



# PORT OF TARANTO

PORT NETWORK AUTHORITY OF THE IONIAN SEA

PORT  
PROFILE

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# Executive Summary



## STRATEGICALLY LOCATED IN THE HEART OF THE MED

The Port of Taranto is located in the deep south of Italy, along the **Scandinavian-Mediterranean Corridor of the EU Trans-European Transport Network**. It is very close to the main traffics coming from the doubled **Suez Canal**, thus boasting a very special position between the **Far East** and the **US connections** and **logistics activities**.



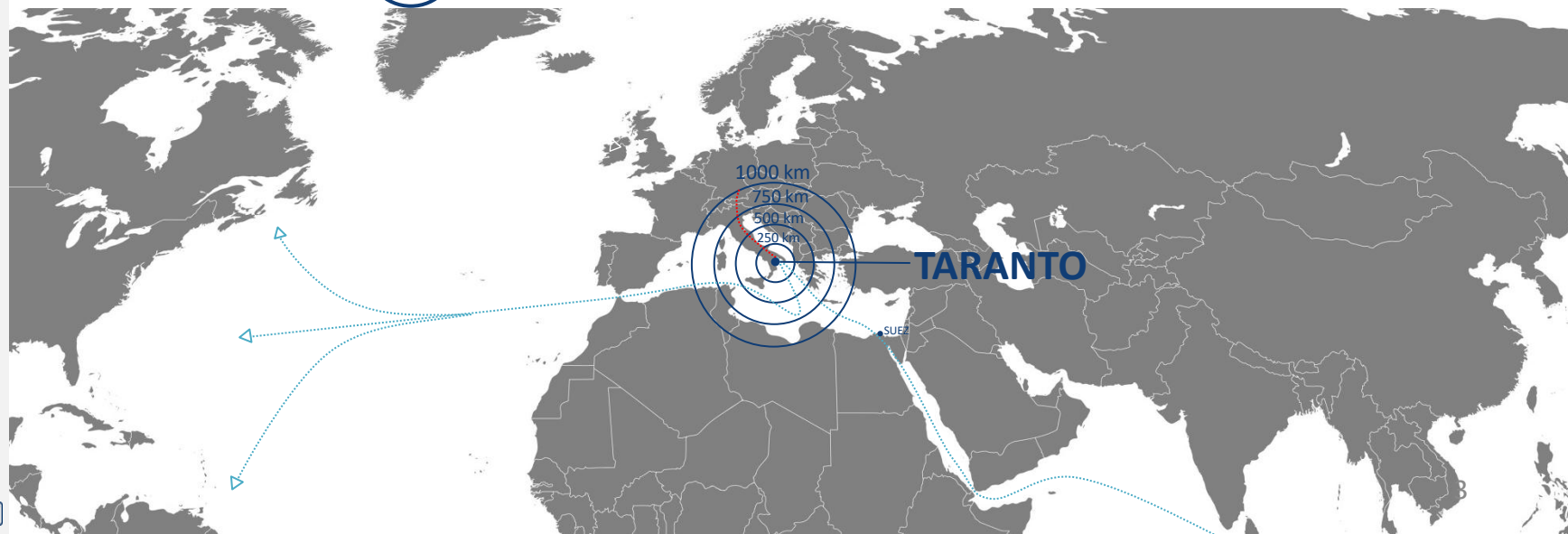
## A FLOURISHING ECONOMIC AREA FOR INVESTMENT AND GROWTH.

The **Special Economic Zone (SEZ)** represents a unique investment opportunity in the heart of the Med Area. Since February 2021, the Regulations for the functioning of the **Customs Free Zone of the Port of Taranto (CFZ)** has been activated. The CFZ of the port of Taranto represents a further attraction for the port and the back-port domain and will contribute to the growth of both the new container terminal and other port companies.



## A FULLY INTERMODAL HUB

The Port boasts full **intermodality** and **interoperability**, being directly connected with the road and railway national networks and with the Grottaglie cargo airport (20 km)





# Executive Summary



## A MODERN, COMPETITIVE AND CUTTING-EDGE INFRASTRUCTURE

The Port boasts new and modern infrastructural facilities including a new container terminal managed by a global operator, the **San Cataldo Container Terminal SpA**, controlled by **Yilport Holding a.s.**, running to be ranked among the 10 leading terminal operators in the world.

The competitive value of the port of Taranto is significantly enhanced by the industrial vocation of its traffic volumes developed by the concessionaires **ENI** and **Acciaierie d'Italia**, representing an important asset for the port and for the industrial logistics services connected to the relevant local plants.



## ON THE ROUTE OF THE LONG-WAVE OF VALUE CREATION

The Port Network Authority of the Ionian Sea has implemented its development strategy through the promotion of traffic diversification in order to **better place the port in the cruise industry**. In 2021 numbers rapidly increased and home-porting activities were carried out for the very first time in Taranto, in a newly established cruise terminal that is currently run by the Taranto Cruise Port, a company controlled by **Global Ports Holding Plc** ("GPH"), the world's largest independent cruise port operator.

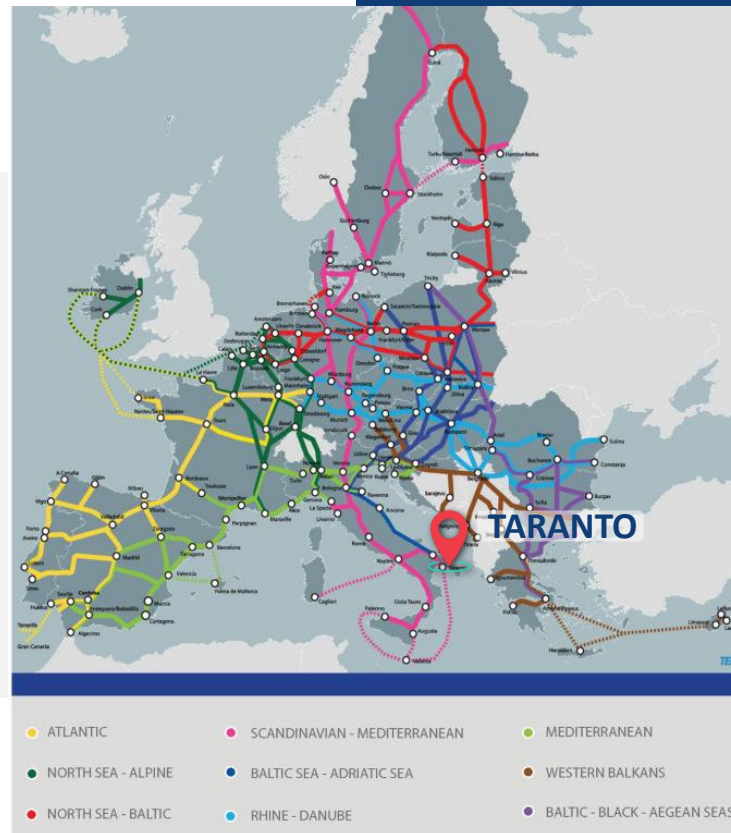
The Port Authority is strengthening its pivotal role in facilitating **sustainable transport**, either through promoting **sustainable cruise tourism** or generating **energy efficiency** opportunities as well as providing source for **innovation** and a new **cohesion between the port and the city**.



