

MEDITERRANEAN PORTS: Napoli



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1. Mediterranean Ports: Naples

This new issue of our newsletter marks the continuation of the collaboration between the Research Centre of the Naples Port Authority and Studi e Ricerche per il Southern Italy. Our aim with this document is to analyse the reality of the port of Naples as part of a broader Mediterranean picture, selecting on each occasion a topic to be examined in depth, in order to highlight trends in the Neapolitan port's development. In this newsletter we will start by analysing the port of Naples' connections with the ports of the Southern Rim of the Mediterranean, as part of an assessment of Italian maritime trade with the countries of the Mediterranean. We will then provide a statistical update of cargo and passenger traffic in Italy and in the Campania region, again considering Naples within the broader Mediterranean framework. The Research Centre stresses that port activity should be read in a system-wide perspective, contextualising its role at the national and international level, always with an eye to encouraging the competitiveness of Italy as a system. The closing section of this newsletter takes on the important issue of port waterfronts, a topic that is commanding increasing attention also at the European Union level, especially for cities with ports historically tightly bound to the urban context. In this issue, we will integrate and compare information on the situation in Naples with the results obtained by the projects implemented in other countries of the Mediterranean, aimed at redeveloping the port areas of the cities and of the territories involved in the functional and economic reconversion process. More in detail, the Naples Port Authority Research Centre has presented a project for the redevelopment of the city's waterfront, which aims to act as a growth catalyst for the entire metropolitan area. Lastly, we will take a close look at the most successful example of urban regeneration in the Mediterranean, itself sparked by waterfront redevelopment: Barcelona. To round up our analysis, we have interviewed the Secretary General of the port of Naples, Emilio Squillante, who draws from his decade of experience within the Port Authority to offer a realistic picture of port activity in Naples, and the strategies the Authority is pursuing to become an increasingly integral part of the Mediterranean economy.

FOCUS: THE MEDITERRANEAN

2. Routes Connections between Naples and the ports of the Southern Mediterranean Rim

Arrivals



Source: elaboration on *Bollettino Avvisatore Marittimo*, 2012

Naples port: international connections by area of destination

Destination area	Number of vessels
France, Spain, Portugal, Canary Islands	52
Northern Europe	8
The Levant, Black Sea, Africa	69
North America	10
Central-South America, Pacific	6
Persian Gulf, India, Far East, Australia	30
Total	175

Every month, over 170 vessels depart from the port of Naples; around 40% have their final destination in The Levant-Black Sea-Africa.

Source: elaboration on *Bollettino Avvisatore Marittimo* data, 2012

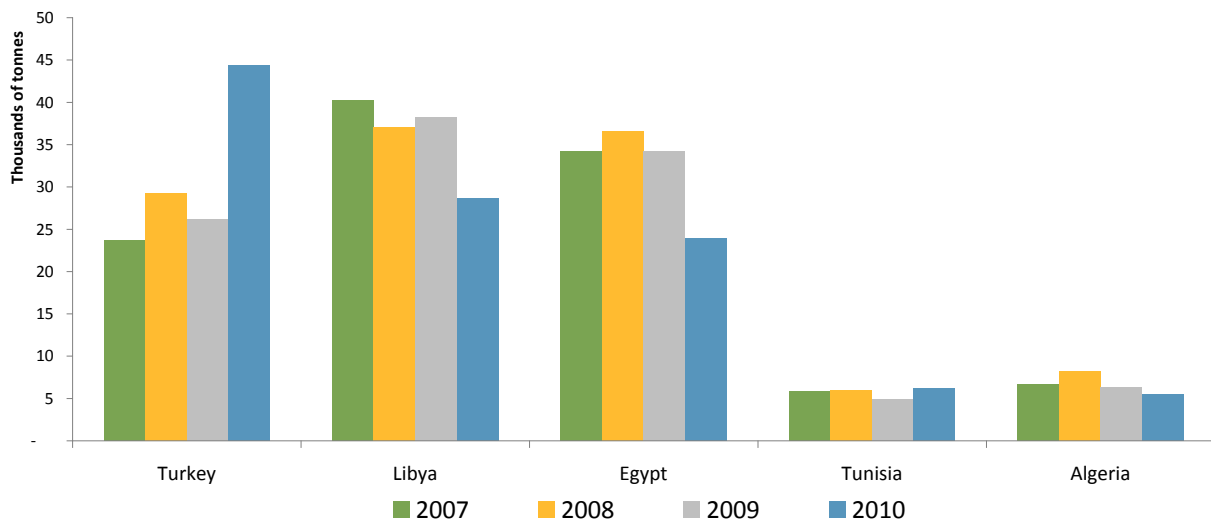
Main North-African

Port	State	Vessel arrivals
Algiers	Algeria	2
Alexandria	Egypt	11
Suez	Egypt	20
Beirut	Libya	7
Tripoli	Libya	1
Tangiers Med	Morocco	2
Tunis	Tunisia	1

The first North African country of destination for traffic departing from Naples is Egypt, with 31 arrivals (direct and non-direct), followed by Libya, with 8 arrivals.

Source: elaboration on *Bollettino Avvisatore Marittimo* data, 2012

Italy - International maritime cargo shipping by country of origin/destination in the Med area



With around 97 million tonnes of cargo handled (i.e. 30.2% of Italy's total traffic with the rest of the world), the main Med area partners for Italian ports are Libya, Egypt, and Turkey. Traffic to and from Italy is particularly intense in Turkey, up by almost 70% compared to 2009, as opposed to a decline (or in any case slower growth) in traffic to and from other international ports.

Source: elaboration on ISTAT data, 2012

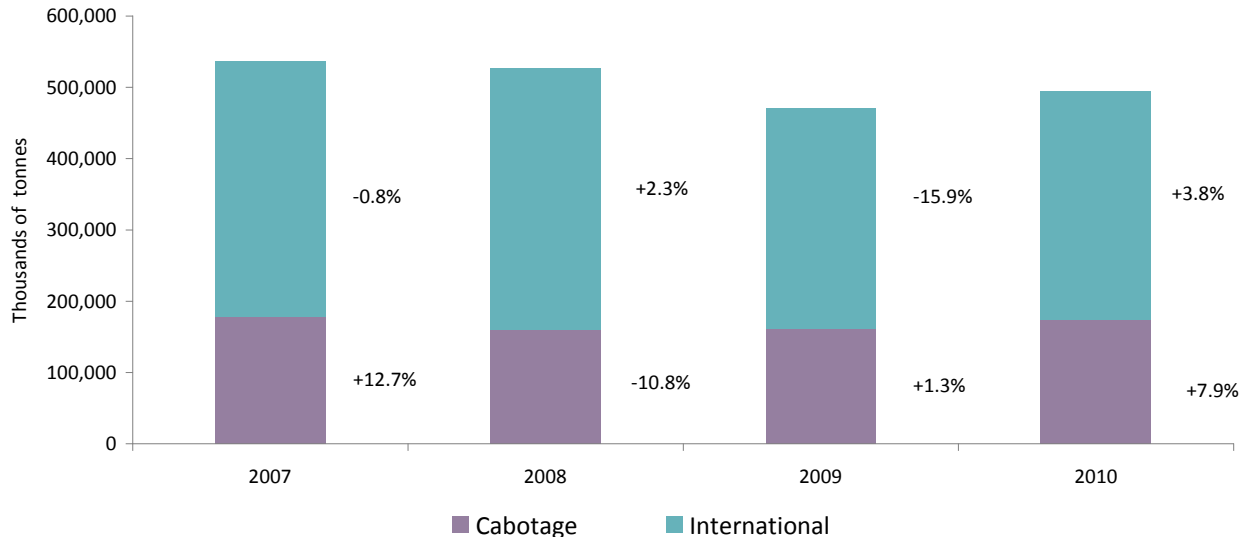
Italy – Maritime cargo shipping to/from the countries of the Mediterranean



