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Market Report  
Italy  
January 2024

# Market Update

Country: Italy

Date: Jan 2024



## Country Profile

### Latest Economic data 2022 - worldbank.org

Population: 58.94 Million

GDP/Growth: 2.05 Trillion USD/3.7%

GDP per Capita: 34,776 USD (Rank:28)

## Market Size in TEU 2022

- Total Market: 11,577,495 TEU (UNCTAD)
- Key Ports: GENOVA, LA SPEZIA, LIVORNO, NAPLES, TRIESTE, GIOIA TAURO, VENICE, TARANTO.

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Chadi Fares, <chadi@eurolanes.com>, [www.eurolanes.com](http://www.eurolanes.com)
- NLINE Shipping SRL  
Christian Natale, <cnatale@nlineshipping.com>, [www.nlineshipping.com](http://www.nlineshipping.com)
- Combi Line International Spa  
Maurizio Briglia, <mbriglia@combine.it>, [www.combine.it](http://www.combine.it)

## A geographic overview of Italy and its ports



Source: <https://porteconomicsmanagement.org/pemp/contents/part4/port-cooperation-and-coordination/italian-port-system-authorities/>

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### MARKET REPORT by Ruben HUBER

In January 2024, Italy has just taken over the presidency of the G7 nations, naming the development of Africa and the regulation of Artificial Intelligence as the key focus for this year.

While still one of my favourite countries, for the obvious reasons (i.e. food, wine, history, beauty of nature and spirit of the people), a market that is not easy in today's day and age.

Very limited growth, margin pressure, cost pressures and very competitive. On top of that the current Red Sea mess, which makes things not easier.

On the pro-side there remains the maturity of the market, with a limited amount of players, many longer time, often over generations, in the game already and thus no one acting too stupid in the market.

However also a country with a lot of challenges, over-aging for one (46 is the average age, 24% are above 65 only behind Monaco & Japan) and a declining population, which not even the undesired migration of refugees seems to be able to offset.

Port numbers for 2023 are not all in yet, however similar pattern like in other markets, first 3 quarters at or below 2022 numbers with Q4 likely having enabled some catch up versus 2022 benchmarks but likely overall smaller volumes than the year before.

In Italy the market remains split over many smaller ports of course, with Genoa and La Spezia remaining the main container terminals connecting the economic centers around Torino and Milano in Northern Italy. Trieste covers the east of the country and some gateway traffics into southern Germany and central eastern European markets, while it competes with the port of Koper that also sees some Italian destination/origin volumes. For the Center and South, Naples and Salerno serve as gateways. Gioia Tauro remains a main transshipment hub in the Mediterranean Sea.

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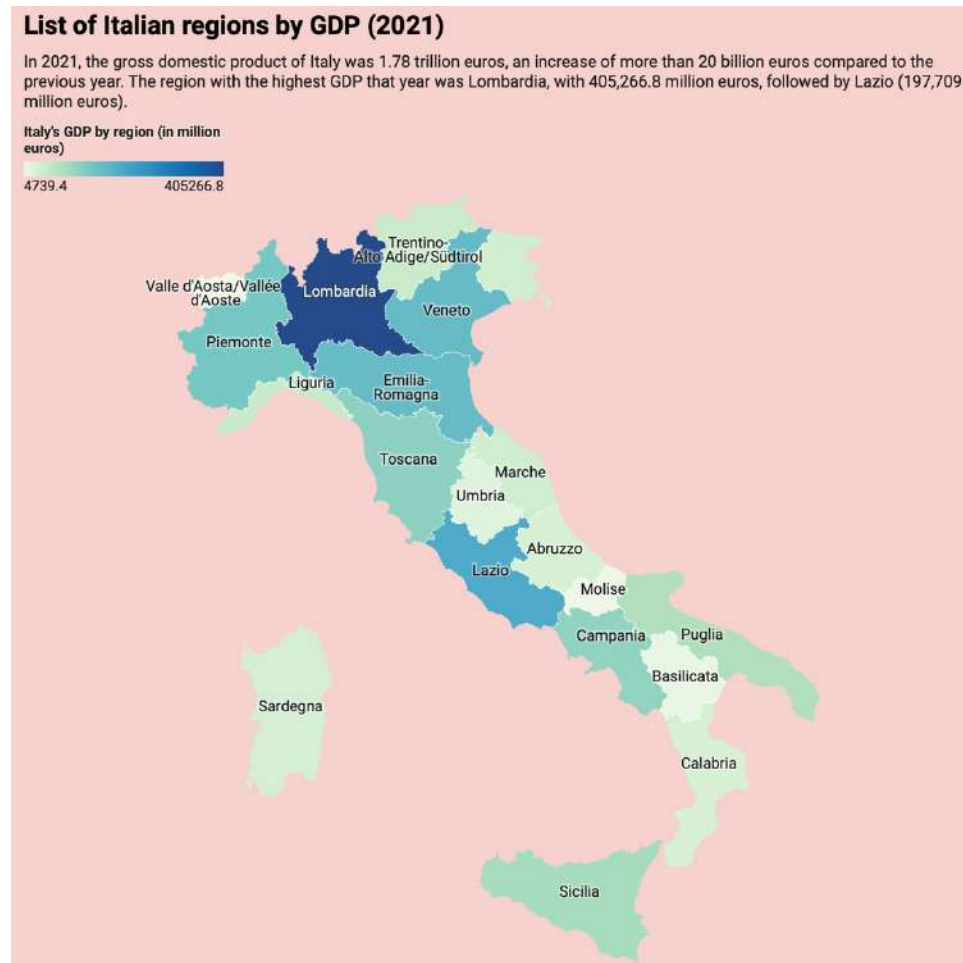
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## A split economy

While Italy's North and the region around Rome remain very strong, the economy in the south is very rural and agricultural. In 2021, the North (Lombardia, Veneto, Emilia Romagna, Piemonte) produced 57% of the country's GDP, the center 21%, the South 15% and the Islands 7%.



