



TARANTO PORT AUTHORITY



PORT OF TARANTO – KEY ADVANTAGES

- ⇒ Central location in the Mediterranean with minimum deviation from principal shipping routes between Gibraltar and Suez
- ⇒ located in a sheltered bay with favourable weather/sea conditions
- ⇒ Direct and easy access to all berths in the commercial and industrial port areas situated outside the city so that bottleneck problems are totally avoided;
- ⇒ Ultra-modern container terminal with deepwater berths and state-of-the-art handling equipment
- ⇒ the Airports of Bari and Brindisi are located 90 km and 75 km respectively from the port of Taranto. Furthermore, the cargo airport of Grottaglie is about 20 km from the port. The nearby city of Grottaglie has been earmarked according to the Regional Transport Plan as a major cargo airport in the region
- ⇒ Good berthing and handling facilities for all kinds of vessels
- ⇒ Plenty of space for further development in the port and surrounding areas
- ⇒ From 1 July 2004 the Port of Taranto has adopted the ISPS international code on port security



A number of key advantages have enabled the Port of Taranto – previously known principally as an industrial port – to find a new role in the international transport sector.

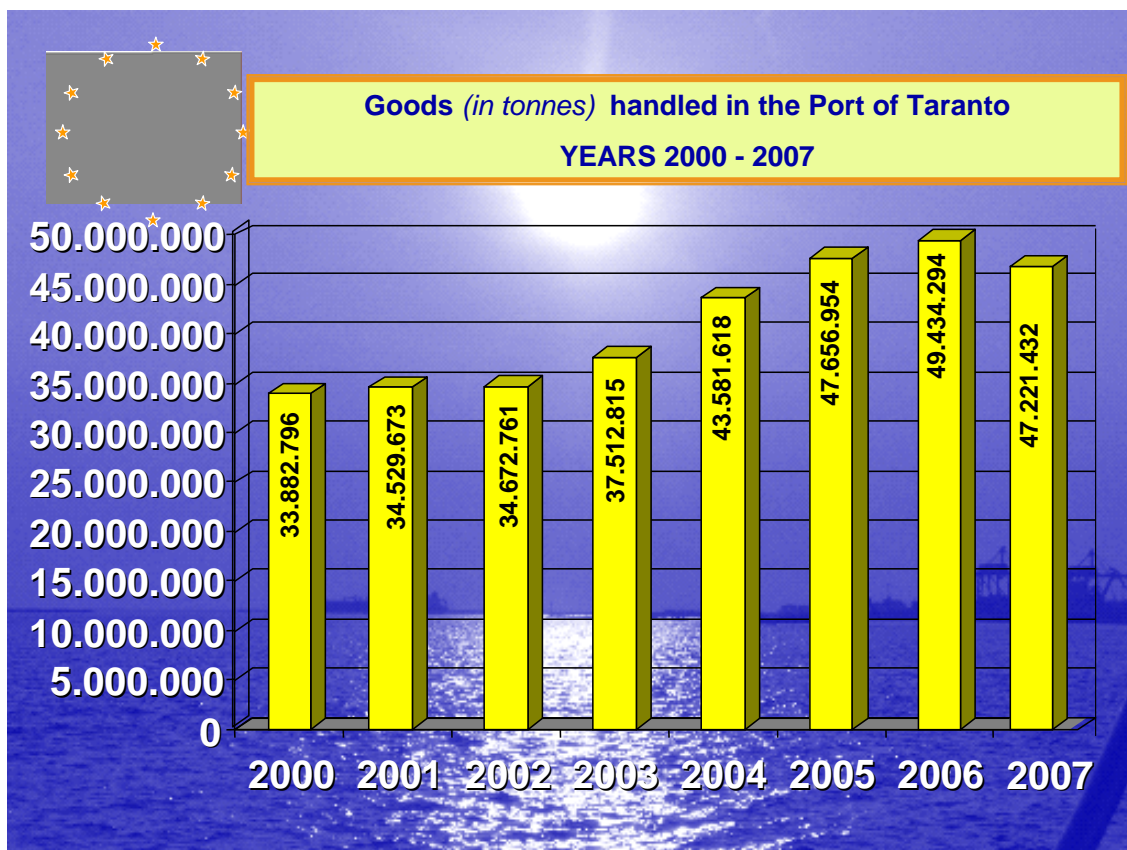
These include Taranto’s strategic location in the heart of the Mediterranean and its favourable geographical position in a sheltered bay with sufficient water depth to accommodate the latest generation of cargo ships – not to mention its many facilities and ample availability of space.

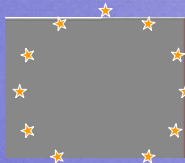
A steady series of local internal developments together with the strong emergence of specialised production processes have led to an ever growing diversification of traffic. As a result, both the city of Taranto and its port have found a new commercial vocation in addition to the long established industrial role.