Source: elaboration on ISTAT data, 2012

3. International and cabotage traffic scenario

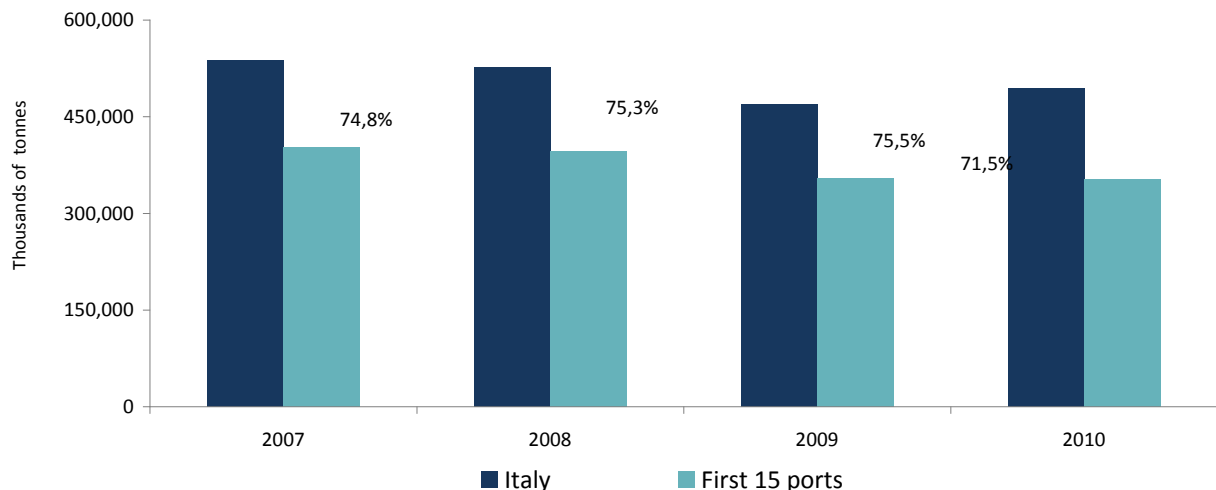
Cargo traffic in Italy by type of navigation



The first set of data provided is on the trend of cargo traffic in Italy by type of navigation. As shown in the table above, two-thirds of total traffic are accounted for by international navigation, which in 2010 picked up (+3.8%) compared to the previous year; a year in which, at the height of the global economic crisis, a 16% decline was recorded. Ongoing growth is also being recorded by cabotage traffic, one of the strengths of Italy as a country-system, up by around 8% in the year.

Source: elaboration on ISTAT data, 2012

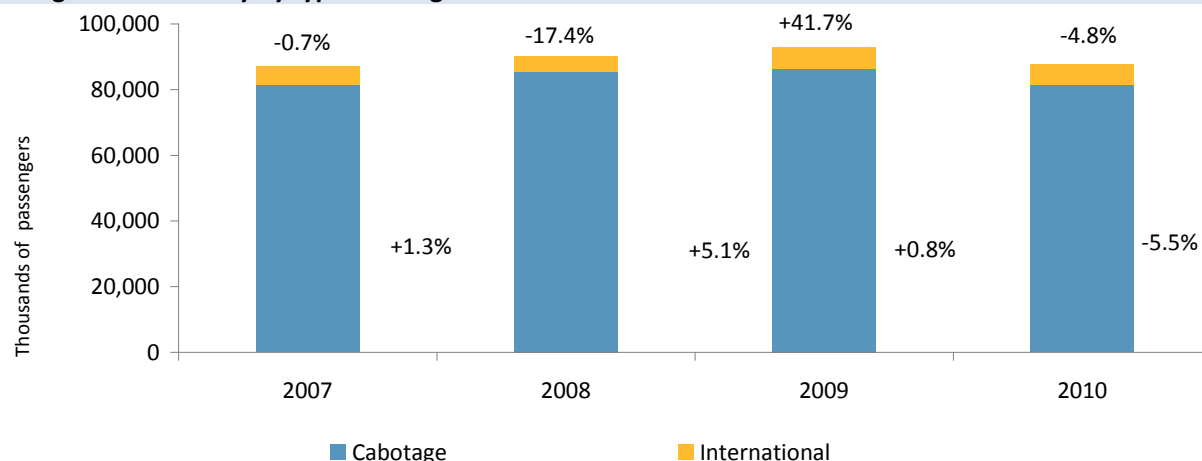
Overall cargo across all types of navigation



The second set of data concerns national traffic concentration, and shows that over 70% of cargo shipped by sea is addressed to 15 ports. Of these, eight (including the Naples and Salerno ports in Campania) are located in Southern Italian regions. The port of Naples in particular handles 8.7% of the total cargo traffic of Southern Italian ports. The chart above shows that the port of Naples has reacted well to the crisis, consistently stepping up its share of the total.