*Based on Istat Data.*

## Latest Istat forecast for 2023 & 2024 Economy

### *Forecasts for the Italian economy*

In 2023, GDP would grow (+0.7%) driven by domestic demand, which, net of inventories, would contribute positively by 0.8 percentage point, while net foreign demand would make a marginally negative contribution (-0.1 percentage points). Changes in inventories would give a null contribution. The expansionary phase of the Italian economy will continue in 2024 when GDP is



expected to increase by 0,7%, supported entirely by the contribution of domestic demand net of inventories (+0.7 p.p.). The contribution of net foreign demand and changes in inventories are expected to be null.

In November, the signals from surveys on consumer and business confidence are mixed (Figures 1 and 2). For the former, an increase was recorded for the first time since July, spreading across all components and in particular to the personal climate (2.6 p.p.) and the current one (2.4). For the business confidence, the decline in the index has been ongoing since August, albeit more moderate (-0.5 p.p.) and with heterogeneous trends among sectors. Confidence sharply declined in construction (-2.5 p.p.) and in market services (-1.6 p.p.), while the manufacturing and trade index increased (0.5 and 1.3 p.p. respectively).

#### *Growing consumption*

In Italy, in the third quarter of 2023, domestic final consumption expenditure increased by 0.7 % compared to the previous quarter, in contrast to economic decline experienced in other major European countries. Public Administration (PA) spending in Italy remained stationary compared to an increase in France, Germany and Spain. In the same quarter, the consumption of Italian families recorded greater growth than that of other main countries euro area (+0.7%), with a strong acceleration compared to the previous three months (+0.1%).

In 2023, growth in household consumption is expected to continue in real terms (+1.4%) accompanied by a reduction in the saving rate. An increase is expected in 2024, although with a lower intensity than in 2023 (+1.0%). Instead, public administration consumption is expected to decrease in 2023 (-0.4%) and remain stationary in 2024.

#### *Investment dynamics slowing down markedly*

The growth of the capital accumulation process in the main countries euro area continues, albeit at a moderate intensity. In the first three quarters of 2023, compared to the same period of the previous year, France recorded the highest growth rate (+1.8%) followed by Italy (+0.9%), Spain (+0.7%) and Germany (+0.5%). In Italy, the decline in investments in construction was mainly determined by those in housing (-7.8% in the first three quarters of 2023 compared to the same period of 2022), caused by the end of the deductions related to the "110% superbonus", non-residential investments are growing (+4.4%). Positive signals also come from investments in intellectual property products (+4.4%).



#### *Trade balance is improving*

In the first three quarters of 2023, foreign trade showed a weak dynamic, reflecting the slowdown in World trade and the fragility of the main European economies and in particular Germany. Italian exports of goods and services, measured in volumes, decreased by 0.2% and imports by 0.3%.

The trade balance of goods and services, which returned positive at the end of last year, showed a marked improvement, aided by the reduction in the energy deficit. Over the two-year forecast period, the contribution to the growth of foreign demand should be slightly negative (-0.1%) for 2023 and zero in the following year. Exports of goods and services are expected to remain stable in 2023, and then recover in 2024 (+2.1%), while imports, will slightly increase this year (+0.3%), and will show a greater dynamism next year (+2.0%).<sup>3</sup>

#### *The improvement of the labour market continues*

In the third quarter of 2023 the positive phase of the labour market resumed, after the setback of the previous three months. In October, the labour market showed further positive signals with employment growing (+0.1% compared to the previous month, +27 thousand employed) which brought the employment rate to 61.8%. Under this scenario, Full-Time Equivalent (FTE) growth in the two-year forecast period will remain in line with that of GDP (0.6% and +0.8%, respectively). The unemployment rate will mark an improvement in 2023 (7.6%) that will continue in 2024 (7.5%).

#### *Inflation slows down driven by energy component*

Consumer inflation decelerate significantly during 2023 especially starting from October. The slowdown in inflation was primarily driven by declines in oil, natural gas, and agricultural commodity prices, impacting various different stages of the price formation process. Inflation measured by the harmonized consumer index (HICP) experienced a notable reduction throughout the year, falling from 12.3% in December 2022 to 0.7% in November. Since October 2023, in Italy the growth rate of HICP has been below the euro area average and the other major countries. In November the Italian HICP was 1.7 points lower than in the euro area average (-2.1 points compared to France and -1.6 points compared to Germany), Over the two-year forecast period, household consumption deflator growth would be 5.4% in 2023 and, in the hypothesis of raw material prices and exchange rate stabilization, it would reduce to 2.5% in 2024. The growth of the GDP deflator would be equal to 4.8% and 2.8% respectively in the two years.