The port of Taranto consolidated its position as **second among Italy’s largest handling ports** with a total throughput of over 47 million tonnes of goods handled in 2007. In 2007 Taranto ranked as the 18th European port for volume of goods handled.

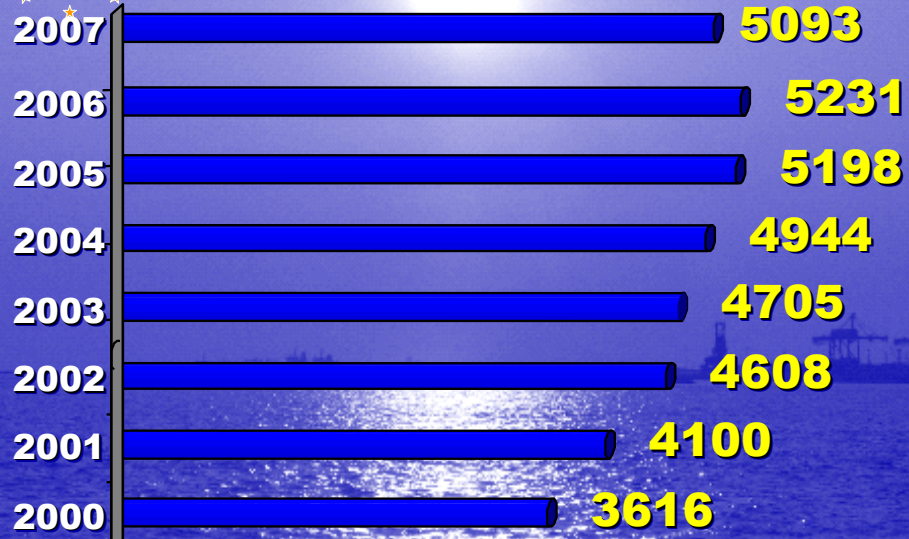
Today, Taranto is seen as a vital centre for industrial and commercial activity in which local and international operators can work together on a day-to-day basis, pursuing their economic interests while contributing to the growth and development of cargo traffic.

In recent years, the Port of Taranto has redefined its role in the region’s economy. Today, the port is more integrated with the economic life of the city and always in the forefront of opportunities for future developments that is of benefit to the whole community





SHIPS ARRIVED AND DEPARTED FROM 2000 TO 2007



THE COMMERCIAL PORT



Taranto's huge potential as a hub commercial port was unlocked in June 2001 with the opening of a container terminal – one of the most modern in the Mediterranean region – with an annual handling capacity of nearly 2 million teus.

This state-of-the-art terminal, located on the Multipurpose Pier, is operated by Taranto Container Terminal SpA, part of the Taiwanese shipping group Evergreen Marine Corporation, one of the world's leading container shipping companies.