Source: elaboration on ISTAT data, 2012

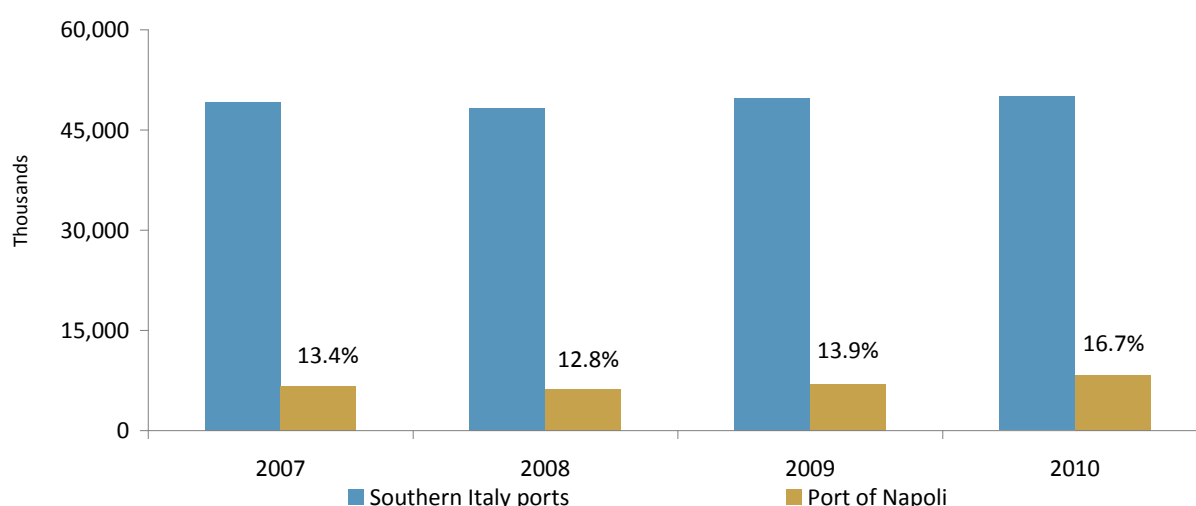
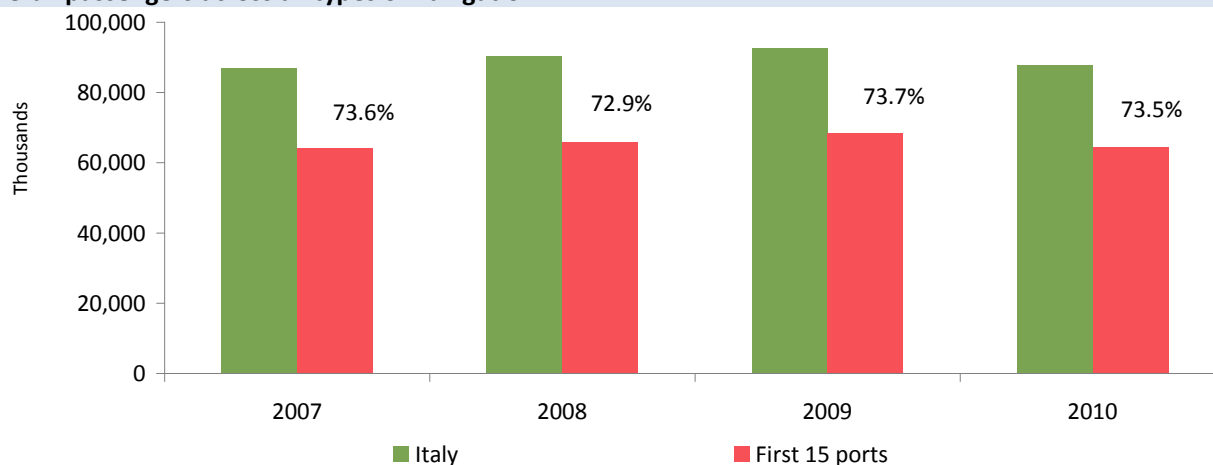
Passenger traffic in Italy by type of navigation



As regards passenger traffic, another factor of excellence in the Italian national transport system, statistics indicate a decline in both international navigation and cabotage. The latter in particular accounts for 93% of overall national maritime traffic, and was down in 2010 by 5.5%, after growing for three consecutive years.

Source: elaboration on ISTAT data, 2012

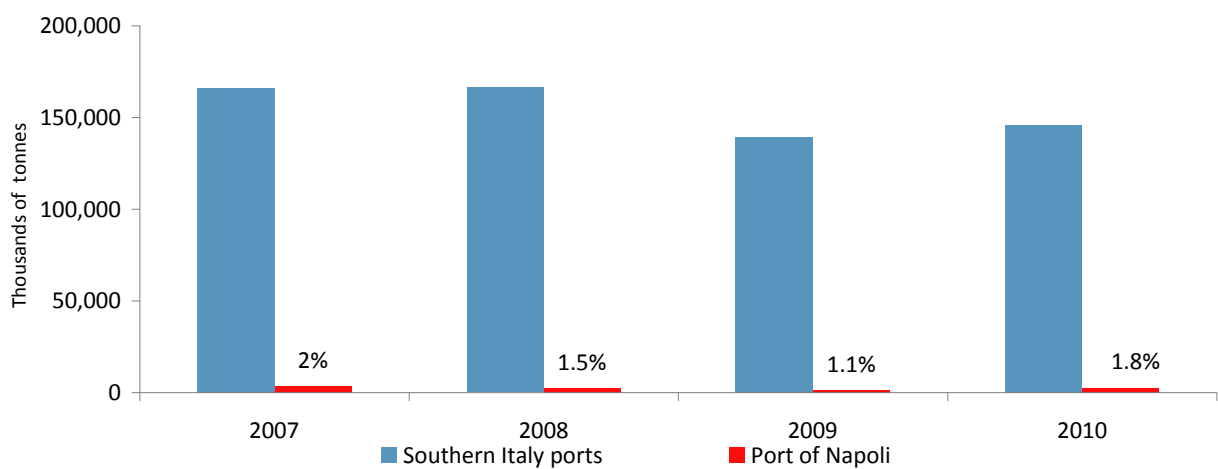
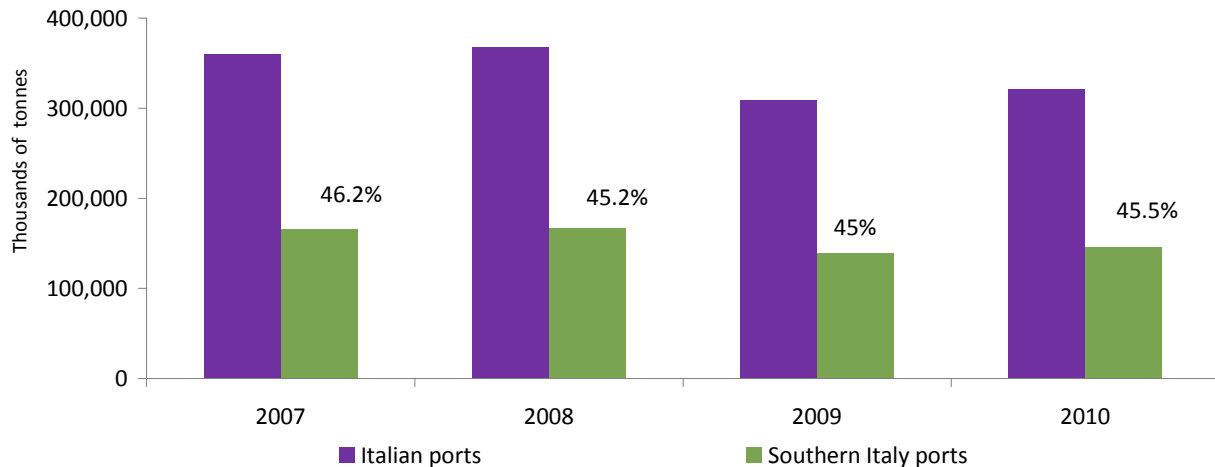
Overall passengers across all types of navigation



Passenger traffic handled by the port of Naples is very substantial: over 8.3 million people. The national total, as is also the case for cargo, shows a strong concentration in the top 15 ports, which absorb a hefty 73.5% of the total. Of this share, over 77% is absorbed by ports in Southern Italy, among which Naples accounts for almost 16.7% of the total.