**TABLE 1: FORECAST FOR THE ITALIAN ECONOMY - 2021-2024**  
(% change on previous year)

	2021	2022	2023	2024
Gross Domestic Product	8.3	3.7	0.7	0.7
Imports of goods and services (fob)	15.1	12.4	0.3	2.0
Exports of goods and services (fob)	13.9	9.9	0.0	2.1
DOMESTIC DEMAND (INCLUDING INVENTORIES)	8.4	4.3	0.9	0.7
Residential household consumption expenditure	5.3	5.0	1.4	1.0
Government Consumption	1.5	0.7	-0.4	-0.1
Gross fixed capital formation	20.7	9.7	0.6	0.6
CONTRIBUTION TO GDP				
Domestic demand (net of Inventories)	7.1	5.0	0.8	0.7
Foreign balance	0.2	-0.5	-0.1	0.0
Inventories	1.0	-0.7	0.0	0.0
Household consumption expenditure deflator	1.6	7.3	5.4	2.5
Gross domestic product deflator	1.3	3.0	4.9	2.8
Compensation of employees per full-time equivalent	-0.6	3.6	3.5	2.4
Full time equivalent employment	9.6	3.5	0.6	0.8
Unemployment rate	9.3	8.0	7.6	7.5
Trade balance (level as % of GDP)	2.2	-1.5	-0.1	0.5

Source: <https://www.istat.it/it/files//2023/12/Economic-outlook-dec2023.pdf>

### From the latest IMF Report in July 2023

“The Italian economy has weathered well the effects of Russia’s war in Ukraine, growing by 3.7 percent in 2022. Private consumption rose robustly on recovery in employment, buoyant tourism, and extensive fiscal support of real purchasing power. Growth in services and construction offset weakness in manufacturing, especially in energy-intensive industries affected by high energy prices.

Consumer prices increased, largely on surging energy prices, financial conditions tightened considerably and yields on Italian government bonds have risen as monetary policy tightened. The labor market performed strongly, nominal wages have risen but real wages fell. Banks’ capital and liquidity buffers remained broadly stable at comfortable levels and NPLs declined further, but risks remain elevated amid the uncertain outlook for the economy and the future path of monetary policy.

Extensive policy support and rising interest costs kept fiscal deficits very high. The public debt ratio declined but remains very high. A declining working-age population could lower growth over the longer term.

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Growth is expected to enter a slower phase and downside risks dominate the outlook. Growth is forecast to moderate to 1.1 percent in 2023 and to 0.9 percent in 2024, and then to pick up temporarily to 1.1 percent in 2025. Headline inflation is projected to decline steeply to 5.2 percent in 2023 and to 2.5 percent in 2024, driven by lower energy and food prices.

A sharper tightening of monetary policy could transmit asymmetrically to Italy and further raise borrowing costs while renewed global financial stress could reduce funding availability, causing public and private spending to retrench and reviving concerns about sovereign-bank-corporate linkages.

Policies that slow public debt reduction or prolonged delays in receiving NextGenerationEU (NGEU) disbursements could raise financing concerns. Growth could be negatively affected by renewed jumps in energy prices, fragmentation of foreign trade and investment or a generalized decline in external demand."

IMF 2023:

<https://www.imf.org/en/Publications/CR/Issues/2023/07/25/Italy-2023-Article-IV-Consultation-Press-Release-Staff-Report-and-Statement-by-the-536910>

For further reading: Worldbank data:

<https://data.worldbank.org/country/italy>

### Italian history of maritime trade

Italy has a rich history when it comes to maritime trade. Dating back to ancient times, Italy was a hub of maritime activity due to its strategic location in the Mediterranean Sea. The city of Venice, in particular, played a significant role in maritime trade during the Middle Ages and the Renaissance.

Venice, known as the "Queen of the Adriatic," established a powerful maritime empire and became a major trading center between Europe and the East. The Venetians dominated the Mediterranean trade routes, importing goods such as spices, silk, and precious metals from the East and exporting products like textiles, glassware, and wine.

During the Age of Exploration, Italy's maritime influence continued to expand. Italian explorers, such as Christopher Columbus, Amerigo Vespucci, and Giovanni da Verrazzano, played crucial roles in the

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European exploration of the New World. Their voyages opened up new trade routes and contributed to the growth of Italy's maritime trade.

In the modern era, Italy's maritime trade has evolved to include various industries. The country is known for its shipbuilding and naval engineering expertise, with major shipyards located in cities like Genoa and Trieste. Italy also has a strong presence in the cruise industry, with several renowned cruise lines originating from the country.

Overall, Italy's history in maritime trade is characterized by its strategic location, influential city-states like Venice, and the contributions of Italian explorers. The country's maritime heritage continues to shape its economy and cultural identity to this day.

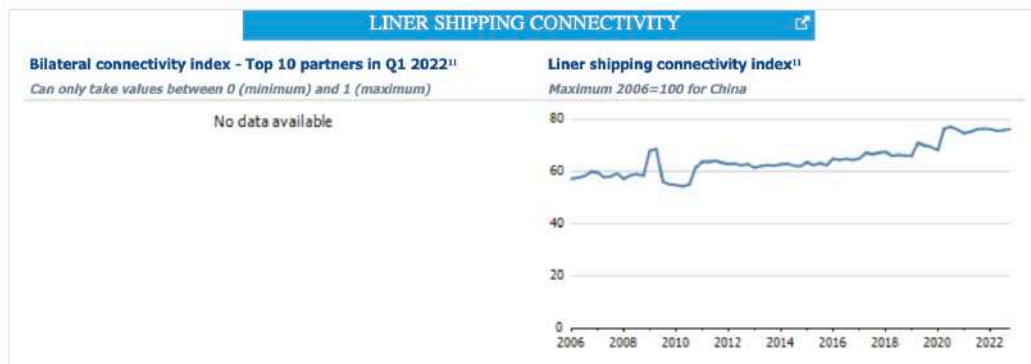
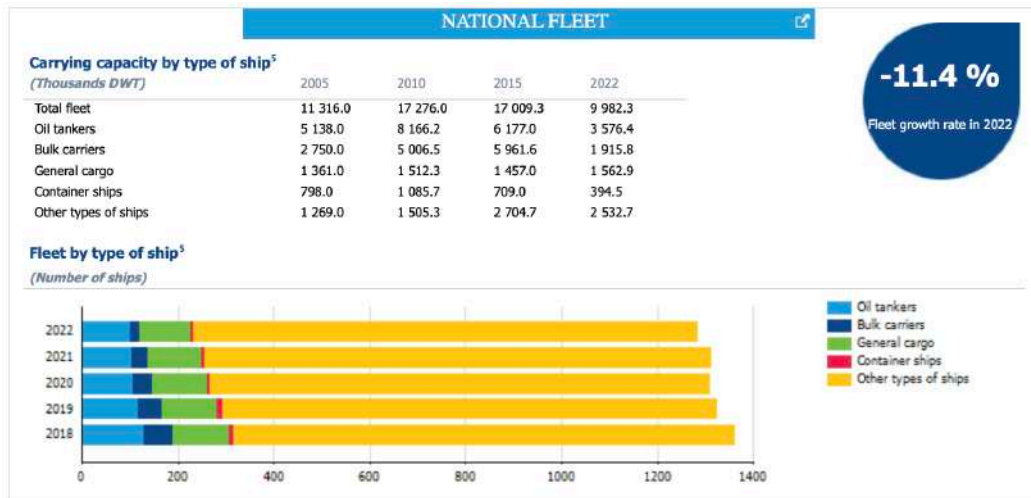
## UNCTAD Maritime Profile