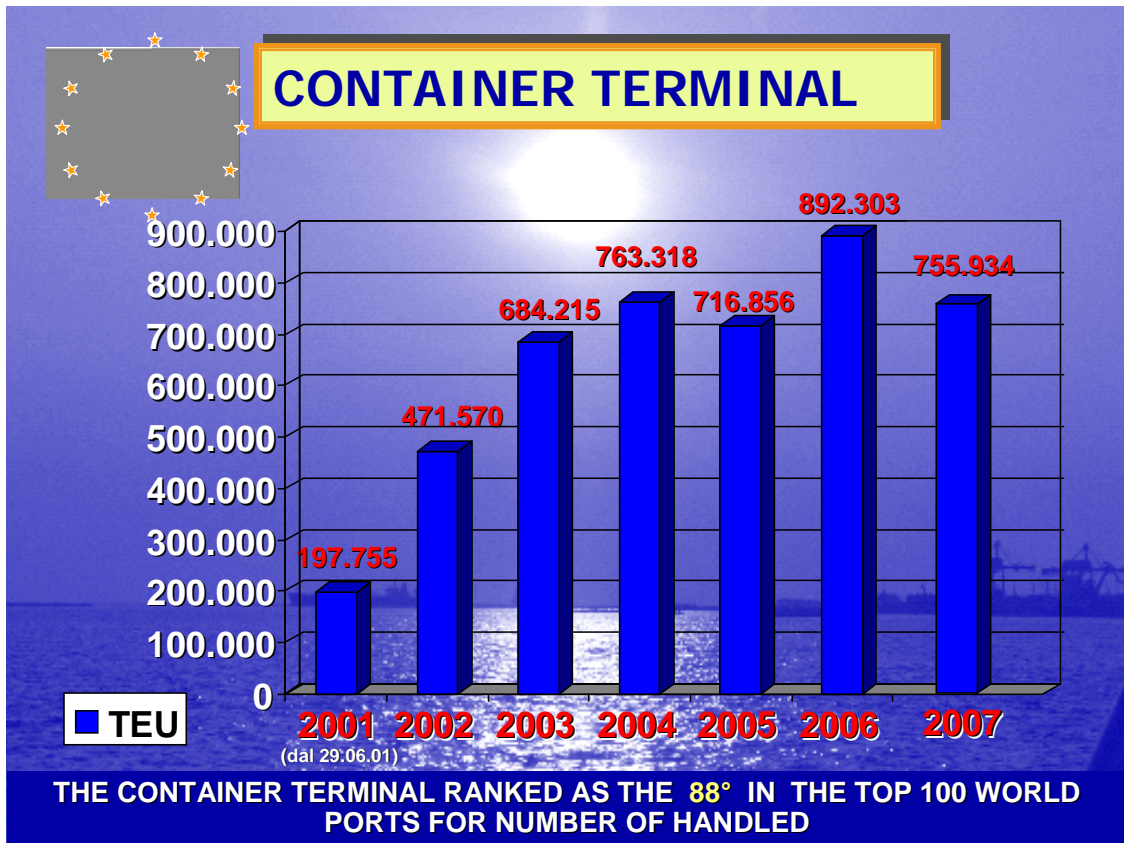


Throughput has been growing steadily. TCT handled about 755.934 teus in 2007.

Transshipment accounts for nearly 88 per cent of the terminal's business, while the remaining 12 per cent is made up of imports and exports.

Taranto's container terminal, with its own shipping lines, represents an important hub for connections with the Mediterranean regions, Near-Middle and Far East, the Americas and Europe.





At present there are four mainline services and five feeder services which distribute goods throughout the Mediterranean and the Black Sea.



MOTHER VESSELS' LINER SERVICES

| SHIPPING LINE | ROUTES |
|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CES CHINA - EUROPE - SHUTTLE SERVICE | Rotterdam – Hamburg – Thamesport – Zeebrugge - Taranto – Port Said – Colombo – Tanjung Pelepas – Kaohsiung – Hong Kong |
| UAM USA WEST COAST - ASIA - MEDITERRANEAN SERVICE | Tacoma – Vancouver – Tokyo – Osaka – Shanghai – Ningbo – Kaohsiung – Hong Kong – Yantian – Tanjung Pelepas – Colombo – Suez - Taranto – Genoa – Barcelona – Valencia - Taranto – Port said – Jeddah – Colombo – Tanjung Pelepas – Kaohsiung – Yantian – Hong Kong – Osaka- Tokio - Tacoma |
| MUS MEDITERRANEAN – USA East Coast SERVICE | Malta - Taranto – Livorno – Genoa – Fos – Valencia – Lisbon – New York – Norfolk – Savannah – Miami - Malta |
| ADR CHINA ADRIATIC SERVICE | Shanghai – Ningbo – Hong Kong – Yantian – Hong Kong – Tanjung Pelepas – Suez – Alessandria - Taranto – Trieste – Koper – Rijeka – Port Said – Tanjung Pelepas - Shanghai |



FEEDER LINKS

| SHIPPING LINE | ROUTE |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| FEEDER IMS Intra Mediterranean Service | TARANTO – ALESSANDRIA – LIMASSOL – ASHOOD – MERSIN - TARANTO |
| FEEDER GT1 Greece Turkey Service | TARANTO – PIREO – IZMIR - TARANTO |
| FEEDER GT2 Greece Turkey Service | TARANTO – PIREO – SALONIC – ISTANBUL – HAYDARPASA – GEMLIK - TARANTO |
| FEEDER Tyrrenian Service | TARANTO – GIOIA TAURO – LA SPEZIA – CIVITAVECCHIA - TARANTO – TUNIS |
| FEEDER Taranto – Tunis | TARANTO – GIOIA TAURO – TUNIS – MISURATA – GIOIA TAURO - TARANTO – LIVORNO – LA SPEZIA – CIVITAVECCHIA – TARANTO |
| FEEDER Malta Adriatic Service | MALTA – DURRES – KOPER – VENICE – ANCONA – TARANTO |
| FEEDER Tex Service | TARANTO – BAR – PLOCE – TARANTO |
| FEEDER Spl Service | TARANTO – BEIRUT - TARANTO |

In addition, the terminal is linked directly to the national rail and road networks.

TCT has first-rate facilities for loading and unloading of container trains. On the west side of the terminal there are five rail sidings, linked directly with the national rail network.

There are daily container train services connecting the port with intermodal terminals at Ancona, Bologna, and Nola (Naples).

In November 2006 a new experimental railway link was launched. It connected the port of Taranto directly to the intermodal center in Munich (Germany), via the Adriatic railway route, passing through the Bologna intermodal hub. The transit time was 34 hours. In the short term, however, this transport route will definitely be activated, with the aim of establishing a 27-hour transit time.

This new service will represent an important achievement in order to connect Taranto to the Centre of Europe. In fact international operators frequently ask for Mediterranean ports, because they are less congested than the northern European major ports, aiming at opening up a new gateway from where it would be possible to load/unload goods destined to the markets in Central and Eastern Europe.