Source: elaboration on ISTAT data, 2012

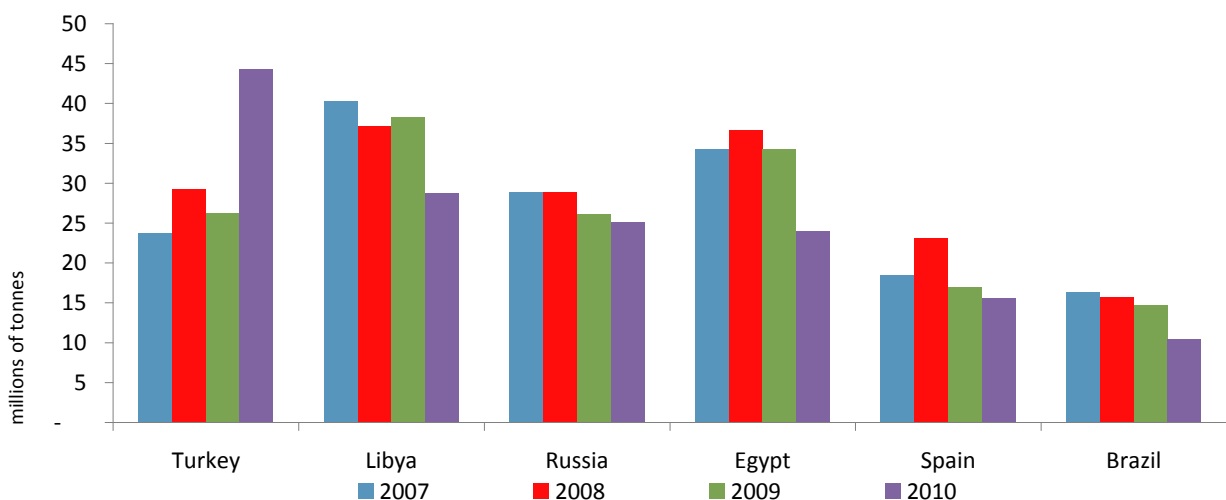
International cargo navigation



International navigation cargo traffic is also an important segment for the multifunctional port of Naples: with over 2.6 billion tonnes of goods handled in 2010, it absorbs 1.8% of the macro-area's total. Southern Italy, with its three hub ports of Gioia Tauro, Taranto, and Cagliari, handles over 45% of total international traffic.

Source: elaboration on ISTAT data, 2012

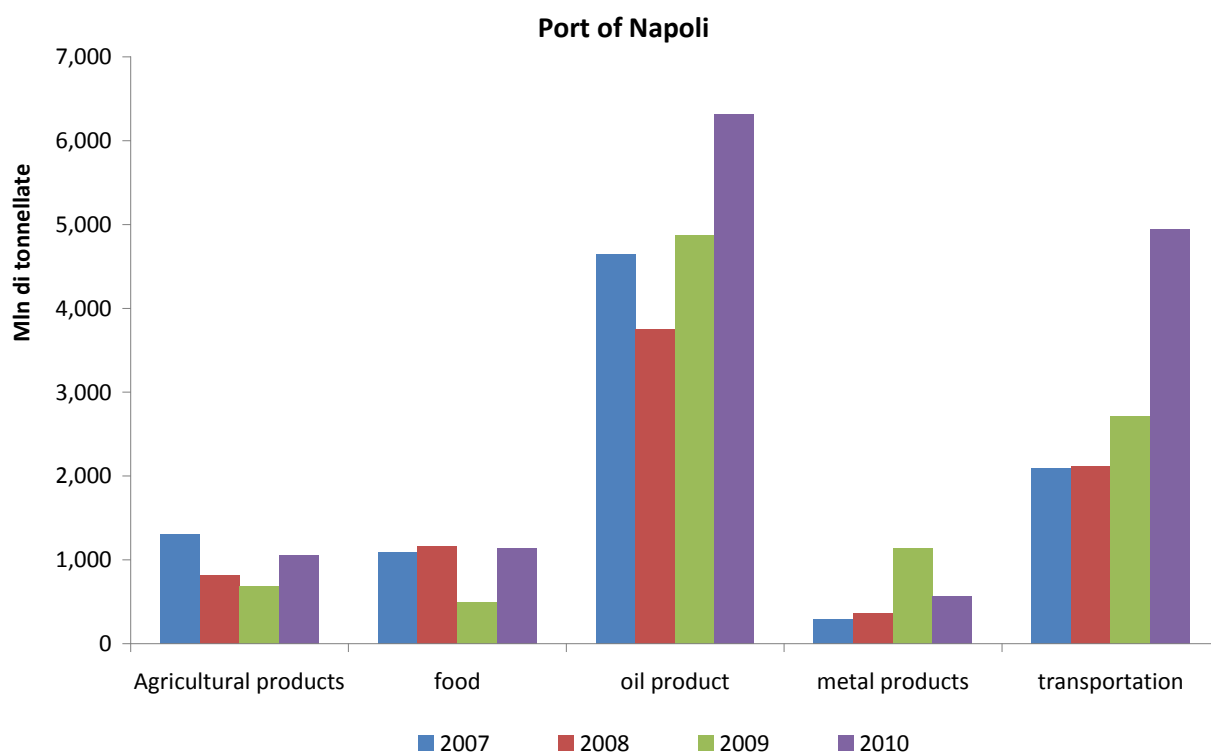
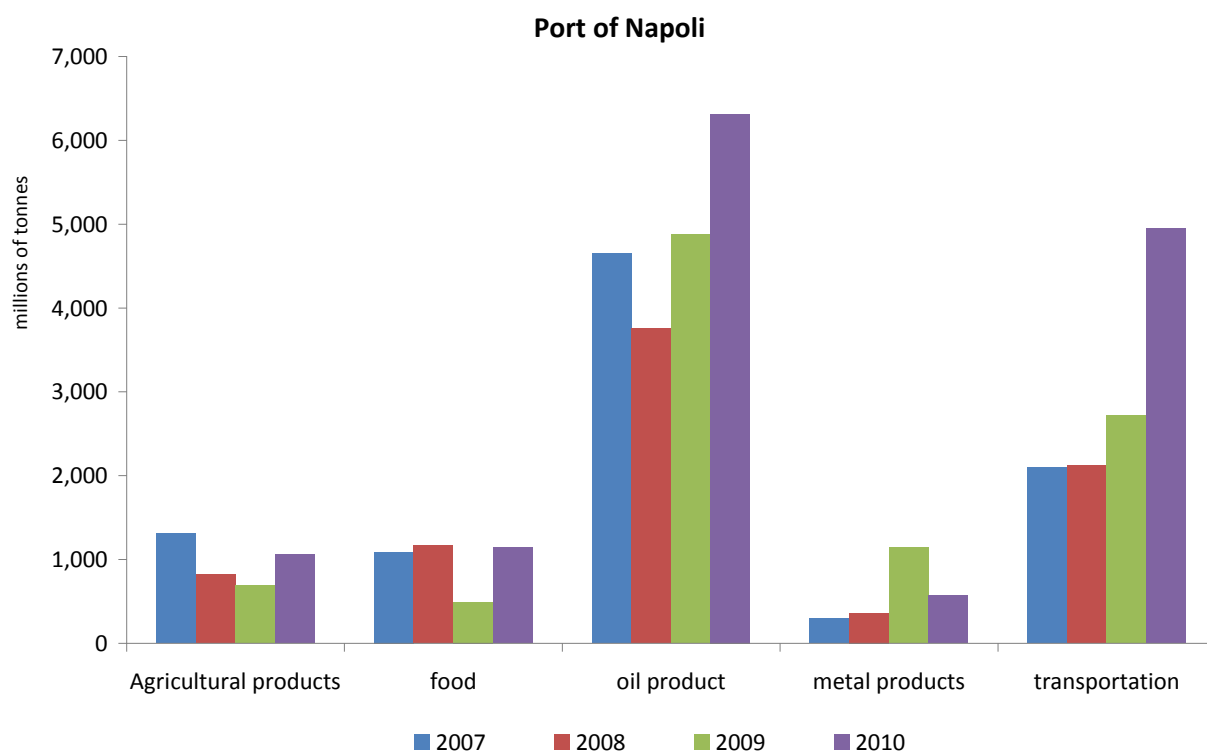
Italy - International cargo navigation by country of origin/destination: top six partner countries



A synthetic international overview indicates that, with over 44 million tonnes of goods handled (13.8% of the total), the main international partner of Italian ports in 2010 was Turkey, with a 70% growth rate in the year. On the other hand, traffic to and from the other ports decreased.