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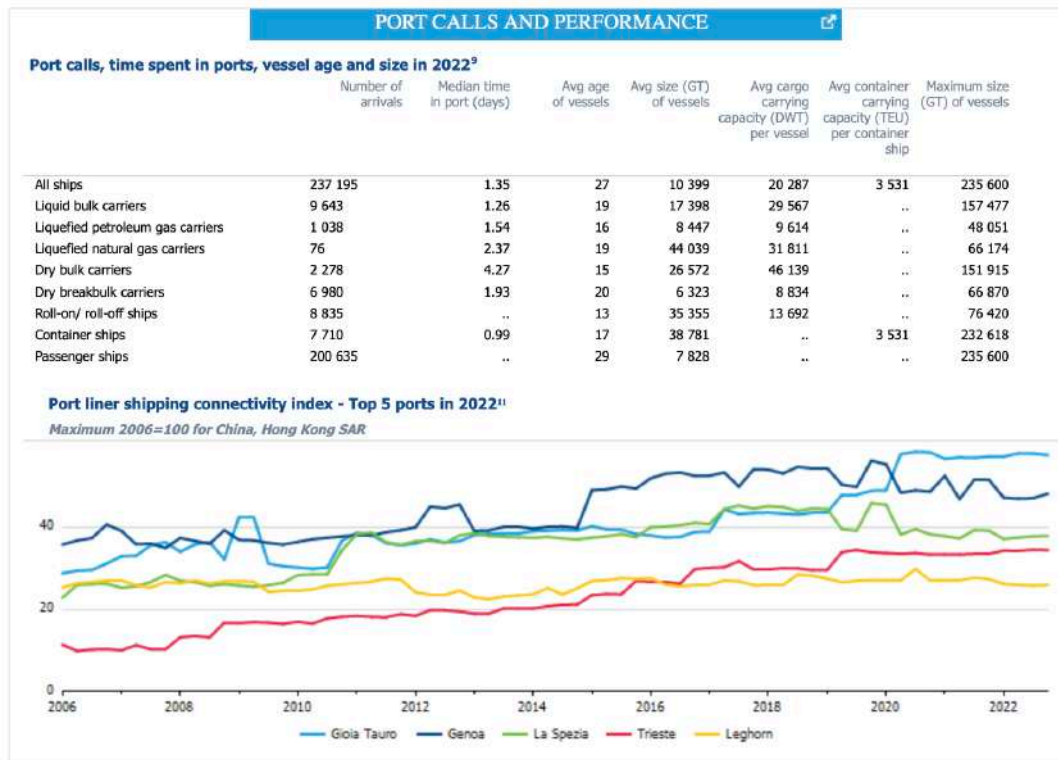


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Source: <https://unctadstat.unctad.org/CountryProfile/MaritimeProfile/en-GB/380/index.html>

## Trade Overview

In 2021, Italy was the number 8 economy in the world in terms of GDP (current US\$), the number 7 in total exports, the number 10 in total imports, the number 37 economy in terms of GDP per capita (current US\$) and the number 19 most complex economy according to the Economic Complexity Index (ECI).

## Export Trade

The top exports of Italy are Packaged Medicaments (\$26.8B), Cars (\$16.5B), Refined Petroleum (\$15.2B), Motor vehicles; parts and accessories (8701 to 8705) (\$14.9B), and Vaccines, blood, antisera, toxins and cultures (\$10.1B), exporting mostly to Germany (\$78.4B), France (\$61.6B), United States (\$58.1B), Spain (\$29.7B), and United Kingdom (\$27B).

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In 2021, Italy was the world's biggest exporter of Unglazed Ceramics (\$5.3B), Other Small Iron Pipes (\$4.9B), Pasta (\$3.62B), Tanned Equine and Bovine Hides (\$2.89B), and Processed Tomatoes (\$2.26B)

### Import Trade

The top imports of Italy are Crude Petroleum (\$31B), Petroleum Gas (\$30.5B), Cars (\$26.2B), Packaged Medicaments (\$17.6B), and Vaccines, blood, antisera, toxins and cultures (\$11.5B), importing mostly from Germany (\$88.7B), France (\$46B), China (\$45.6B), Netherlands (\$31.2B), and Spain (\$30.6B).