Trucks entering or leaving the terminal can link up immediately with the national road network. The link with the highway, 15 km away, is congestion free. In addition, by 2006 the port authority will begin work on a new road that will ease the flow of heavy traffic within the port area.

FURTHER DETAILS REGARDING THE CONTAINER TERMINAL OPERATED BY TARANTO CONTAINER TERMINAL SPA

- √ The terminal currently has a total quay length of 1,500 metres;
- √ By next year there will be an extra 500 metres of berthing for containerships at the inner end of the pier and TCT will then have at its disposal a total quay length of 2.000 metres.
- √ the first 700 metres (offshore end to onshore end) have a seabed draught of -15 metres and the remaining 800 metres have a -14 metres draught.
- √ TCT is a common user facility available to all containership operators.
- √ The terminal has its own ICT network, allowing the whole operational cycle to be supervised by a computer for maximum efficiency.
- √ From 1 July 2004 the Container terminal of Taranto has adopted the ISPS international code regulating port security

The positive impact of the new container terminal which goes hand in hand with the port authority's targeted policy of encouraging more commercial traffic has continued to bring key benefits for the Taranto area in the form of new jobs and exciting new initiatives in the field of logistics.

In pursuit of this strategy, the local authorities have decided to set up two special new logistic zones – to be called **Distripark and Logistics Platform** – located in the port area, and right next to the port, and equipped with efficient, modern road and rail connections.

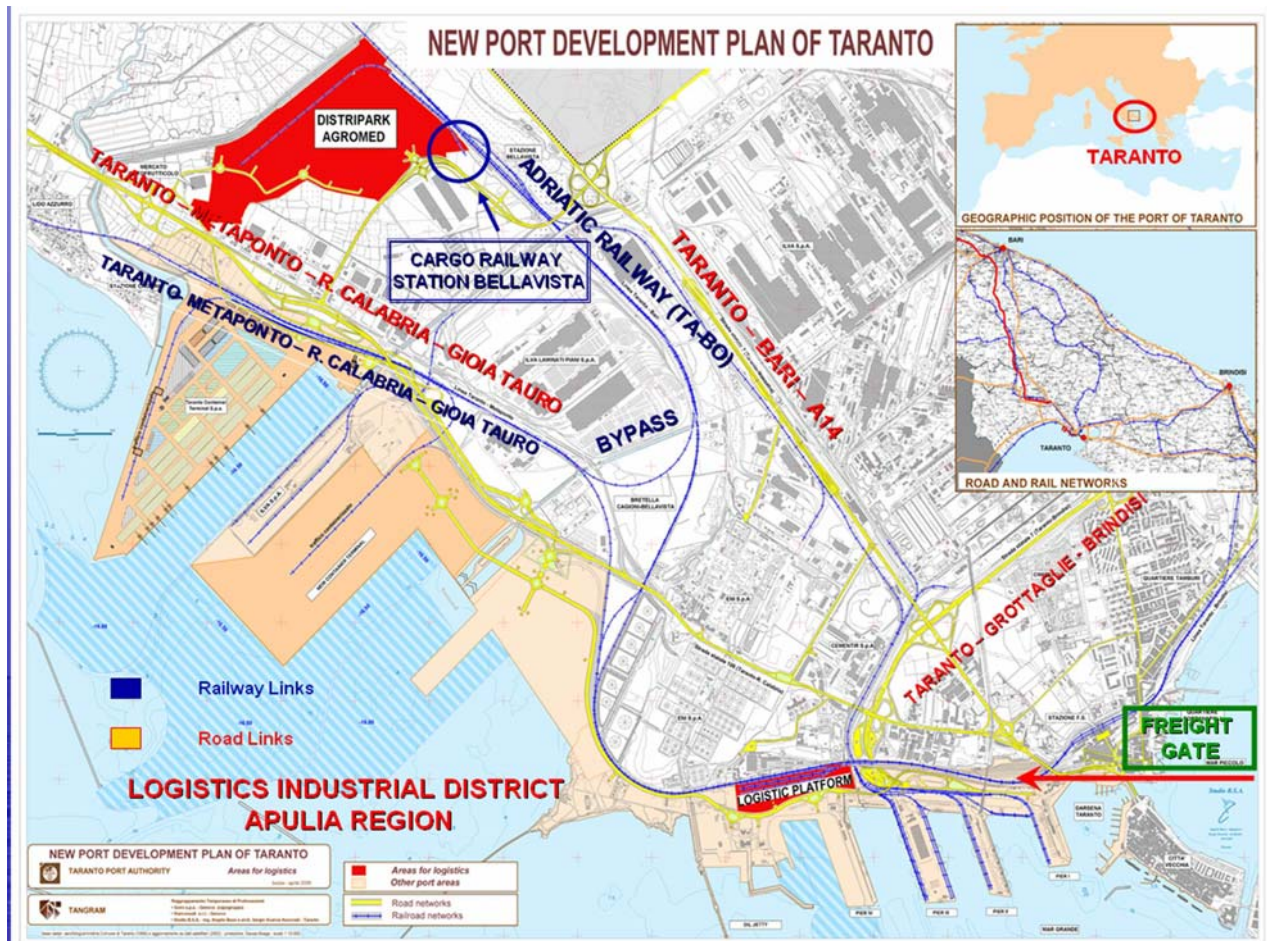
The introduction of these new facilities, designed for articulate logistics and distribution, will help to attract new maritime traffic as well as encouraging the growth of a new commercial sector involved in transport, logistics and processing activities such as small workshops, assembly, packaging and maintenance.