# The port of Taranto

## Our positioning

- It is positioned along the **Suez-Gibraltar** route
- It is **connected with the center of Europe** by rail and road linking the port to the national networks
- It is an **ideal logistic and intermodal hub** for the **Asian, EU and US markets** as well as the **Med and North Africa**
- It is in the **TEN-T network** as the final node of the rail/road terminal of the **EU Scandinavian-Mediterranean Corridor** (the **pink line** linking Helsinki to Malta) and a maritime node connecting the corridor to Valletta
- It is included in the wide **Motorways of the Sea** network, thus contributing to a further diversification and development of port activities
- It is an emerging **cruise destination in the Mediterranean** since 2017, as the Port Authority has been promoting the differentiation of port activities: cruise tourism can play a pivotal role to put Taranto port-city on new cruise maps and itineraries.





# The port of Taranto Ten-T Network

The Port Network Authority of the Ionian Sea puts the development of local territory at the top of its priorities focusing on **intermodality**, **EU regulation** compliance, developing the **TEN-T network**.

The port of Taranto is the final node of the rail/road terminal of the **Scandinavian-Mediterranean Corridor** (Helsinki/Malta) and a maritime node connecting the corridor to Valletta. **The extension of the Baltic - Adriatic corridor with the inclusion of the entire Adriatic railway network** will allow the Port of Taranto to cover this last corridor as well.

The strategy is to create an **integrated logistic system** around the port of Taranto based on a network of specialized structures effectively attracting maritime traffic and fostering the development of the local area.



Maritime/road transport  
From Taranto to central Europe  
**TRANSIT TIME ABOUT 8 DAYS**



Rail transport from  
Taranto to central Europe  
**TRANSIT TIME ABOUT 34 HOURS**



# The port of Taranto In the heart of the MED Ideal hub for the MoS

The strategic positioning  
of the port of Taranto in  
the Med makes it a useful  
hub for the Motorways  
of the Sea





# The port of Taranto Intermodal Connection



## ROAD LINKS

The Port is located immediately outside the urban area and has direct access to major road networks.

The A14 Adriatic highway (Taranto-Bari-Bologna) provides a vital link for the Port of Taranto in terms of long-distance transport, allowing quick and smooth cargo transfer on the way to markets in northern Italy and central Europe.



## RAIL LINKS

The Port is linked to the Adriatic rail ridge (Bari-Bologna) and to other lines serving Potenza-Naples, Brindisi-Lecce and Reggio Calabria. The Multipurpose Pier is directly linked to the national rail network. The railway network will be further upgraded thanks to the **measures provided for in the NRRP** with particular reference to the extension of high-speed rail and upgrading of regional networks. Works are underway by RFI to upgrade the railway network of the port which will allow, by 2025, an efficient connection of the port with the national network. By 2030, freight trains with a length over 750 meters will start using the national network once the modernization of the national grid will be completed.



## AIRPORTS

The airport of Grottaglie is about 20 km from Taranto and is connected to the seaport by a road that runs directly from the port's Northern Gate. Grottaglie has a 3.2 km runway - among the longest in Europe and the second in southern Italy for runway length - for air cargo services, thus offering scope for an additional mode of transport for goods handled at the Port of Taranto.





# The port in numbers

## The port today

No. of piers

7

Port domain

4,000,000 sqm  
25 Km

Depth of the seabed

(-) 6m / (-) 23 m

Total quay length

13,027 m

Public Operational Piers

200,000 sqm

Length of public quays

3,720 m

Areas to be granted in  
concession

1,6 Mln sq m

Special Economic Zone

442,2 ha.

Free Trade Zone

162,89 ha.

Areas in concession

2,200,000 sqm

Length of quays in  
concession

9,310 m

# Port Traffic Industrial Traffic



**Concessionaire ENI**  
 Refined oil products

**1** *The Italian company is present all over the world. One of the global supermajors in the Oil & Gas sector.*

**PIER** ENI S.p.A. has a concession to operate a 1100 m jetty with 2,220 meters of berthage for loading and discharging crude oil, refined products and by-products. Transshipment is carried out by a conveyor system linking the jetty with the refinery.

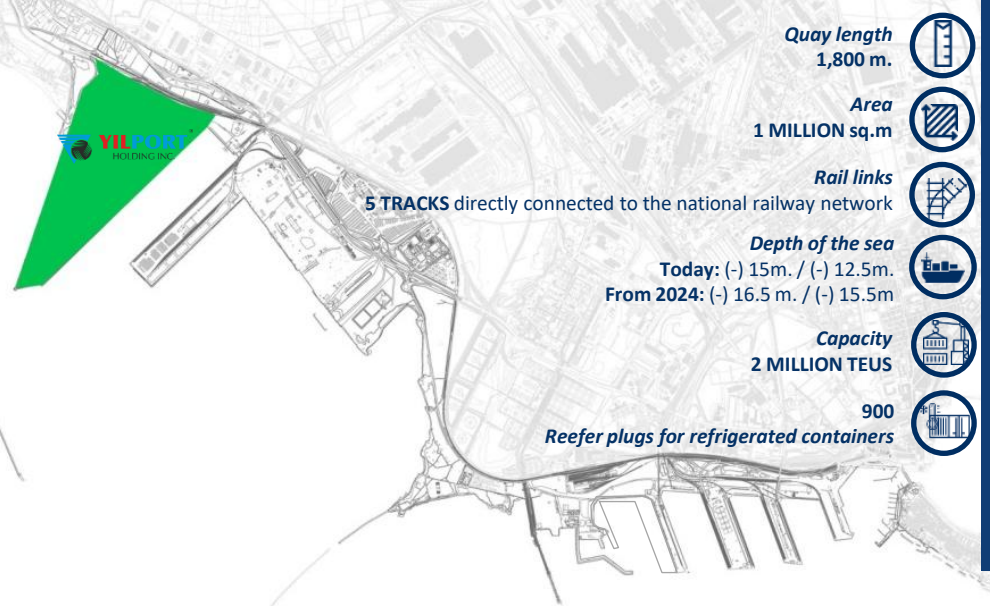
**Concessionaire ACCIAIERIE D'ITALIA**  
 Iron and steel products