In 2021, Italy was the world's biggest importer of Electricity (\$7.44B), Hot-Rolled Iron (\$5.65B), Pure Olive Oil (\$2.03B), Rolled Tobacco (\$1.97B), and Bovine (\$1.46B)





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### Port performance 2022/2023

According to the data released by the Italian Ports Association (Assoporti), 39% of Italy's imports and exports are carried out by sea in 2022, with port throughput exceeding 490 million tons, a year-on-year increase of 1.9%. The top five categories of goods imported by sea are oil and gas, metals, machinery, chemical products and textiles, which account for 72% of the total seaborne imports. The top five categories of goods exported by sea are machinery, refined oil, chemical products, transportation, food and beverages, which account for 76% of total seaborne exports. China is the country that exports the most goods to Italy by sea, accounting for one-fifth of its imported goods by sea.

*Port of Genoa November 2023:*

<https://www.informare.it/news/gennews/2023/20231958-porto-Genova-Savona-Vado-traffico-novembre-2023uk.asp>

*Port of Genoa Container Throughput 2022:*

<https://www.portsofgenoa.com/en/about-us/port-in-numbers/container-traffic.html>

*Cruise ports closing with a new record...*

<https://www.informare.it/news/gennews/2023/20231548-porti-italiani-si-apprestano-chiudere-2023-record-crociereuk.asp>

### Top 14 Major Ports in Italy

By [Ajay Menon](#) March 14, 2021 as per

<https://www.marineinsight.com/know-more/top-14-major-ports-in-italy/>

Italy is a European nation located on the Apennine peninsula, and is bordered by the Adriatic, Ionian, Tyrrhenian, and Ligurian Seas. It has significant maritime trade across Europe, Asia, and North Africa. It is a popular tourist spot, and is located close to the Suez Canal and Straits of Gibraltar. These make it a shipping and passenger hub.

Today, its ports are some of the busiest shipping hubs around the world. They are global leaders in cargo, container, and passenger transit.

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One of the world's leading commercial shipbuilders- Fincantieri S.p.A., operates from Italy. Its construction and repair yards are built close to some of the ports in this list.

In this article, we look at the top 14 ports of Italy. The Locode, province or region, and the most recent annual gross tonnage of the ports are also mentioned. The Locode begins with the prefix IT- indicating a port located within the territorial waters of Italy. These 14 ports are vital shipping hubs across the country, including the Italian mainland, Island of Sardinia, and Island of Sicily.

Note, despite its proximity to Sardinia, the island of Corsica is NOT a part of Italy and is under French governance.

### 1. Port of Trieste (ITTRS)

*Friuli Venezia Giulia*

*Gross Tonnage 62.68 million tons (2018)*

At the top of our list, Trieste is the largest port in Italy in terms of gross tonnage. It is located to the North East of the mainland. The port operates through 5 free port zones- the Old, New, Timber, Mineral Oils, and Industrial regions. These are classified into 3 commercial and 2 industrial zones.

The industrial zones are the Mineral Oils Free Area and the Canale di Zaule Free Area, which include the timber and industrial region. The other Free Port Zones include a multipurpose terminal (the Adria), container terminals, ro-ro, and ferry terminals.

Trieste port is known for its architecture and is a famous tourist destination. There are several offices, workshops, and warehouses that line the port's waterfront. It was constructed and made operational in the early 18th century. When the Suez Canal opened, further expansion was undertaken. This allowed the port to continue catering to the new rush of vessels that sailed through the region. It services Central and Eastern Europe from its prime location on the Adriatic coast.

### 2. Port of Genoa (ITGOA)

*Liguria*

*Gross Tonnage 54.26 million tons (2014)*

One of the largest ports in Italy, Genoa has long commanded a significant volume of trade and commerce through the region. Located on the Western coast, it competes with larger European ports such as those at Marseille and Barcelona. It is one of the



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busiest ports of the region, is an artificial harbor, and is built over 60 square kms. It berths over 8,000 vessels annually and has a container traffic of over 2 million TEUs.

The primary goods shipped through Genoa include coal, steel, oil, chemicals, food, and general-purpose cargo. There are 4 inlets to the port through which all traffic is directed. The Eastern inlet is connected to the Porto Vecchio, shipyards, and Sampierdarena terminals. The Western inlet is known as the Cornigliano and is used by the ILVA docks. The Mulredo inlet is used for oil carriers and connects to the shipyards of the Fincantieri Group. Lastly, the Pra' inlet is used by container vessels.

The port also has a significant passenger transit, and has 5 cruise docks and 13 ferry berths to cater to 4 million passengers annually. Cruise terminals are being built to increase port capacity. There are also marinas built to accommodate yachts. These marinas include the Exhibition Center, Duca Defli Abruzzi, Molo Vecchio, Porto Antico, Genova Aeroporto, and Pra' marina. The historical Lanterna and Punta Vagno lighthouses are popular tourist spots within the port premises.

### **3. Port of Livorno (ITLIV)**

*Tuscany*

*Gross Tonnage 36.56 million tons (2018)*

Livorno is a major port located along the Ligurian Sea on the Western coast of the mainland. It is a sea port that lies along the Tyrrhenian Sea Corridor and has a significant annual cargo transit. It is built to handle ro-ro and ro-pax, liquid and dry bulk, ferries, cruise liners, and general-purpose ships. The port is well connected to the surrounding regions of Tuscany, Emilia Romagna, Marche, and Umbria by a ferry service.

Annually, nearly 10,000 vessels berth at this port. It handled close to 0.8 million TEUs and 3.5 million passengers in 2018. The port operates out of 2 zones- the Porto Vecchio or Old Port, and Porto Nuovo or New Port. There is a total of 4 basins to service inbound and outbound ships- the 2 port zones, Avamporto, and Bacino Santo Stefano. The New Port mainly deals with industrial shipments, the St. Stefano basin deals with oil and gas cargo, while the other 2 basins service different ships. Avamporto includes the shipyards of Italian ship builders Benetti.