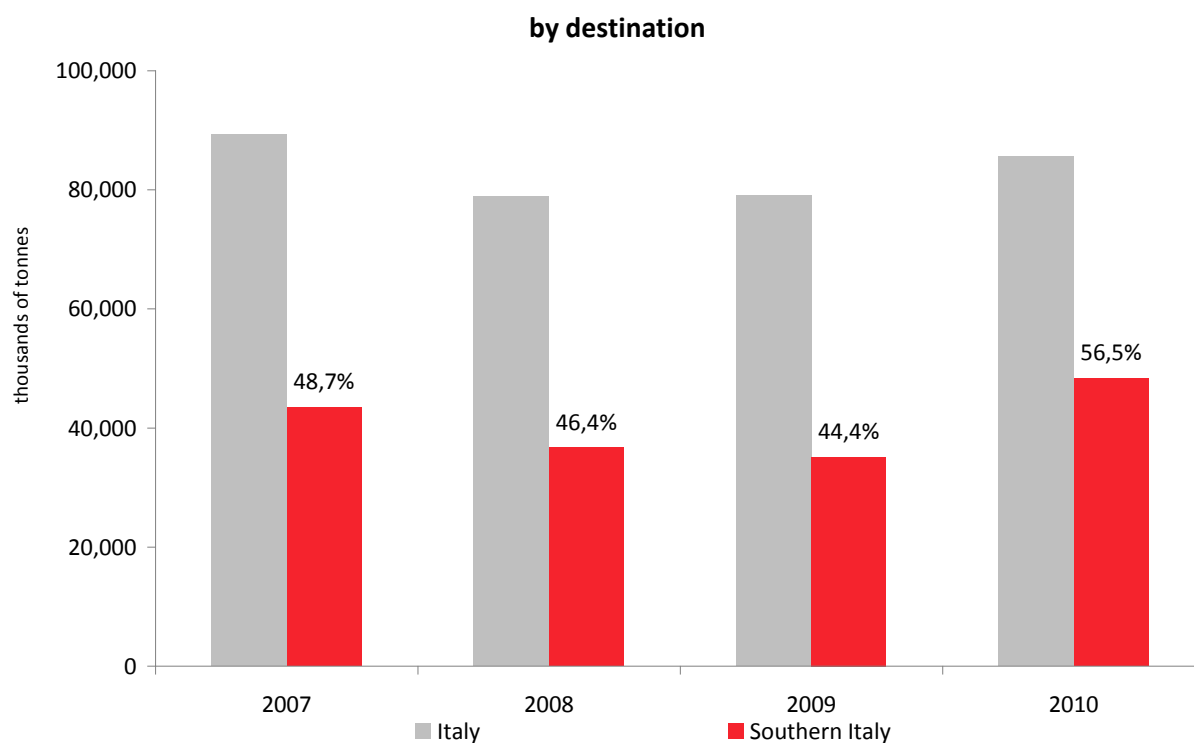
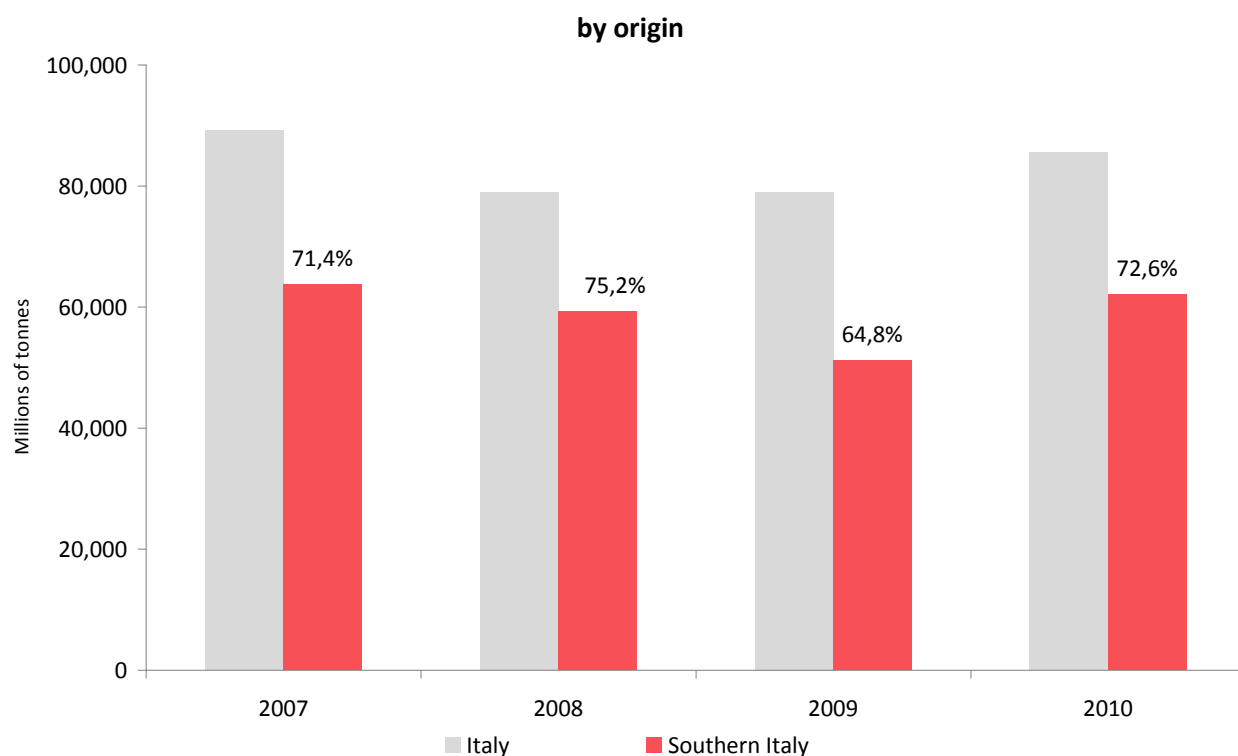
Source: elaboration on ISTAT data, 2012

International cargo navigation by product category



An analysis of traffic data broken down by product category yields similar results for Naples and for all the Southern Italian ports taken together. In line with the macro-area, the two most important categories of goods are oil products, and machinery, vehicles, objects, manufactured goods, and special transactions, respectively accounting for 48.1% and 29.2% of the total.