**4** The factory in Taranto is the Europe's largest steel plant.

**PIERS** **MAIN PRODUCTS**  
 Hot rolled and pickled coils  
 Cold rolled coils  
 Hot-dip galvanized coils  
 Cut sheets and coils



# Port Traffic Container Terminal



Since 2019, the container terminal is run by a new concessionaire, the **SCCT - San Cataldo Container Terminal**, a company controlled by Yilport Holding a.s., one of the most important port operators in the world which already operates in 21 other ports globally. The project relating to the Multipurpose Pier of the port of Taranto provides for an important strategic re-positioning of the terminal in the central Mediterranean with the gradual achievement of significant traffic targets. The infrastructure represents an intermodal hub in the heart of the Mediterranean and is capable of accommodating state-of-the-art ships.

**The presence of 900 reefer plugs for refrigerated containers also opens up perspectives for the development of refrigeration logistics, to the benefit of the agri-food chain.**

The terminal is equipped with first-rate systems for loading and unloading container trains, thanks to a bundle of five tracks directly connected to the national railway network on the west side of the terminal. Two rail-mounted gantry cranes ensure rapid loading / unloading of containers from trains.



# Port Traffic Cruise Traffic



In April 2021, The Port Network Authority of the Ionian Sea has granted a concession to the **Taranto Cruise Port (TCP)** - controlled by **Global Ports Holding Plc**, the **largest independent cruise terminal operator globally** – for implementing support services to cruise passengers in the port of Taranto. **For the next 20 years**, the TCP will run a portion of state-owned maritime areas and facilities located **on the St. Cataldo Pier, in the Port of Taranto**.

The TCP is currently using, on a transitional basis, a prefabricated structure dedicated to the supporting services to cruise passengers transiting in the port of Taranto as well as to all those who choose the Ionian port as a port of embarkation and disembarkation.

[Cruise terminal](#)



**SeatradeCruise  
Awards  
2022**  
Destination of the Year



**ITALIAN CRUISE DAY**  
Taranto | 27.10.2023



**28 CRUISE CALLS**  
**1 Cruise Lines**  
(YEAR 2021)

**54 CRUISE CALLS**  
**9 Cruise Lines**  
(YEAR 2022)

**38 CRUISE CALLS**  
**7 Cruise Lines**  
(YEAR 2023)

**45 CRUISE CALLS**  
**8 Cruise Lines**  
(YEAR 2024)

**35 CRUISE CALLS**  
**7 Cruise Lines**  
(YEAR 2025)



**80.309**  
**PASSENGERS**  
(reduced capacity)

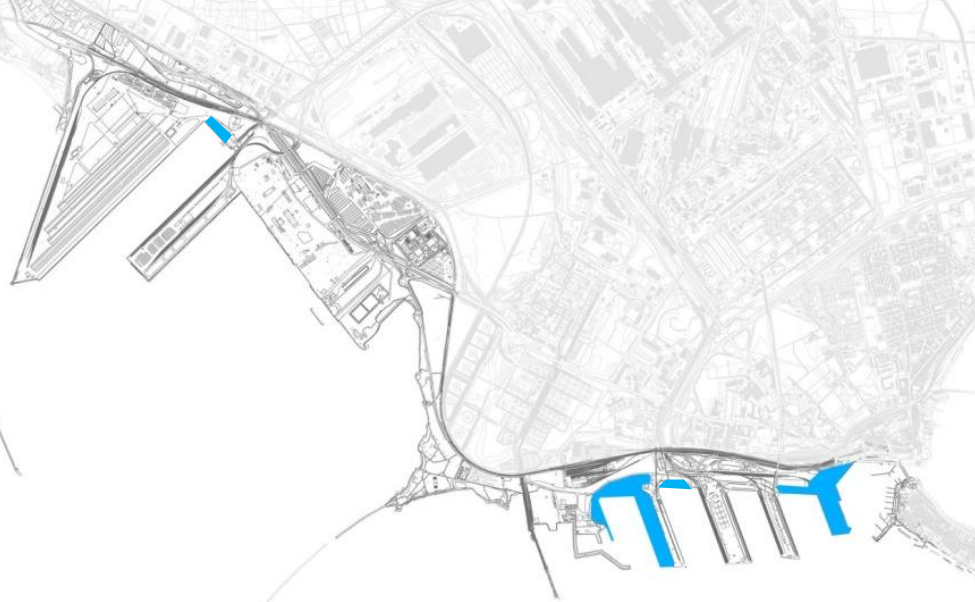
**108.810**  
**PASSENGERS**

**138.548**  
**PASSENGERS**

**139.511**  
**PASSENGERS**

**124.000**  
**PASSENGERS**  
(expected)

# Port Traffic Public Piers



PUBLIC OPERATIONAL AREAS

**200,000 sqm**



LENGTH OF PUBLIC QUAYS

**1,610 m**



BREAKBULK



CRUISE



WIND TURBINES  
PARTS



PROJECT CARGO



BULK



VEHICLES





### Room temperature warehouse

The warehouse has an area of 4,836 sqm.



### Storage yard

The yard extends over an area of 25,700 sqm.



### Area

200,000 sqm.



### Rail link

The Logistic Park railway tracks (no. 4 rail tracks) will be linked to the Taranto railway station and the national railway network



### Refrigerated warehouses

The warehouse has an area of about 5,376 sqm and a capacity of 48,000 m3. It is dedicated to the storage of perishable goods. There are four refrigerated cells where temperature can vary from -25°C to +5°C.