An important attraction at the Livorno Port is the multiple lighthouses that dot the surrounding region. These include Fanale dei Pisani, Molo Mediceo, and Diga della Vegliaia. The

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terminals of this port include the LNG, break bulk, container, automobile, frozen food, metal shipment, and multi-use terminals. The main metals shipped include copper and non-ferrous metals, and the LNG terminal (opened in 2007) is jointly owned by Endesa and Amga.

#### 4. Port of Cagliari (ITCAG)

*Sardinia*

*Gross Tonnage 35.92 million tons (2018)*

The port of Cagliari operates out of the Island of Sardinia and is a natural harbor with over 8 square kms of space. It operates 29 berths and over 50 wharfs to service the near 8,000 vessels that [dock](#) annually. It is one of the largest Mediterranean Sea ports, and has a maximum capacity of 50 million tons of cargo and 1 million TEUs. Some of the services provided from Cagliari include general cargo, bulk goods, ro-ro, transshipment, containers, passenger traffic, fishing, pleasure crafts etc.

The port is located close to the Gibraltar Suez passage and lies on a major shipping route. It is managed by the Cagliari Port Authority, which controls over 30 kms of coastline. The port is divided into 2 zones- the historic port and the canal port. The former operates nearly 6 kms of quay. It handles commercial, passenger, and ro-ro vessels. The latter operates 1.6 kms of quay, and services transshipment and ro-ro vessels from 5 berths.

Additionally, there are several berths alongside the port for the petrochemical and oil industry. The docks can accommodate over 15 ships at a time. Container vessels are docked at the Cagliari International Container Terminal (CICT) which is one of the largest terminals in Italy.

#### 5. Port of Gioia Tauro (ITGIT)

*Reggio Calabria*

*Gross Tonnage 29.16 million tons (2018)*

This port is close to the Gibraltar Suez route, and is a major port on the Italian mainland. It lies near the Straits of Messina bordering Sicily. The Gioia Tauro harbor is the largest port in Italy in terms of container shipments. It is ranked 6th on the Mediterranean coastline, and is 9th in Europe. The port has a large natural depth of 18 meters and has over 5 kms of docks. The port is an important hub for containers and has equipment dedicated to this.

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The port is set over 4.4 square kms and is built parallel to the natural coastline. The inlet spans 300 meters, and leads to a basin 750 meters wide. There is 3.4 kms of docks on the East side, and a further 0.8 kms on the West side. The channel width spans 250 meters across the length of the port. Gioia Tauro regularly services mega [container ships](#) capable of carrying over 15,000 TEUs. However, it has not developed compared to other major Italian ports owing to smuggling through its facilities. Organized crime is rampant throughout the port and seizures of illicit drugs are common. To combat this, the port is equipped with anti-piracy units that work alongside law enforcement agencies to prevent smuggling and illegal shipments.

### 6. Port of Ravenna (ITRAN)

*Emilia Romagna*

*Gross Tonnage 26.68 million tons (2018)*

Situated on the North Adriatic coast, Ravenna is a Core sea port in Italy and is connected to the TEN-T Networks. The port deals mainly in bulk cargo, containers, general cargo, and passenger traffic. There are regular passenger services operated from here, both domestically and to neighboring European nations. Ferry services ply to Catania and Brindisi in Italy, and to Igoumenitsa in Greece. This port is situated close to the ports of Venice and Florence.

The port has facilities such as multipurpose cargo handling, passenger, and [container terminals](#). The oil industry located nearby is in part due to the closure of surrounding facilities. Common shipments to and from this port include industrial produce, agricultural goods, fertilizers, animal feed, and food stuff. The port has 12 kms of docks and has offshore breakwaters in Porto Corsini and Marina di Ravenna.

### 7. Port of Venice (ITVCE)

*Veneto*

*Gross Tonnage 26.49 million tons (2018)*

As one of the world's most popular tourist destinations, Venice has a booming passenger and cargo sector. It is situated on the Adriatic Sea, and lies to the North East of the Italian mainland. As it is located far inland, the commercial sector supplies goods to surrounding regions and countries. It also has a very high passenger traffic. The common commercial goods shipped via Venice include containerized cargo, fish and related products, local handicrafts, and jewelry.

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The port moved over 50 million gross tons of cargo in 2017, and processed nearly 50 million passengers. It is a major hub for cruise liners and super yachts on the Mediterranean coast and is a leading port in Italy. Due to its location, it supplies cargo to the trans-European network. The harbor has a natural coastal breakwater that can accommodate vessels over 200 meters in length.

The docks are equipped with state-of-the-art technology. There are 7 commercial terminals, 1 passenger terminal, and 17 miscellaneous terminals that ship liquid cargo, berth ro-ro vessels, general cargo, and project cargo. There are also oil terminals to supply to firms such as Decal, Petroven, San Marco Petroli, etc. The single passenger terminal is the Venezia Terminal Passeggeri (VTP), while the commercial terminals include the PSA Vecon, Transped S.p.A., Euroports Terminal Rinfuse Venezia (TRV), Terminal Intermodale Venezia, and Terminal Intermodale Adriatico.

### 8. Port of Messina (ITMSN)

*Sicily*

*Gross Tonnage 24.43 million tons (2018)*

Messina is a thriving Sicilian port located to the North East of the island. Located on the strait of Messina, it lies across the narrow strip of water separating mainland Italy from Sicily. It is one of the largest ports of the region, and is a hub for passenger vessels. From cruise liners and ferries to yachts, this port has witnessed a boom in regional traffic. It has had an increase in annual passenger transit from 0.2 million in 2005 to 1 million in 2019.