This in turn will provide new opportunities for adding extra value to goods imported and exported via Taranto.

The example of ports in northern Europe shows how real success can be achieved by choosing key areas for the siting of logistics services, with more and more emphasis on outsourcing and a basic level of complementary services.



DISTRIPARK TARANTO



A **Distripark** is to be established in a private area close to the container terminal by a consortium made up of the Port Authority, the Municipality, the Provincial Council and Taranto Chamber of Commerce. Once it has been built, the Distripark, covering 75 hectares, will be operated by private companies on a concession basis.

The consortium has already taken over the site and has launched a promotional campaign to attract national and international investors so that the Distripark can be set up through private venture capital under a project financing initiative.

Another strength of the port of Taranto, is that – compared to most of the other Italian ports – it is situated near the city but at the same time outside the city centre so that bottleneck problems are avoided.



The city does not spread into the port area and, as a consequence the port boasts the availability of surrounding areas which could be dedicated to logistics purposes.

The distripark project is an evidence of that.

The preliminary project of Distripark Taranto will involve:

- √ an area of **751.141** square metres, positioned behind the port in the vicinity of the container terminal run by the Taranto Container Terminal SpA;
- √ the construction of an office block and commercial warehouses

The whole building will consist of 110 modules (warehouses and offices), flexible enough to be grouped according to the needs of the companies that will use them.

Inside the Distripark area, companies will be granted several kinds of services and a free-zone customs area will be made available, too.

In addition to the short, medium and long-distance shipping routes, the area will be equipped with efficient intermodal connections joining up with the hinterland and the national railway and road networks.

The area can be equipped with all necessary infrastructures having recourse to private as well as State funds. It could also benefit from easy terms and a special tax concessions regime.

INTEGRATED LOGISTIC PLATFORM

The new **Logistics Platform**, covering about 20 hectares, will be located in the port area close to Pier 4.

Works for building the infrastructural logistic hub in the port of Taranto – *a Logistic Platform integrated to the intermodal transport network of the Adriatic Corridor* - will start by the end of 2006.

The settlement project called “*Logistic Platform in the port of Taranto*”, representing a total investment of Euros 156 milion, will result in the following items of infrastructure:

1. Logistic Platform
2. New road system between quays and related plants
3. Extension of Pier IV
4. New dock to the west of Pier IV.



According to the work schedule, the *Logistic Platform* and *New road system between quays* will take 660 days to complete, and works for the *Extension of Pier IV* and the *New dock to the west of Pier IV* will take 1.005 days.

The Logistic Platform will be run/managed by Logsystem srl – a company belonging to the Gavio Logistic Group. It will provide new opportunities for adding extra value to goods imported and exported via Taranto – particularly as far as containerized goods are concerned.

This new facility will be well integrated and coordinated, specifically designed for modern-day logistics and distribution, which will attract new maritime traffic as well as encouraging the growth of a new commercial sector involving transport, logistics and processing activities.

Some of the activities carried out in the platform will be:

- ✓ general logistic services (warehousing, loading/unloading, groupage/degroupage; packaging/unpackaging, stripping/stuffing, distribution, shipment consolidation)
- ✓ specialized logistic services (quality control, assembly, final goods refining, labeling and personalization of products, checking the function of goods).
- ✓ other services (maintenance, telematic services, telecomuncations).

The final layout of the logistic Platform also includes:

- ✓ The construction of a railway terminal linked to the national railway network through the main arterial train routes along the Adriatic and Jonian coastlines and thus linked to the whole European railway network;
- ✓ the construction of warehouses (up to 22.500 square metres)
- ✓ the construction of reefer warehouses for the storage of perishable goods (up to 6.000 square metres)
- ✓ the construction of silos for storage, handling and assembly of goods.

The operative goals of the Logistic platform are, by and large,

- ✓ to offer logistic srevices to shipping companies and other national/international operators;
- ✓ to coordinate and organize feeder services within the Mediterranean basin for the distribution of goods;



- ✓ to develop the handling of containers, cars and other vehicles, and other goods of diverse production chains
- ✓ to promote a cabotage service by ro-ro ships.



Commercial berths

The following berths are common user facilities for handling bulk cargo and miscellaneous goods:

- Quay 1 • Pier 1 (east side)
- Pier 1 (west side) • Pier 1 (seaward end)
- Quay 2.