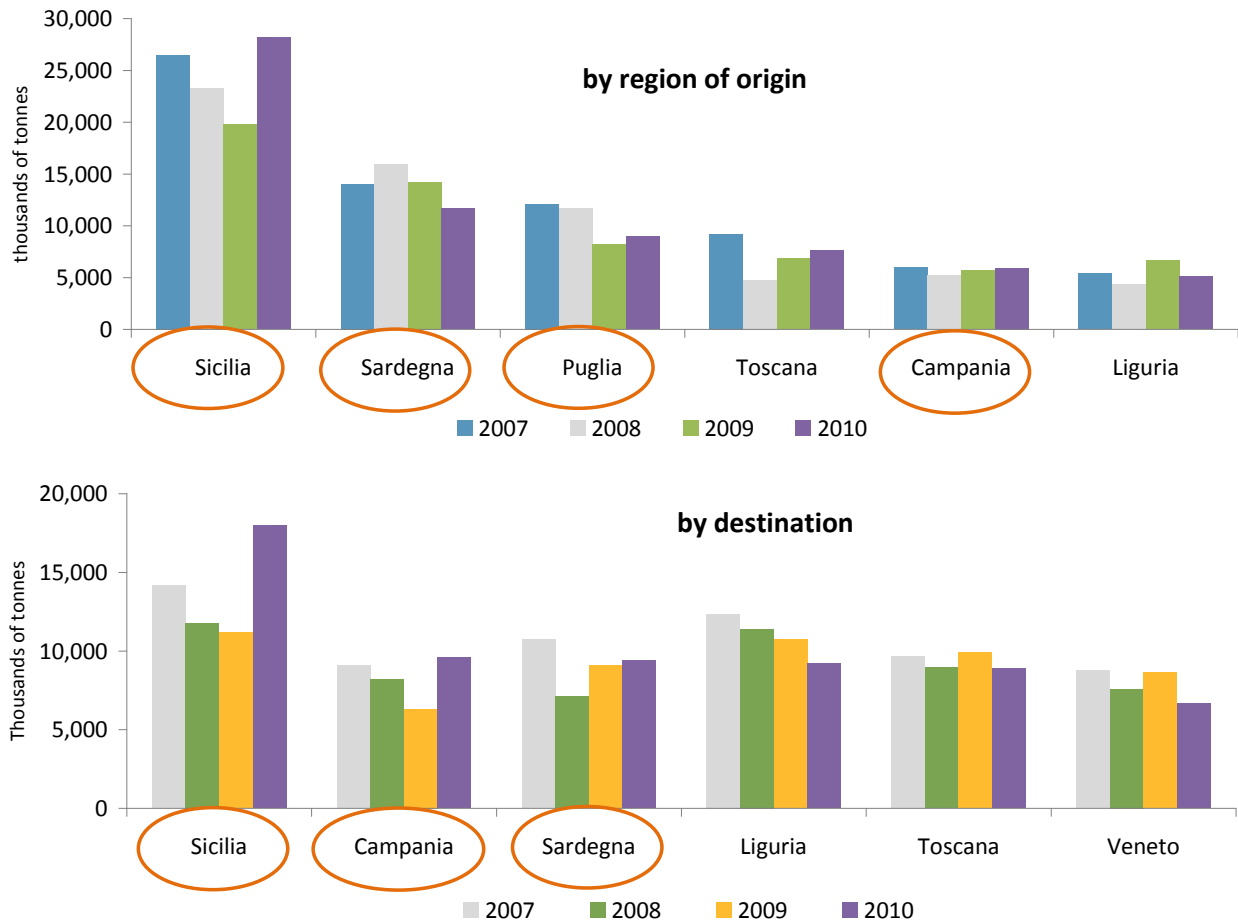
Cabotage cargo navigation by origin/destination



Southern Italy plays an important role in terms of cabotage traffic, both as an area of origin (72.6% of the Italian total) and as a destination (56.5%) of cargo shipping, thanks to the presence of the three hub ports. This highlights an intense use of Southern Italian ports for this kind of traffic.

Source: elaboration on ISTAT data, 2012

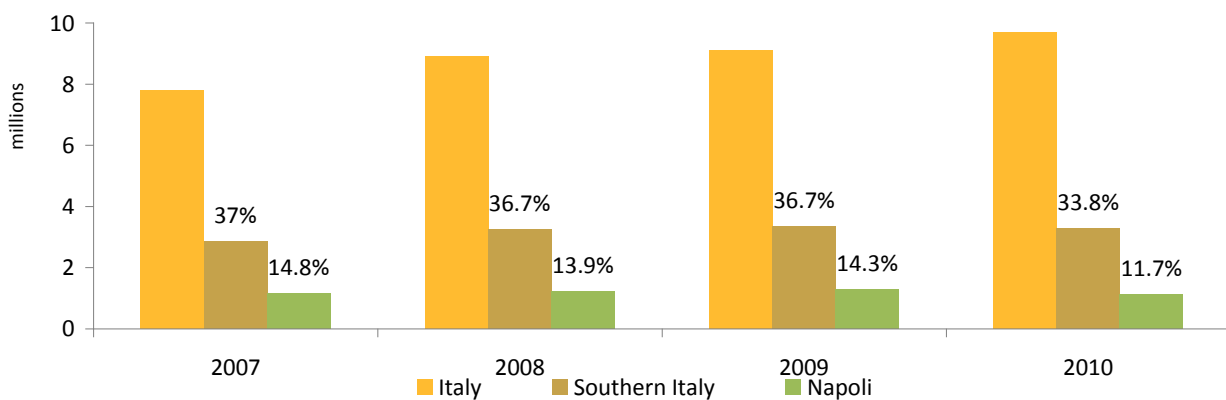
Cabotage cargo navigation by region of origin and destination



As this kind of data is not available broken down by single port, we have taken the regional figure as a reference. Southern Italian regions emerge as holding important positions both as origin and destination of traffic, albeit with rather mixed annual trends. Based on 2010 data, Campania ranks second in Italy in terms of incoming traffic (11% of the national total), and fifth in terms of outgoing traffic (7%). Also, the trend over the past four years shows that, after three years consistently on the decline, cargo inflows from other regions of the country are recovering in Campania.