The port itself is on the Western shore of the Straits, and has a natural harbor covering 0.82 square kms with a very wide and deep facility. The inlet spans 400 meters across, while the average basin depth of the docks is 40 meters. All [types of vessels](#) from cruise liners to megaships can berth at these docks. There is also a cargo handling service, and there are terminals equipped with heavy lift cranes. The port is well connected to the surrounding areas through rail, via the Messina Marittima and Messina Centrale stations. The annual gross tonnage includes the neighboring Milazzo harbor which is a satellite port for Messina.

### 9. Port of Augusta (ITAUG)

*Sicily*

*Gross Tonnage 24.19 million tons (2018)*

Representation Image

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## Market Update

Country: Italy

Date: Jan 2024



Augusta is an important Southern port in Italy, on the island of Sicily and is located close to Napoli. In the Syracuse region, it serves as a facility for both commercial trading and shipping. Common shipments through this port include inorganic chemicals, fertilizers, oil and gas etc. It has played a major role in the development of the Augusta Priolo petrochemical complex located nearby. Other important industrial firms operated from the port include Sincat, Tifeo (which deals in power), Liquigas, Ilgas, and Sotis.

Augusta Port is also an important Italian Naval base, and has been in active use since the early 20th century. It played a role in the Allied landings of World War 2, and is a Southern Command Base at present. Besides the Italian Navy, the Augusta Bay Port Facility is also the naval base of the US Navy's Sixth Fleet. The fleet operations cover Europe and Northern Africa. Several NATO and Mediterranean exercises have been conducted from this port. The Porto Megarese, Porto Xifonio, and Seno del Priolo are also under the 6th Fleet.

### 10. Port of Taranto (ITTAR)

*Apulia*

*Gross Tonnage 20.43 million tons (2018)*

The Port of Taranto is a major commercial and naval port in Italy. It has been in service for nearly a millennium. The port services vessels carrying general cargo, containerized goods, local produce etc.

The surrounding region is an important industrial centre in Italy. This includes steel and iron industries, oil and petrol refineries, chemicals, food processing units etc. There are also naval shipyards located close to this port. The main container terminal of the port is the Taranto Container Terminal S.p.A. It is jointly owned by Hutchison Whampoa and Evergreen Marine Corp. It has been operational since 2011 and deals with transshipment.

### 11. Port of Napoli (ITNAP)

*Campania*

*Gross Tonnage 17.68 million tons (2018)*

One of the largest ports in Italy and the Mediterranean, Napoli is a major seaport on the Western coast. Situated over 3 square kms of port land, it operates 38 berths and 75 wharves. It deals in cargo, commercial goods, and passenger transit. The harbour is



of a natural type with artificial coastal breakwaters. Annually, nearly 100,000 vessels dock at the port and it handles nearly 1 million TEUs. It is just 15 kms away from the Naples Airport. It is also a tourist destination, with an estimated 10 million people annually transiting through the port.

Some of the common commercial shipments passing through this port include ro-ro carriers, liquid and dry bulk ships, passenger vessels such as cruise liners and yachts, and container vessels. The major terminals operating from the port are the container, commercial, automobile, and passenger hubs. The commercial section has separate terminals for timber, cellulose, and foodstuff. The ro-ro terminal has a transshipment capacity of close to 1 million units annually. The passenger hub has 10 mooring stations, 7 mobile walkways, and an annual capacity for 1.5 million pax. The port also has shipyards nearby that work within its premises. It includes 4 floating docks and 3 built docks that handle ship repairs and minor construction work.

## 12. Port of La Spezia (ITSPE)

*Liguria*

*Gross Tonnage 15.78 million tons (2018)*

On the Western Coast of the Italian mainland, La Spezia is a major cargo and container port in Italy. It is situated on the La Spezia Gulf of the Ligurian Sea that is frequented by commercial vessels. It has been in service since the 1800s and supplies a significant amount of maritime trade to the surrounding regions. As a major port of the Mediterranean, it deals predominantly with container handling. It is ranked 2nd in the nation in terms of container transit, behind the Port of Genoa. It deals with nearly 20% of the national [TEU](#) traffic.

It is located in a bay spanning nearly 75 square km and is artificially protected by a 2.2 km breakwater. The quays of this port span over 5 km in length, and it has storage covering 400,000 square km. The port handles 15 million tons of cargo and 0.5 million passengers annually. La Spezia also has a thriving tourism sector, with new cruise terminals, yacht marinas, personal docks etc. The main terminals of this port are the container, solid and liquid bulk, oil, ro-ro, and passenger facilities.

The port also houses several companies dealing in the maritime sector including Muggiano Shipyards, San Marco shipyards, Intermarine Naval Shipyards, Navalmare Offshore SpA, and numerous ferry services. The Marina del Fezzano is a repurposed



naval shipyard that works alongside Navalmare Nautica for yacht related services.

### 13. Port of Salerno (ITSAL)

*Campania*

*Gross Tonnage 14.91 million tons (2018)*

One of the important ports that supply Italy's booming economy, Salerno is a medium-sized harbour. It is located on the Gulf of the Tyrrhenian Sea. Built on the West coast of the mainland, it lies on a major shipping route that connects to several neighbouring countries in Europe, Asia, and Africa. It is classified as a Category 2 seaport, and is managed by the Salerno Port Authority (SPA). It primarily deals with domestic transportation and services commercial, industrial, and passenger ships.

The port has an average anchorage depth of 18 meters, and a cargo pier depth of 7 meters. It is a natural harbour that uses a coastal breakwater, and can easily dock ships over 200 meters. The port handled over 60 million tons of cargo in 2018 and saw a passenger transit of close to a million individuals. The entire docking facility is classified into 3 zones- the West Quay, East Quay, and Manfredi Pier. The West zone has a 1.2 km long quay, the Eastside has 1.6 km of the quay, while the pier is 400 meters long.