Stevedoring on these quays is provided by authorised companies which have their own equipment for handling various types of cargo.

Goods handled at these berths include aluminium, aluminium coils, frozen fish, cement, metal frames, machinery, iron ore, petcoke, clinker, fertilisers and general cargo.



The east side of Pier 1 (S. Cataldo), 320 m long, is at the moment dedicated to host tugs boat for towage services.

The Port Development Plan foresees the creation of a ro-ro terminal by important works of recovering and enlargement of the quay after the preliminary reclamation works of the sea bottoms, in order to improve and make the pier suitable for RO-RO/RO-PAX traffic.

Recent studies and researches – in the framework of the new Port development plan – have, in fact, highlighted that the port of Taranto has possibilities of development of a ro-ro/ro-pax traffic even in connection with the forthcoming new logistic platform.

THE INDUSTRIAL PORT



The industrial port



The Steel Terminal



Steelmaking has been the main driving force of Taranto's economy since the early 1960s when a major steelworks was established here. Privatised in 1995 and acquired by the RIVA Group, this steelworks is now run by ILVA SpA.

The Taranto plant has maintained its leading position in the world market in spite of mixed fortunes in the steelmaking sector over the past two decades. The steel industry is the Port of Taranto's biggest customer.

ILVA obtained the concession to run four piers (Nos 2, 3, 4 and 5) and one quay (No 3) providing a total of 4,589 metres of wharfage with up to 25.0 metres draught and 931,000 square metres of operating areas.

These facilities are used for discharging raw materials such as coal and iron ore and for loading and discharging finished and semi-finished products including billets, coils, pipes, sheets and slabs.

Total annual throughput of steel-related traffic is about 29 to 32 million tonnes including raw materials and finished products. Annual throughput of finished products stands at about 10 million tonnes.



OTHER TERMINALS

Oil terminal



ENI SpA has a concession to operate a 560 metre long jetty, with 1,120 metres of berthage, for loading and discharging crude oil, refined products and by-products. Transhipment is by a pipeline linking the jetty with the refinery.

The ENI refinery is supplied with raw materials by tankers of up to 300,000 dwt accommodated at single-buoy moorings in Mar Grande. An underwater pipeline takes crude oil directly from the tanker to the refinery. In an average year, the oil terminal handles between 5 and 5.5 million tonnes of crude oil, refined products and by-products.

Cement terminal



Cementir SpA has a concession to load and discharge cement at Quay 4 (300 metres long with up to 12.5 metres draught) and on a 167 metre section of Pier 4 (east side).

The berth is linked with the nearby cement works by a mobile bridge and conveyor system capable of handling either 2,400 bags or 400 tonnes of clinker per hour.



THE NEW PORT DEVELOPMENT PLAN

The Port Authority is presently working on the new port development plan. This plan will govern the future development of specific port areas and the building of new facilities establishing a new port layout in order to facilitate the growth of maritime traffic over the next 10 years.

The new development plan will contain and foresee initiatives and undertakings to support the following traffic sectors:

- containers
- general cargo
- ro-ro and ferries
- cruises

Therefore, aiming at fostering the above mentioned traffic sectors, the infrastructural steps planned are as follows:

1. Expansion of Pier 5 and upgrading of the surrounding areas in order to host a new container terminal
2. cruise/ro-ro/ferry terminal and restyling of the quays and surrounding areas
3. marinas - restyling of the quays and surrounding areas