Source: elaboration on ISTAT data, 2012

Cruise traffic in the main Italian ports

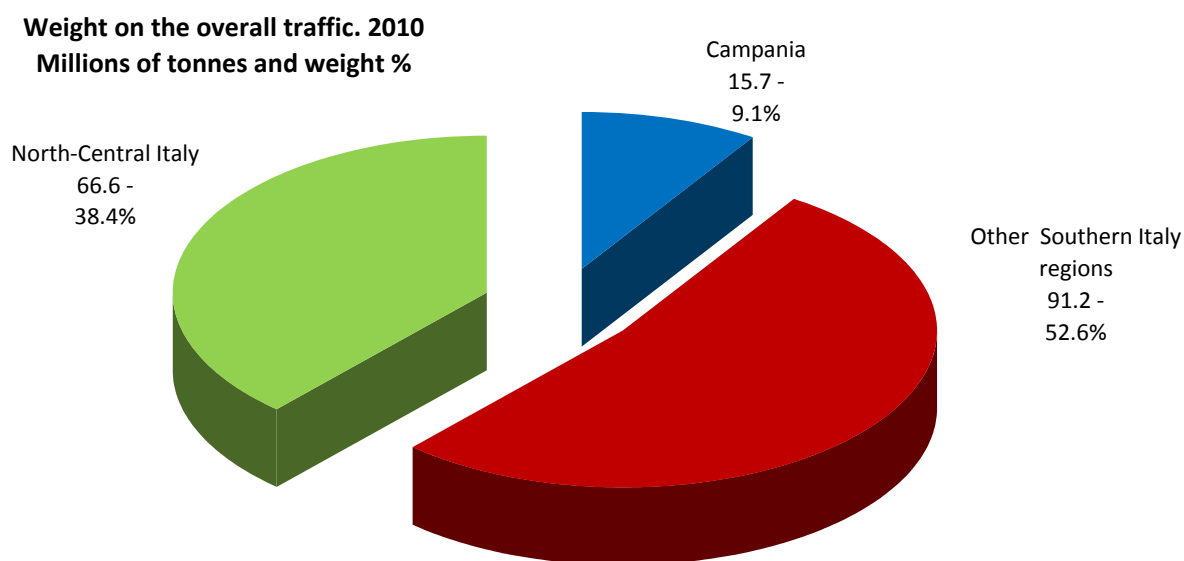
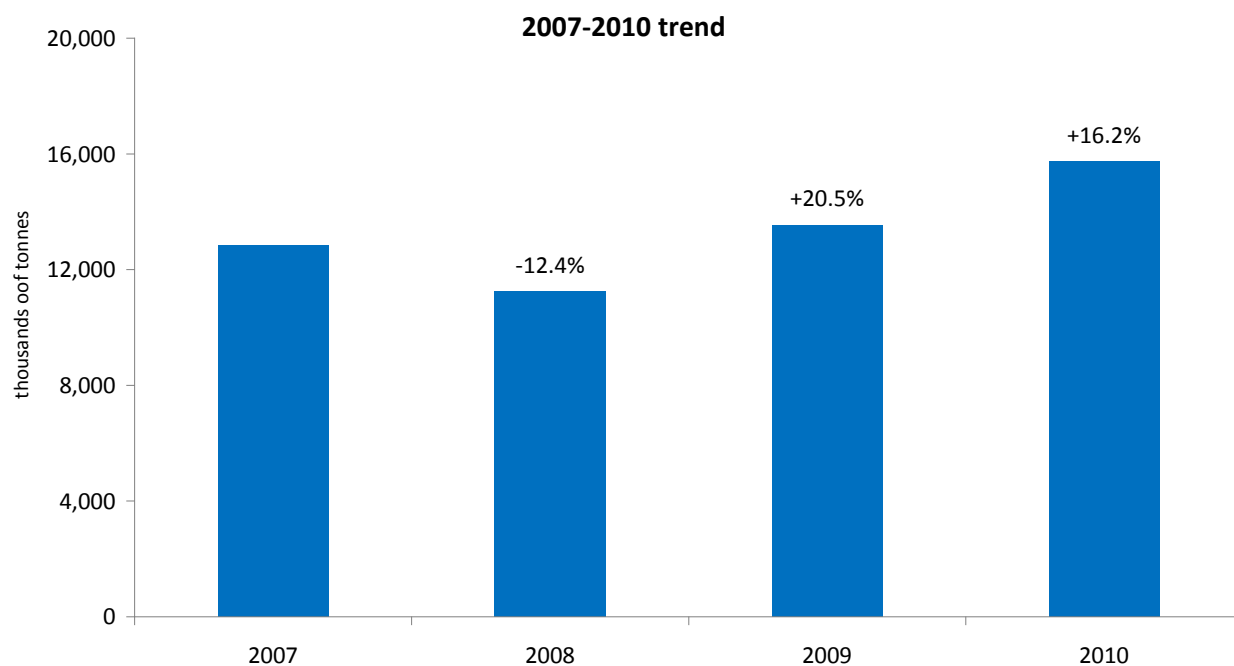


Excellence in the cruise business: in 2010, 1.14 million cruise-goers transited through the port of Naples, i.e. 11.7% of the national total, and around 35% of the macro-area's. Important companies dock at the port and also serve Mediterranean destinations.

Source: elaboration on Assoporti data, 2012

4. Cargo and passenger traffic in Campania

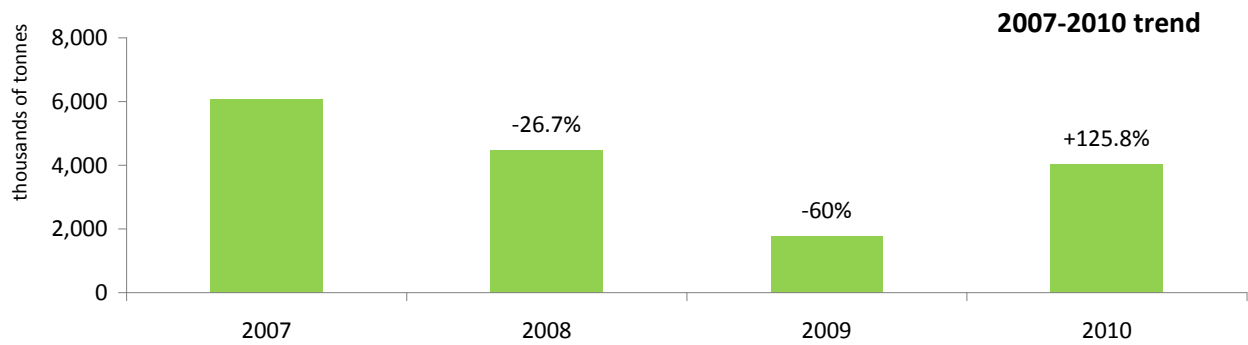
Cabotage cargo traffic in Campania: trend and weight on Italian and Southern Italian totals



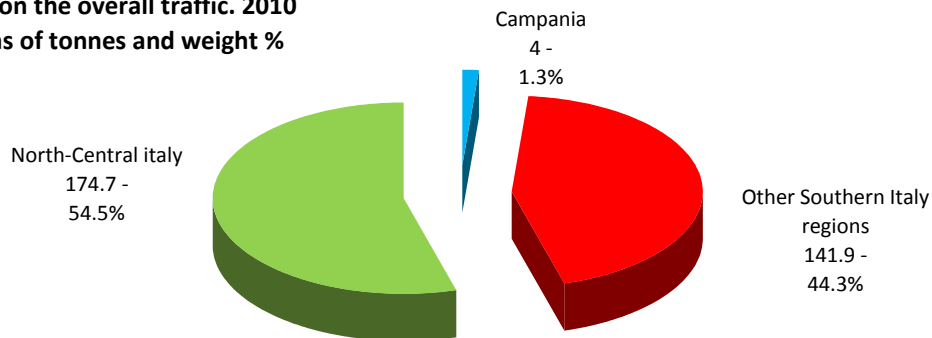
The figures show that in 2010 the ports of Campania (Naples and Salerno) handled 9.1% of national traffic, i.e. over 15.7 million tonnes of cabotage. In the past four years, the share increased by 1.7 per cent.