### 14. Port of Savona (ITSVN)

*Liguria*

*Gross Tonnage 14.89 million tons (2018)*

Located on the North-Western coast of Italy close to the port of Genoa, Savona is a major passenger port. From ferries and cruise ships to pleasure crafts, the port has seen an increase in inbound traffic over the years. Porto di Savona is located close to popular tourist destinations such as the city of Savona. It is the 4th busiest cruise port in Italy and witnessed a passenger transit of 2 million in 2017. The ferry service of Savona is popular, with frequent services between Corsica and Sardinia. These are operated by Corsica Ferries and Saremar, respectively. There is also a separate marina to dock personal vessels.

In addition to the passenger industry, there is a small terminal to handle minor cargo shipments. This supplies imports and exports to the surrounding hinterlands. Breakbulk vessels, ro-ro ships, bulk tankers, and container vessels dock at this port. It has an average basin depth of 15 meters. The port is connected by road to the Genoa International Airport that is located 50 km away.



**OceanX Members  
in Italy**

- **NLINE Shipping Srl**

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<https://nlineshipping.com>

- **Euro Lanes Srl**

EuroLanes is a multinational freight forwarder and logistics provider. The company was founded by a group of veterans in the logistics industry with a cumulative experience of 80+ years, with bases of operations spanning all geographies of the globe. The team covers solutions for Oceanfreight, Airfreight and operates and Courier/Express division, all based in Arcene.

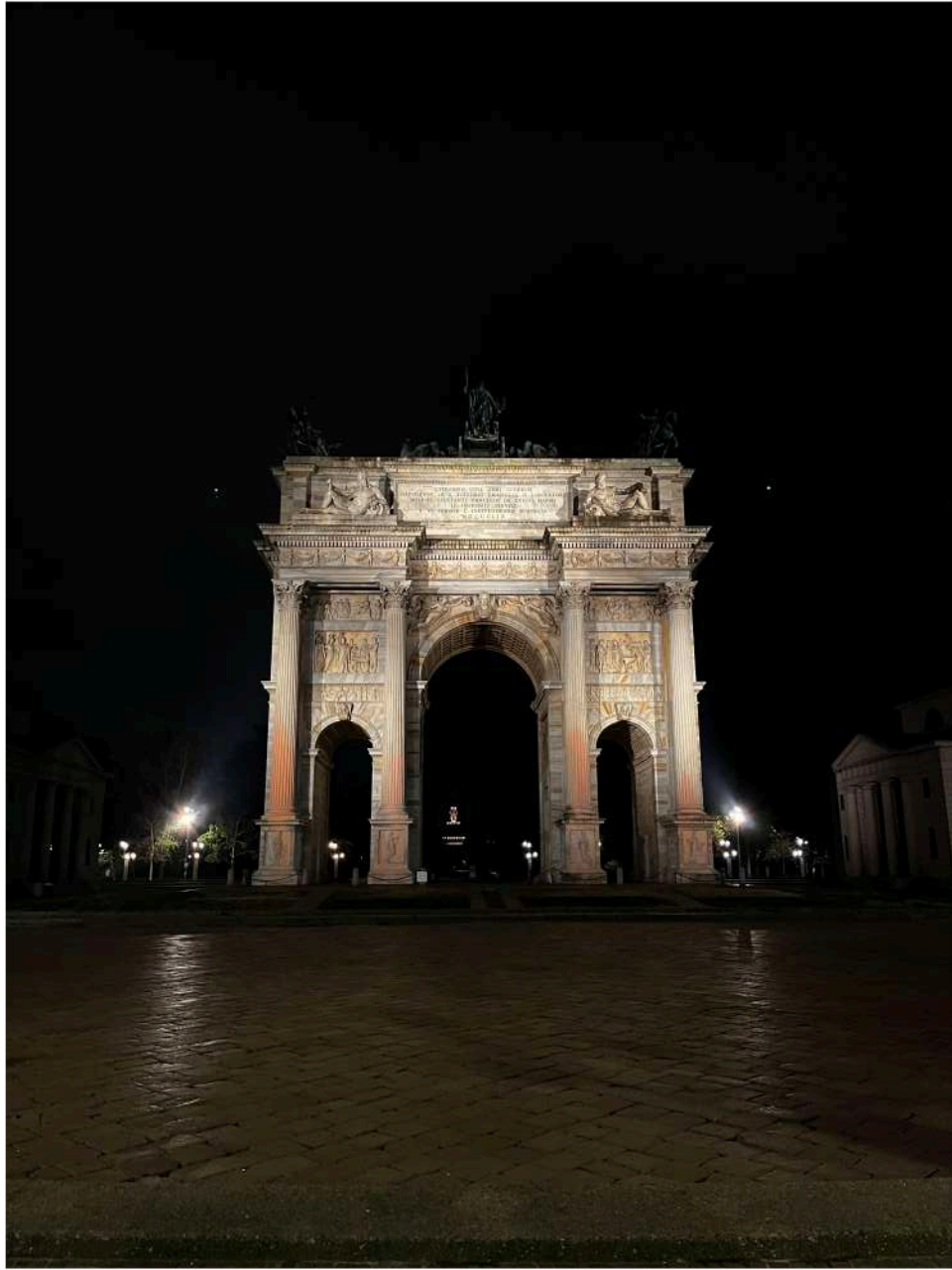
<https://www.eurolanes.com>

- **Combi Line International Spa**

Combi Line operates 5 offices in Italy, with headquarters in Milano and branches in Genoa, Leghorn, Naples and Venice. Servicing all transport modes, including rail services to/from Asia and Dangerous Goods Operations.

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