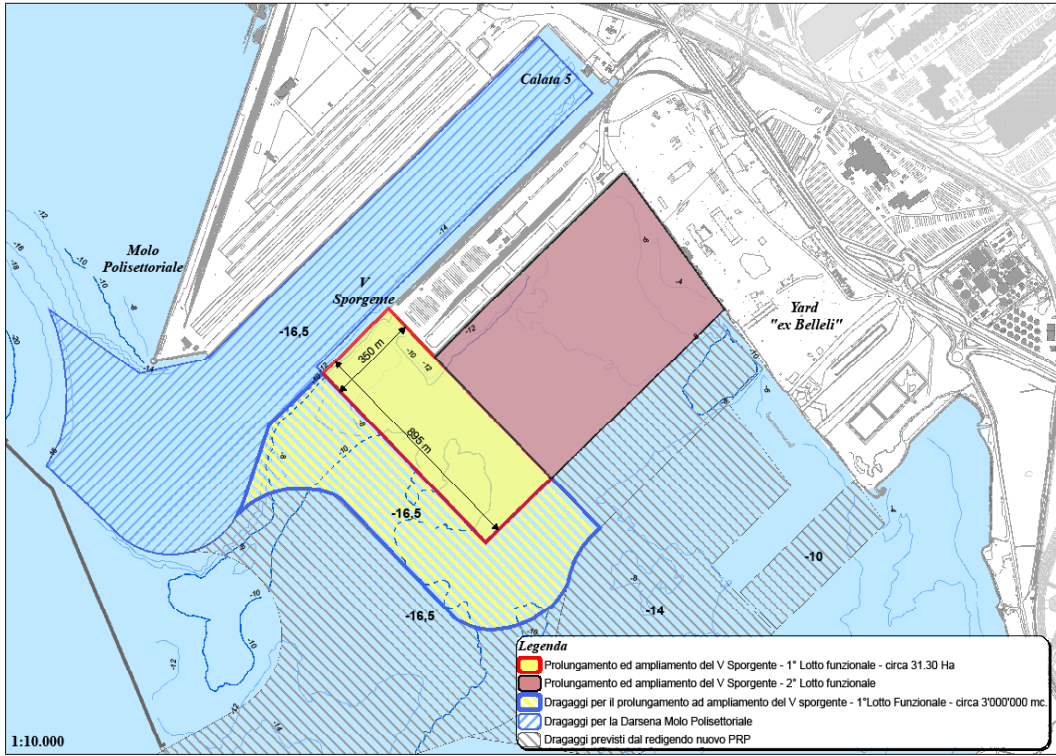
THE NEW CONTAINER TERMINAL

The area which is earmarked to host a **new container terminal** will entail the enlarging/widening of the existing Pier V which will have the following features:

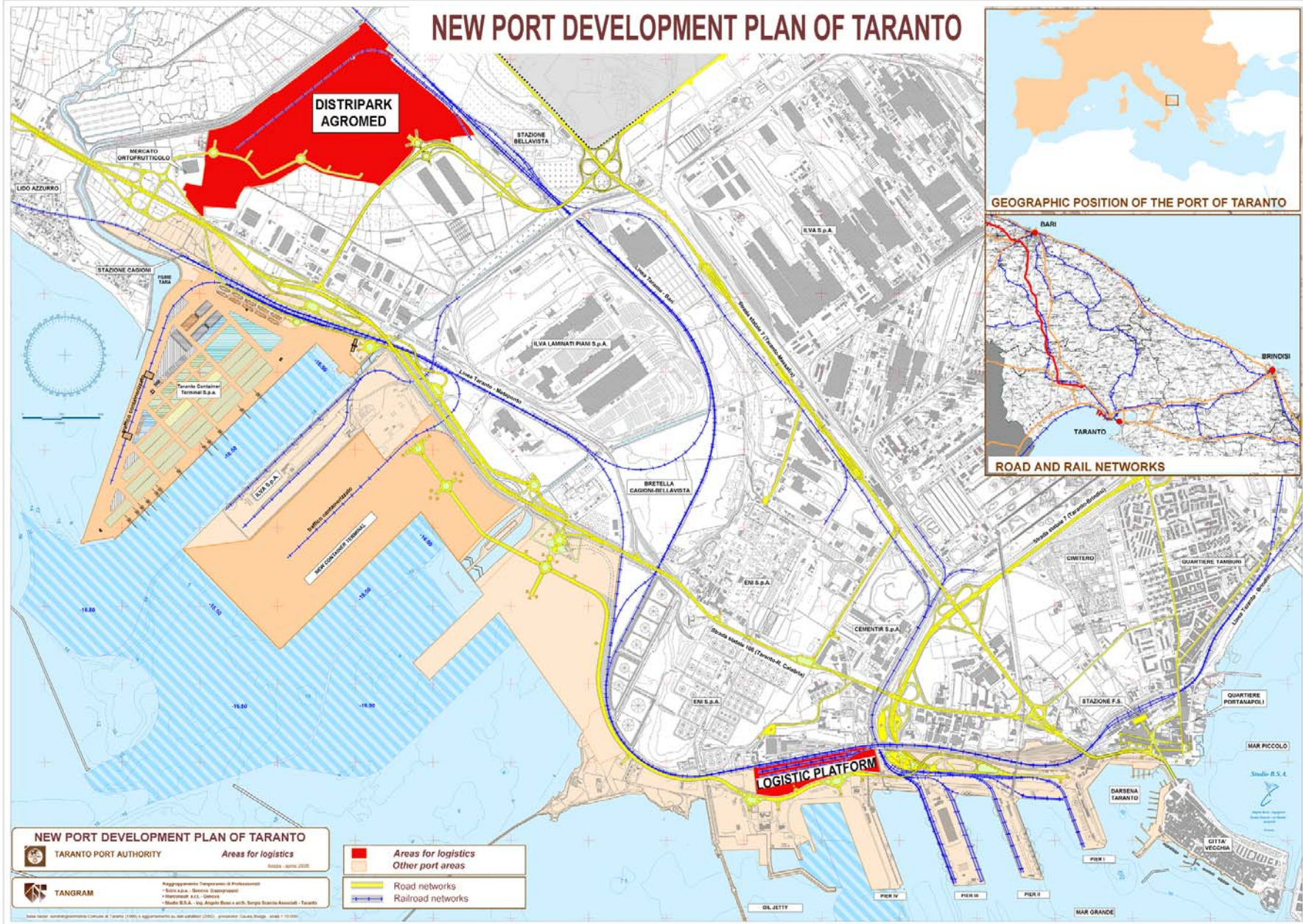
| | |
|------------------------|------------------------------------------|
| Total extension | 1.200.000 sqm |
| Berthing Length | 865 + 1.265 = 2.160 linear metres |
| Draught | - 16,50 metres |

That area will be directly linked to the national railway and road networks. Furthermore, the new container terminal will be connected to the *Logistic Platform* and *Distripark* which will soon be under construction.





