAL

The construction of the new **Cruise Terminal at Porto Corsini** is underway by the company **Ravenna Civitas Cruise Port**, which was awarded the contract for the **management of the marine station service for the next 33 years** with the **construction of the new cruise terminal**.


The buildings planned in the project will be located near the new **Parco delle Dune** park to be built by the Port Authority itself, thus balancing cruise activities with the urban context. The project calls for the Port of Ravenna to become a true **homeport** - a starting and ending point for cruises and not just a transit point. When fully operational, the new terminal will be able to accommodate up to **300,000 passengers a year**.


In order to ensure environmental sustainability in the management of the marine station, a quayside electrical system will be built to allow ships at berth to switch off their engines and power themselves with electricity (**Cold Ironing**).

The planned system will have a capacity of **16 MVA**. This project's design was co-funded by the **ACCESS2NAPA** Action under Activity 1.3.



 **300 K**
ESTIMATED PASSENGERS
PER YEAR

 **1 MARINE STATION**
ENVIRONMENTALLY SUSTAINABLE
WITH A NEW DESIGN CONCEPT

 **1 COLD IRONING**
SYSTEM TO PROVIDE SHORE-SIDE
ELECTRICAL POWER ON THE QUAY

 **1 PARCO DELLE DUNE**
A 10 HECTARE PARK

SIMPLIFIED LOGISTICS ZONE

In order to support the development of the regional production system through integration with the Port of Ravenna Development Plan, the Emilia-Romagna Region has established the **Emilia-Romagna Simplified Logistics Zone (SLZ)**.

As envisaged by national regulations, the SLZ will **occupy an area of about 4,500 hectares** and **will join together the Port of Ravenna**, the centre of the system, **with the regional intermodal nodes and commercial production areas** identified according to criteria based on their economic and functional connections with the port environment.

The aim of the Simplified Logistics Zone of Emilia Romagna is to offer a **number of incentives and administrative facilitations** for new logistics, production, and commercial establishments, such as, for example, cutting bureaucratic delays by half and offering tax and customs incentives for goods.

A special **Enclosed Customs Free Zone** is being **planned** for the Port of Ravenna.



4.5K HA
IN THE EMILIA ROMAGNA REGION

9
INTERMODAL NODES AND LOGISTICS AREAS

12
PRODUCTION AREAS

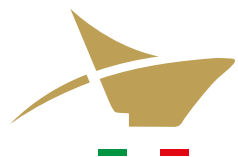
8 PROVINCES
AND 18 MUNICIPALITIES INVOLVED

1.7K HA
IN THE PORT OF RAVENNA

SLZ



TOWARDS THE FUTURE



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PORT OF RAVENNA

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ACCESS 2 NAPA



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