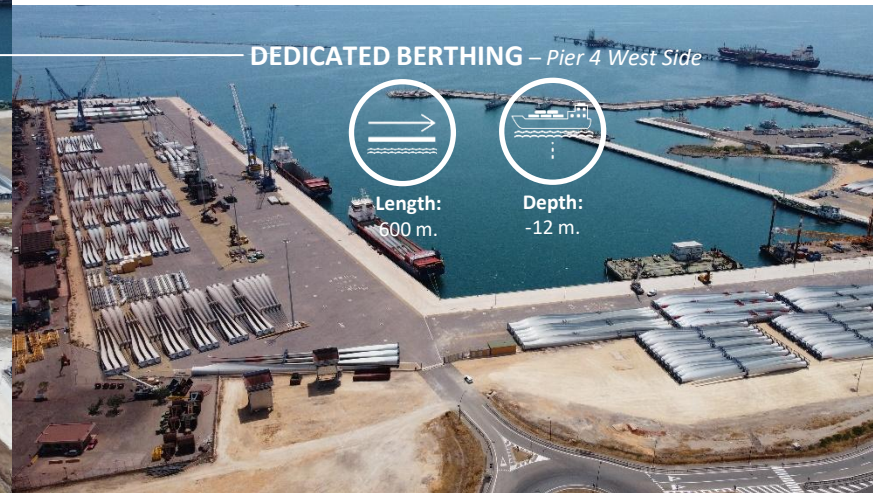
Port Network Authority  
of the Ionian Sea  
Port of Taranto

# Logistics Logistic Park



The Port Authority has recently completed the procedure to award the concession to manage the Logistic Platform to the Vestas Blades Italia Srl

**Vestas**



## DEDICATED BERTHING – Pier 4 West Side



Length:  
600 m.



Depth:  
-12 m.



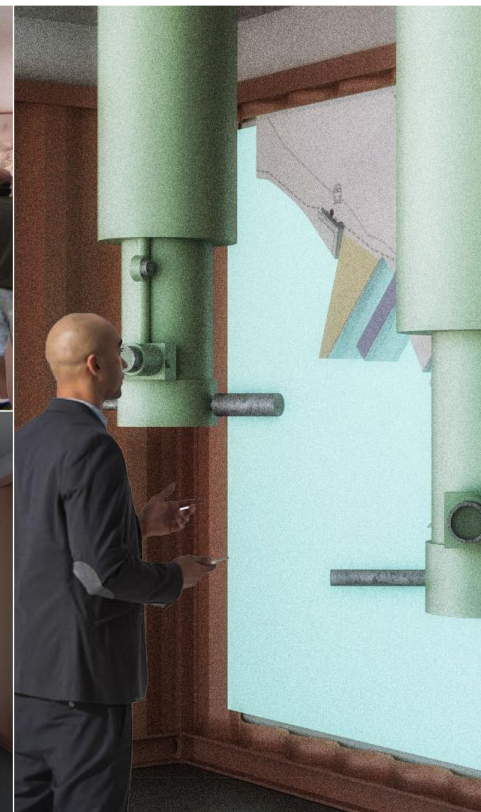
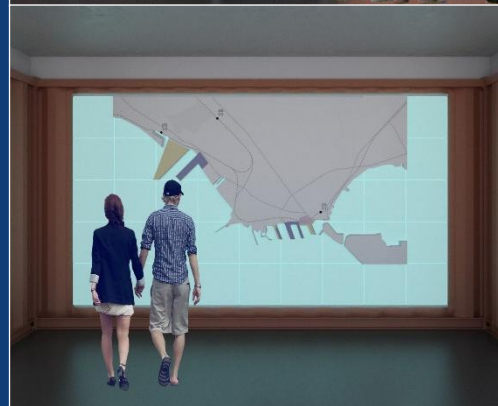
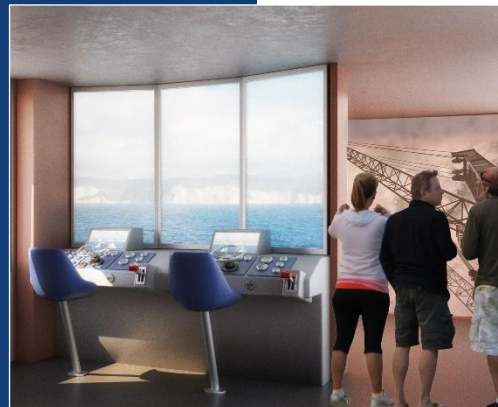
The Port Network Authority's objective is to provide Taranto with a new sea-culture, encouraging the union of the port, the city and the environment into a single experience.

# Port & Territory Open Port *and the* Falanto Port Service Center

**Open Port** will be the first *port center* in southern Italy. It will showcase the functioning and history of the Port of Taranto through the creation of a cultural itinerary that will lead visitors (i.e. *students, citizens, tourists, etc.*) to learn and become familiar with its activities, people and trades: the story of the port of Taranto will be the focal point and trigger for the narration.

At the present stage, **Open Port** is a **virtual, lively place**, which through modern and shared contents and languages, opens the doors of the port to a target of active and involved visitors, especially young people: a place open to new ideas and new routes!

The project represents **the main crossroads between the Port and the City of Taranto**, acting as **educational, information and interactive hub** open to the local citizens and to all those - tourists and visitors - willing to explore the port and maritime culture.



# Port & Territory Waterfront Mar Grande



*The future look of the waterfront*



*The future look of the waterfront*



*The future look of the waterfront*

## THE PROJECT IN A NUTSHELL

**Duration:** 2022 – 2025

**Cost:** € 29.125.000,00

**Funding:** Port Network Authority of the Ionian Sea  
– Port of Taranto

The overarching strategy beyond these projects is to **pave the way for the creation of the 'port-city of the future'**, where the investments in the creation of a new dress for the port-city waterfront represent a good reason to further strengthen the relationship between the port and the local community by using a more sustainable approach.

The regeneration of the urban waterfront in the Port-City of Taranto is a well-structured process involving a number of actors and actions to be taken at different levels.

The existing cooperation between the PNAIS and the Municipality of Taranto has been further strengthened by the Collaboration Agreement (under the Law n. 241/1990) signed in May 2020 that lays the foundations for the definition of a shared governance plan to achieve joint territorial development strategies.

The Ministry for Sustainable infrastructures and mobility has included the project in the list of eligible actions under the "PROGRAMMA DI AZIONE E COESIONE "INFRASTRUTTURE E RETI" 2014-2020".