NEW PORT DEVELOPMENT PLAN OF TARANTO



NEW PORT DEVELOPMENT PLAN OF TARANTO

TARANTO PORT AUTHORITY

Areas for logistics

Settembre - Aprile 2008

TANGRAM

Aggregamento Temporaneo di Professionisti
 - ENR S.p.A. - Istituto di Studi e Progettazioni
 - MAREMARE S.p.A. - Istituto
 - Studio S.E.A. - Ing. Angelo Basso e arch. Sergio Scatena Associati - Taranto

Nota: scala cartografica 1:50.000. Coordinate UTM. Datum: WGS 84. Altezza s.l.m. in metri. Contorno: 1:50.000.



CARGO HANDLED (tonnes) IN THE PORT OF TARANTO – YEAR 2007

| Cargo handled | Year 2007 | Year 2006 | Absolute Variation | Percentage Variation |
|-------------------------------|-------------------|-------------------|--------------------|----------------------|
| Liquid Bulks | 8.308.937 | 7.513.387 | 795.550 | 10,6% |
| Dry Bulks | 21.987.692 | 24.256.870 | -2.269.178 | -9,4% |
| TOTAL BULKS | 30.296.629 | 31.770.257 | -1.473.628 | -4,6% |
| Contanerized Cargo | 4.751.370 | 6.236.732 | -1.485.362 | -23,8% |
| Other general cargo | 12.173.433 | 11.427.305 | 746.128 | 6,5% |
| TOTAL GENERAL CARGO | 16.924.803 | 17.664.037 | -739.234 | -4,2% |
| TOTAL Cargo (tonnes) | 47.221.432 | 49.434.294 | -2.212.862 | -4,5% |
| TOTAL Containers (TEU) | 755.934 | 892.303 | -136.369 | -15,3% |
| UNLOADED | 29.324.254 | 29.992.716 | -668.462 | -2,2% |
| Liquid Bulks | 3.870.380 | 3.554.601 | 315.779 | 8,9% |
| Dry Bulks | 19.480.303 | 21.529.725 | -2.049.422 | -9,5% |
| TOTAL BULKS | 23.350.683 | 24.565.082 | -1.214.399 | -4,9% |
| Contanerized Cargo | 2.474.230 | 3.298.055 | -823.825 | -25,0% |
| Other general cargo | 3.499.341 | 2.562.572 | 936.769 | 36,6% |
| TOTAL GENERAL CARGO | 5.973.571 | 5.427.634 | 545.937 | 10,1% |
| Containers (TEU) | 372.045 | 453.136 | -81.091 | -17,9% |
| LOADED | 17.897.178 | 17.664.238 | 232.940 | 1,3% |
| Liquid Bulks | 4.438.557 | 3.958.786 | 479.771 | 12,1% |
| Dry Bulks | 2.507.389 | 2.727.145 | -219.756 | -8,1% |
| TOTAL BULKS | 6.945.946 | 6.458.775 | 487.171 | 7,5% |
| Contanerized Cargo | 2.277.140 | 2.938.677 | -661.537 | -22,5% |
| Other general cargo | 8.674.092 | 8.864.733 | -190.641 | -2,2% |
| TOTAL GENERAL CARGO | 10.951.232 | 11.205.463 | -254.231 | -24,7% |
| Containers (TEU) | 383.889 | 439.167 | -55.278 | -12,6% |



CITY – PORT – TOURISM

The development of its seaport, particularly the commercial sector, is not the only positive trend in the economic life of Taranto at present.

After years of decline, in which steel production was scaled down, the city is encouraging a range of new initiatives that include a revival of the offshore yard, the establishment of small high tech industries and an expansion of its tourism business.

In addition to revitalisation of the historical centre, tourism developments are focused on the close relationship between city and sea. New facilities for yachts have been provided at St Eligio Pier and in the area between St Eligio Pier and the St Cataldo Pier (*Taranto Yacht and Taranto Marina*), thus using the city's waterfront in a more tourist-friendly way.

Taranto has the potential to become an attractive base for super yachts cruising the central and eastern Mediterranean. Tourist traffic could also be generated by ferry links with Sicily, Greece and North Africa.

In addition, each year Taranto receives a number of occasional cruise ship calls. On these occasions the cruise ship visitors never fail to express their warm appreciation of the cultural and environmental treasures to be found in the city and in the province as a whole.



May 2008



www.port.taranto.it