The **"Waterfront Mar Grande"** project is the 'masterplan' for the regeneration and refurbishment of the public sea-land areas in Taranto.

The waterfront is the **key element to relaunch the port-city as a tourist and cruise destination**, from a local to global perspective, as the project intervention areas are located in a stretch of land that is currently in a state of physical and environmental degradation.

The project will have **two main functions**: on the one hand, that of being an infrastructural work of coastal defense and environmental protection; on the other hand, that of creating a *"promenade paysagée"* with a strong cultural connotation, thanks to the **physical repositioning of the East gate of the Port** which will allow an open access to the Port domain to visitors and citizens.

***Beyond the SEAty: Taranto urban waterfront proudly merges the sea and the city***



## EU Projects Swan Project

*Enhancing regional transportation through Sustainable Water Aerodrome Network*

**Swan** project is part of the project portfolio of the Port of Taranto, funded by the **Interreg V-A Greece-Italy 2014-2020 Program**.

It aims to develop seaplane infrastructure within Ports and coastal areas, supporting multimodal integration & interconnection of transport modes in the Cross Border territory.

The project aims to increase in the number of maritime transport passengers in the port of Taranto via the set up of a water aerodrome and the related mini terminal that will function as a mini-hub also for local transport needs.

The project ended in November 2023





## Beyond the line. Ex Torpediniere Taranto

The project refers to an area lying in the “*Mar Piccolo*” whose property has been transferred by the Italian Navy to the Port Network Authority of the Ionian Sea with the aim to foster its recovery through a **cultural and tourist enhancement of the whole area**, thus **allowing the construction of a tourist port to be used also for leisure activities**.

The area is particularly valuable also for the redevelopment of the waterfront that looks out to Mar Piccolo in Taranto which is currently forbidden due to the presence of military infrastructures along the coast. The project will allow to enjoy the spectacular view on the occasion of the transit of cruise ships through the swing bridge as well as on the occasion of the transit of maxi-yachts.

The project involves the realization of works for enabling the mooring of ships and maxi-yachts as well as the **requalification and refurbishment of the existing buildings in “Ex Torpediniere” area** in order to re-think their vocation as a “marina” and for tourism, cultural and commercial activities.

The planned works include the construction of a “nautical Center”, aimed at implementing activities such as pleasure tourism; nautical services; garaging, small shipbuilding, nautical accessories; complementary commercial activities.



# Boating and Yachting The Taranto Marina

The boating and yachting offer of the Port of Taranto consists of «mooring berths» and a «tourist port» currently managed by:

**APPRODI SRL** – a company providing mooring berths as follows:

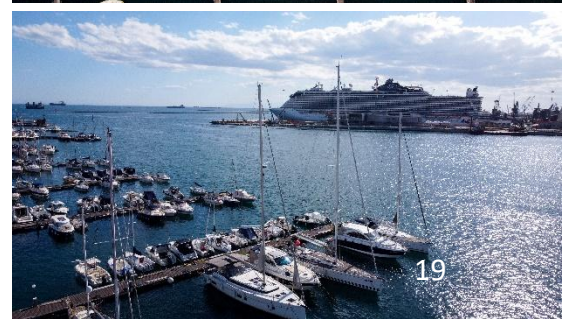
- 120 berths up to 10m
- 30 berths from 10.01m to 24m

and provides the following services:  
Docking, water, electricity, security, tourist information, hauling, waste collection.

**GAP ENERGY ITALIA 1 SRL** – company providing a tourist port as follows

- 177 berths up to 10m
- 20 berths from 10.01m to 24m
- 3 berths over 24 m

and provides the following services:  
Docking, water, electricity, security, tourist information, toilets, parking, hauling, waste collection

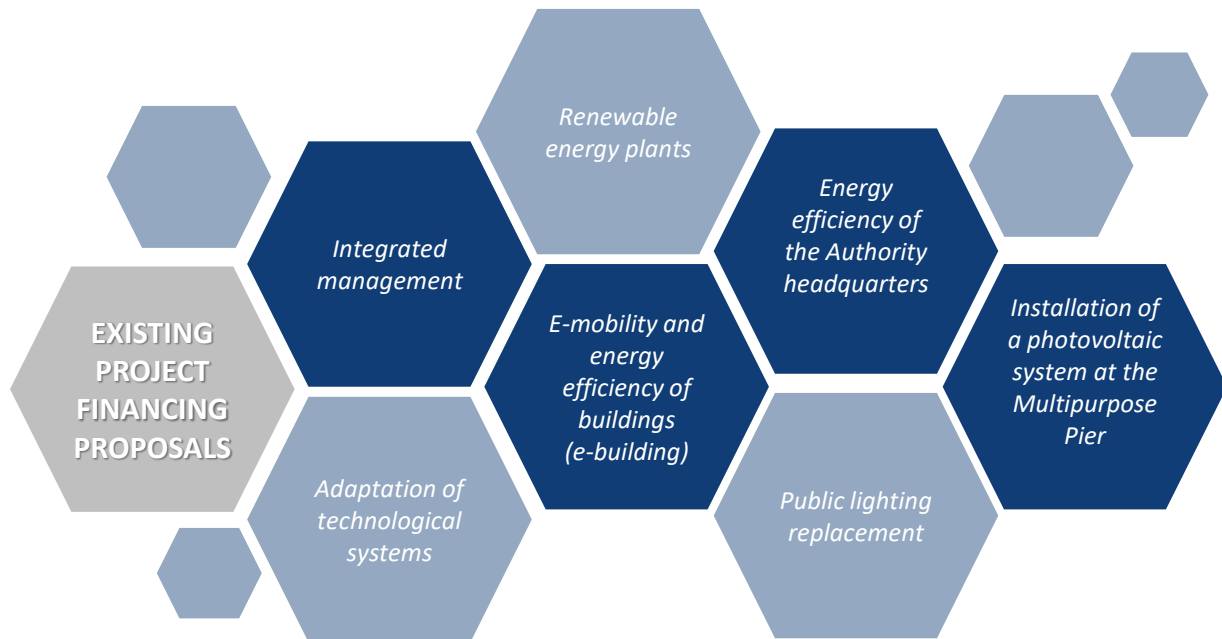


# Taranto Smart Green Port A Brand-new Energy Transition & Environmental Strategy

*Energy transition has become a central pillar of the strategies of port authorities, aiming to reduce the environmental impact of the flow of goods through ports. It has also proven itself to be a key element in the relations with and impact generated towards urban centres located near port areas.*

*The PNAIS, supported by all the stakeholders of the surrounding port community, aims to **prioritize transforming existing systems into models based on renewable and intelligent energy.***

## DEASP The Environmental Energy Planning Document



► Cold ironing: 3 main actions to be developed within the NRRP by 2026



# A general overview Special Economic Zones

In order to attract investments, encourage economic growth and create jobs, many countries have experimented with the creation of "advantage zones" for the establishment of new businesses.

The **Single Special Economic Zone (SEZ)** in Southern Italy and the **Simplified Logistics Zones (SLZ)** in Central - Northern Italy have as their fundamental objective the increase in the competitiveness of the port and backport areas and of the established companies, the attraction of direct investments, especially by foreign entities, the increase in exports, the creation of new jobs and the more general development of production and logistics, through tax and customs benefits, administrative simplification and institutional support.

## SEZ Single Window:

<https://www.strutturazes.gov.it/it/sportello-unico/presenta-qui-la-domanda/>



### State Concessions

Represented by a Tax Credit up to 100 million euros per investment, and a 50% reduction on the Income Tax for those starting a new business activity



### Simplification of the Governance System

By strengthening the operation and the powers of the Commissioner who will have the title of the Unique Authorization procedure, and will be the main contact person for all the economic actors willing to invest in the referred area



### Regional Concessions

All regions can ensure resources for investments in SEZ



### Administrative and bureaucratic simplifications

State and Local procedures that every Region and Municipality can resolve



### Customs Free Trade Zone

Which permits to get benefit for VAT and Duties relief for goods imported into Italy from non-EU Countries



### Favourable credit conditions

The Law provides the possibility to achieve agreements or conventions with banks to help business investments



### Digital Single Window

Since September 2022 business owners can access the SEZ Digital Single Window to apply for Single

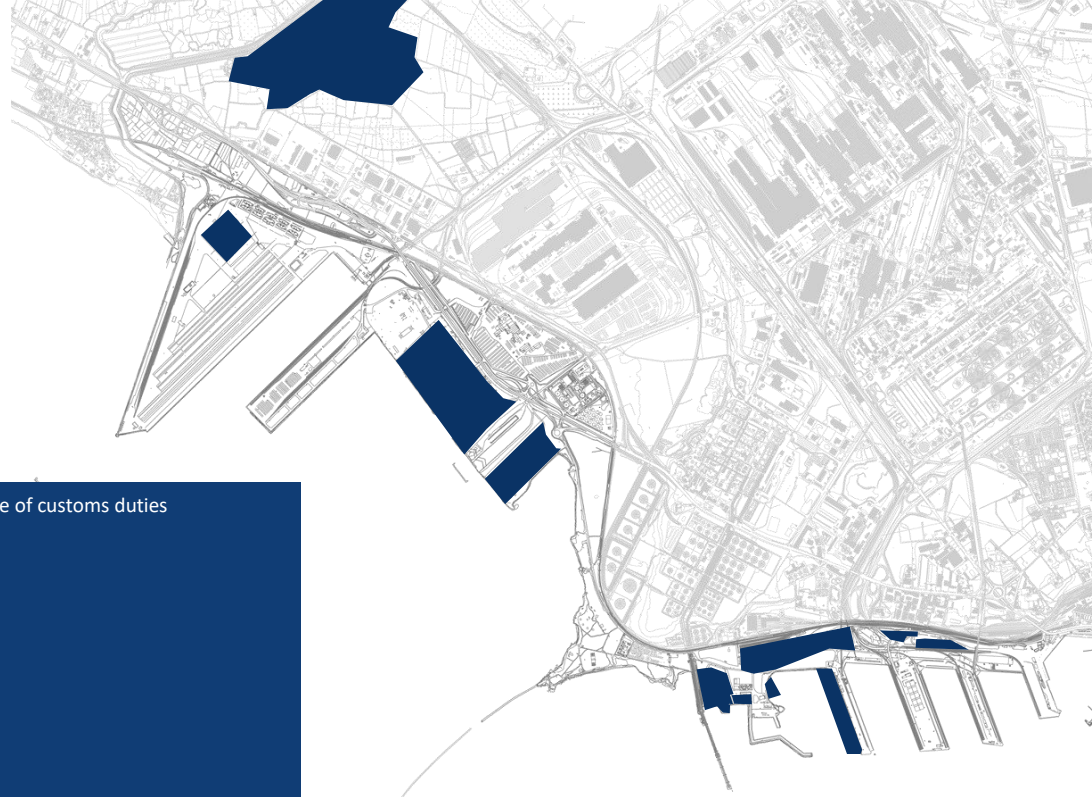
Authorization for the implementation of investment projects in the areas of the SEZ



### Single Authorization

The Single Authorization, issued following a special service conference in which the interested public bodies participate, replaces all previous authorisations and concessions, in compliance with the regulations on environmental impact assessment.





# Customs Free Zone

The **Customs Free Zone** offers the exclusive benefit to carry out activities free of customs duties

The port includes:

**11 bonded areas** covering  
a total surface of **162,89 ha**

The following activities can be carried out free of customs duties:

- **Long-term storage of goods**
- **Manipulation, light packaging, cleaning**
- **Transformation and manipulation for import-export purposes**

*(EU) Regulation nr. 952/2013 of the European Parliament and of the Council.*

With the issue of the Presidential Ordinance of the Port Network Authority of the Ionian Sea (PNAIS) on 16 February 2021, the **Regulations for the functioning of the Customs Free Zone of the Port of Taranto** has been activated and is now in force. The Customs Free Zone (CFZ) was established by law n. 160 of 27th December 2019 and its perimeter was defined by Presidential Decree of 13th March 2020 of the PNAIS, then approved by Directorial Determination of 28th April 2020 issued by The Customs and Monopolies Agency. In collaboration with the Customs Agency, the Port Authority has started a highly innovative project of digitalization of the Customs Free Zone that will improve efficiency, services and processes. Once this innovation process is completed, the Customs Free Zone will boast cutting-edge digital systems.

# A unique maritime accelerator specialized in Blue Economy **FAROS maritime accelerator**

Supporting **entrepreneurship**, investment in **innovation** and **start-ups** and assisting the maritime industry achieve its climate targets for a growing **Blue Economy** are **key factors in the development strategy of the port of Taranto**.

To this aim, Cassa Depositi e Prestiti Venture Capital SGR and the Port Network Authority of the Ionian Sea, in cooperation with national and international partners, have launched **FAROS**, a **unique maritime accelerator in Italy**, vertically specialized in the Blue Economy.

PNAIS main partners come from the Taranto Port ecosystem, the **Energy sector** (Oil, gas, alternative fuels), the **financial sector** (banks, venture capital, business angels) and the **innovation-related consultancy sector**.

**FAROS has run its 3<sup>rd</sup> Acceleration Program in 2024**. With **196 applications** received, **25 startups selected**, 10 of which have already started the acceleration process (on 4 October), Faros confirms to be a major international program for the most disruptive Blue economy startups at Italian and international level, able to develop innovative solutions based on the needs of the corporate partners.





# Taranto Eco-Industrial Park

Taranto Eco-park is the **greenfield opportunity** for foreign companies willing to invest in the natural expansion area of Taranto Port, **where real estate and logistics match the concepts of the new economies**, based on circularity, green approach and new sustainable mobility.

Boosted by the presence and the traffic of one the most important industrial port in the Med area, the Eco-Park investment will be driven by 5 pillars: **self-produced energy, eco-industrial park, sustainable transport logistics, green mobility, connectivity.**

*The Port Network Authority activated the procedures to implement **primary infrastructure** works by using the **NRRP funds**.*

## THE PROJECT IN A NUTSHELL

**Duration:** The timing of the primary infrastructure intervention are linked to the NRRP objectives.

**Cost:** € 50.000.000,00

**State of the art:** The approval process of the Technical-Economic Feasibility Project is currently underway through the decision-making conference (SEZ procedure). The environmental compatibility has been issued by the Ministry of the Environment in 2024.



# Taranto Eco-Industrial Park



Taranto-Grottaglie Airport: 25 km  
Brindisi Airport: 75 km  
Bari-Palese Airport: 90 km



Taranto Train station: 1.5 km



Highway: 15 km

The project involves the promotion, activation and completion of the technical-administrative procedures and the realization of the necessary works for the construction of an **Eco -Park in the Taranto back-port area**, including those actions related to the creation of an intermodal transport network capable of facilitating the development of logistics.

**The areas covered by the project** - of which the AdSPMI is the implementing body and for which the procedures for the expansion of the territorial district and for the registration to the Authority's maritime state property are in progress – **are included in the Ionian Special Economic Zone as well as within the perimeter of the Customs Free Zone of the Port of Taranto** and guarantees the possibility of profiting from the advantages and benefits provided for new production settlements.

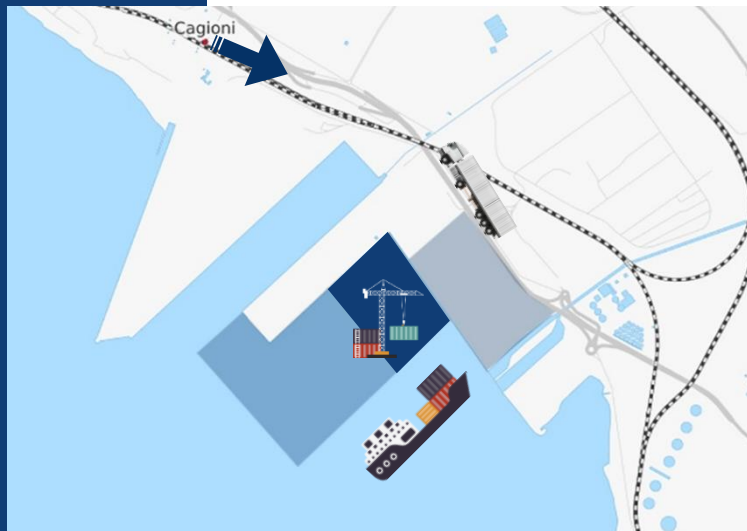
**The project covers an area of 750,000 square meters in the back-port domain** where it is planned to create covered modular surfaces for 170,000 square meters. The project has full urban and environmental compatibility and the structure offers localization advantages for those investors and user companies interested in investing in Southern Europe and the Mediterranean: proximity to the port, to the container terminal and to the new logistics platform, as well as efficient rail and road connections.

In the transition to a new concept of the project, **the Taranto Eco-park is a greenfield opportunity** for foreign companies willing to invest in the natural expansion area of Taranto Port, **where real estate and logistics match the concepts of the new economies, based on circularity, green approach and new sustainability.**

**The project is included among the EU and National measures covering the The National Recovery and Resilience Plan (NRRP).**

# Investment Opportunities

## Enlargement 5th Pier



The first lot of the project is underway. For the completion of the relevant works, it is necessary to carry out the containment tank planned for the expansion of the V protruding pier and the execution of the construction works of the mooring quay and the operational yard.

The amount for the completion works is currently estimated at around 81 million euros.



**Quay length:** 2.200 m.  
**Quay draught:** 16.5 m.  
**Site area:** 1.200.000 square metres



**Capacity:** 2 M Teus



The 5th PIER - directly connected with national **railroad network** - will host a new container terminal whose activity will be carried out in synergy with the existing terminal at Multipurpose Pier.



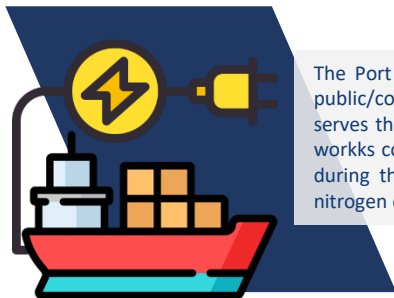
A key role in the establishment and subsequent management of this terminal should be played by **private operators**, whose contribution would also bring them fiscal benefits.





# Energy and environmental transition

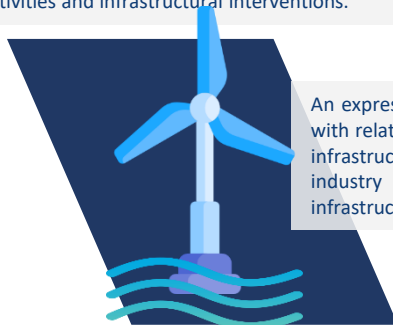
## What's in the pot?



The Port Authority has entrusted the works for the construction of 3 Cold Ironing systems at the public/concession piers. Among these, the San Cataldo Pier plays a role of primary importance, as it serves the cruise traffic, one of the strategic assets for the growth of the port and the territory. The works concern the creation of a network of systems for the supply of electricity from shore to ships during the mooring phase, to minimize the use of auxiliary engines on board, emissions of CO<sub>2</sub>, nitrogen oxides and fine dust, as well as the acoustic impact.



Since December 2023, the Port Authority has activated the Integrated Environmental Monitoring system of the port area, which involves the creation and multi-year management of an integrated monitoring network, in order to control the overall qualitative status of the port's land-sea system. Thus it will be possible to have a multi-temporal framework according to which it will be possible to assess the critical issues linked to port activities and infrastructural interventions.



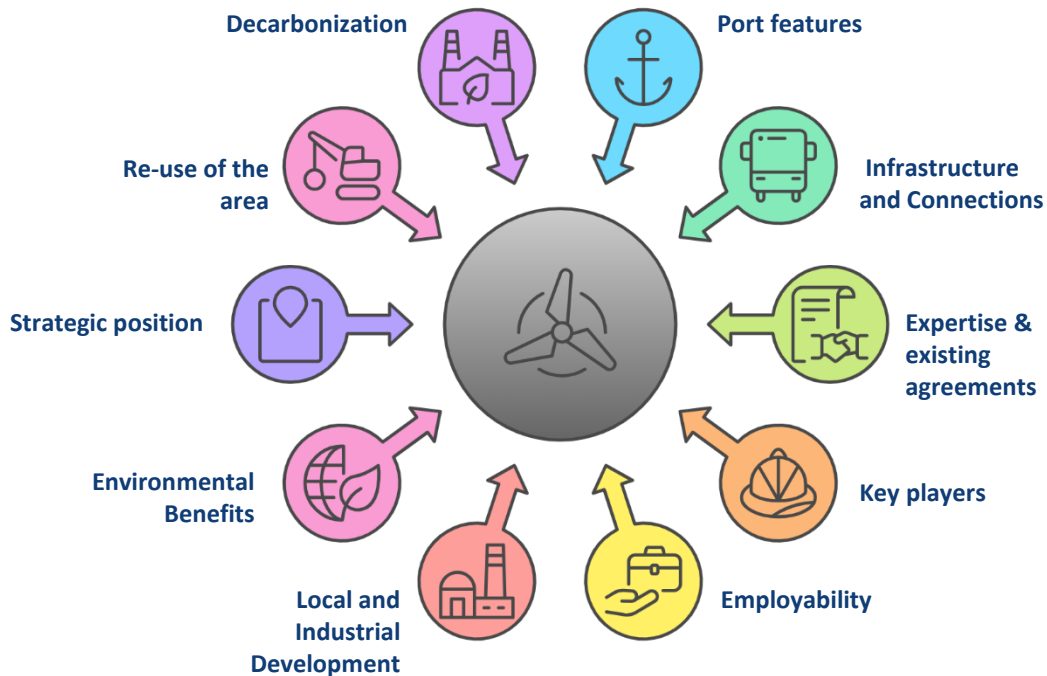
An expression of interest was presented for the identification of state-owned maritime areas with related stretch of waters outside the port breakwaters, to be used for the construction of infrastructures suitable for guaranteeing the development of investments in the shipbuilding industry for production, assembly and launching of floating platforms and electrical infrastructures functional to the production of wind energy at sea.

# Energy and environmental transition The port of Taranto as an energy hub in the Mediterranean area

The Authority has submitted an expression of interest for the identification of state-owned maritime areas with related bodies of water outside the breakwaters, to be allocated to the construction of infrastructures suitable for ensuring the development of investments in the shipbuilding sector, production, assembly and launching of floating platforms and electrical infrastructures functional to the development of shipbuilding for the production of wind energy at sea.



# Energy and environmental transition The port of Taranto as an energy hub in the Mediterranean area



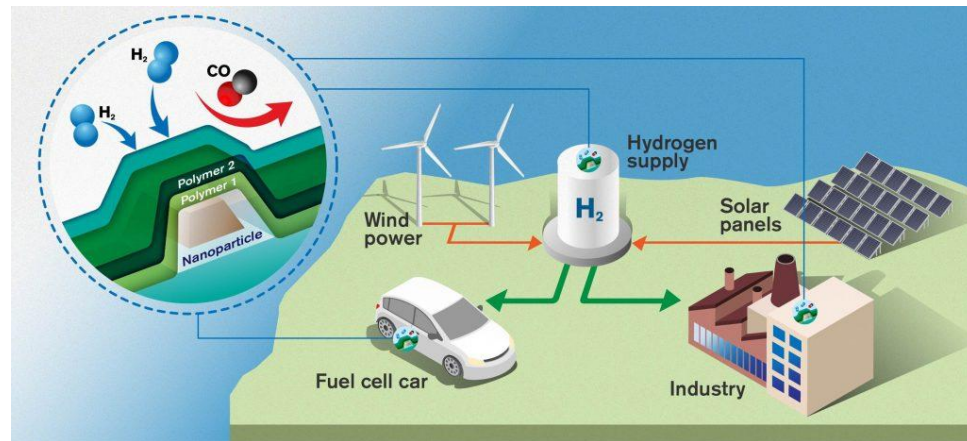


# Energy and environmental transition Green hydrogen

The PNAIS is among the partners of Energie Salentine Srl in the framework of an IPCEI project (*Important Projects of Common European Interest*) which aims to install in the port area **a plant for the production of green hydrogen** powered by energy produced with renewable sources and generated by the water electrolysis process with **an electrical absorption power of 400 MW**.

The green hydrogen produced will be used as a fuel gas to support industrial and port processes in the Taranto industrial area: it will be transported (and stored) through a dedicated infrastructure located within the areas of the Port of Taranto. Snam, a direct partner in the project, will be responsible for transporting the hydrogen. Terna and Enel Green Power are indirect partners in the project, each for its own mission. Leonardo will be the digital partner of the project and will take care of Cyber Resilience and Security – Physical Security and Safety in particular.

Energie Salentine SpA 





# PORT NETWORK AUTHORITY OF THE IONIAN SEA PORT OF TARANTO