Source: elaboration on ISTAT data, 2012

International cargo traffic in Campania: trend and weight on Italian and Southern Italian totals



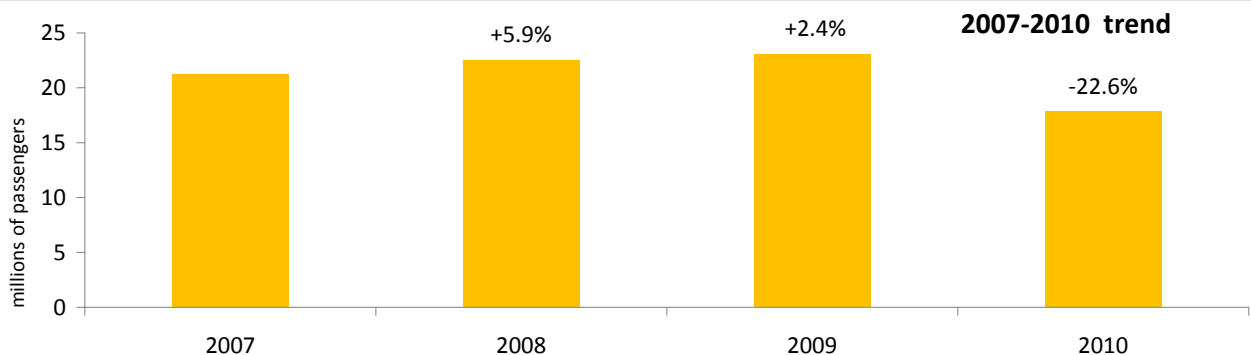
Weight on the overall traffic. 2010
Millions of tonnes and weight %



As regards international traffic, the ports of Campania, with over 4 million tonnes of goods, handle 1.3% of the national total. Also, the trend points to a sharp recovery (+125.8%) after three years consistently on the decline.

Source: elaboration on ISTAT data, 2012

Passenger traffic in Campania: trend and weight on Italian and Southern Italian totals



Weight on the overall traffic. 2010
Millions of passengers and weight %



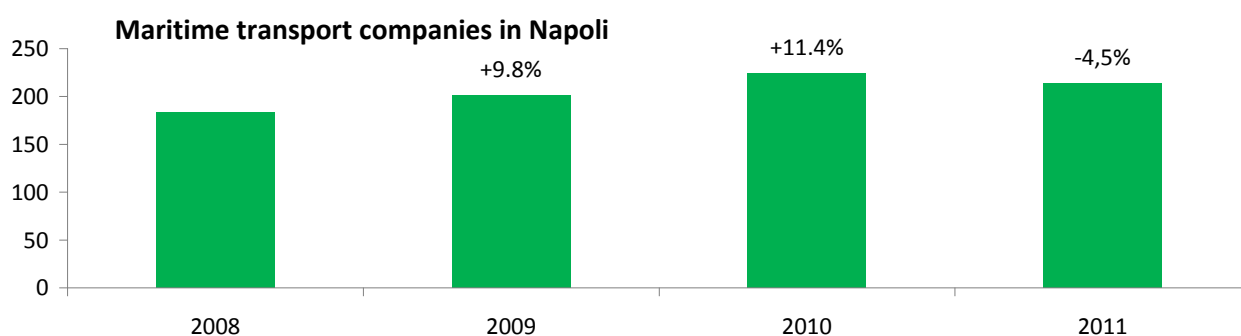
The Campania ports, with over 17.8 million passengers in transit, account for around 21% of the national total, and 27.3% of the macro-area's. Trend data point to a 22.6% drop in 2010, after three consecutive years of growth.

Source: elaboration on ISTAT data, 2012

Maritime transport companies in Napoli and Campania*

	Companies active in 2011	% of Italian total	% of Southern Italian total
Italy	2020		
Southern Italy	584	28.9	
Abruzzo	5	0.2	0.9
Basilicata	2	0.1	0.3
Calabria	19	0.9	3.3
Campania	242	12.0	41.4
- of which Naples	214	10.6	36.6
Molise	3	0.1	0.5
Puglia	47	2.3	8.0
Sardinia	133	6.6	22.8
Sicilia	133	6.6	22.8

Companies based in Campania and operating in the maritime transport sector added up to 242 in 2011, on the rise by 2.5% from the previous year. They account for 41.4% of the total for Southern Italy, and 12% of the national total, and area almost 90% ascribable to the Naples Province, where they number 214.



*Based on ATECO H50: "Maritime and waterway transport"
Source: elaboration on Movimprese data, 2012

Outlook: Napoli port traffic data

	2010	2011*	% chg. 2010/2011
Liquid bulk cargo	5,551,903	5,400,000	-2
Dry bulk cargo	4,419,297	4,200,000	-4
Container traffic	5,883,394	5,400,000	-8
Ro-ro traffic	6,068,783	6,000,000	-1
Total	21,923,477	21,000,000	-4
Passenger traffic	7,365,397	7,320,000	-0.6
Container traffic (TEU)	534,432	526,768	-2

*Forecasts for FY 2011

Source: Naples Port Authority, 2012

5. Mediterranean Waterfronts between land and sea. Evolution and prospects for the Naples port, in the footsteps of Barcelona

The progressive globalisation of the economy and market liberalisation have led to a widespread growth in global trade, and the Mediterranean Basin in particular has become a crossroads for East-West and North-South traffic flows. Italy, located at the centre of the Mediterranean Basin, has today resumed the role of hub for the most important international routes for both cargo and passengers, and is experiencing a season of intense growth in maritime traffic. However, with the exception of ports that can count on a strong presence of the cruise business, which has been experiencing interesting growth rates, the global economic crisis of recent years has reaped strong negative effects on the heavy cargo traffic and on container traffic. A number of historical shortcomings in port activity in the Mediterranean have made the situation worse, such as the lack of railway connections to and from ports, although the Port Authorities are trying to bridge both this gap both in terms of infrastructures and environmental sustainability, through policies of sharing and cohabitation between the port and the surrounding territory, also aimed at renewing and diffusing a “culture of the sea” and promoting the active and creative role of ports. The redevelopment of port waterfronts will certainly contribute to creating a new perception of ports within their city, and of the city within the port, through a slow and complex process that will result in the port being considered as a resource and an integral part of a city. The waterfront is the part of the city’s texture that is at its margins and in contact with the sea. The mere aspect of physical location has often been turned into an extraordinary factor of potential growth, not only for the specific port area, but also for much vaster portions of the city. The waterfront has often worked as a magnet, used to redevelop degraded and abandoned areas, or to remove obsolete areas, as has been the case in some port contexts. Waterfront redevelopment actions, if carefully addressed and managed, may effectively contribute to improving the layout of significant portions of the city, renovating their aspect, perfecting their functioning and, in many cases, building a new image for the entire city. Cities by the sea can account an additional competitive edge in urban regeneration projects, and in the promotion of a new and winning image.

When examining port areas in direct contact with the sea, several outcomes are surveyed in terms of their use: once the old commercial ports have been moved, replaced by new structures that are functional to the needs of container traffic, ancient port basins have been totally redeveloped and given new functions, in the realms of entertainment and culture in the broadest sense, as has been the case in Barcelona; in other cases, the old port areas have retained at least in part a mix of traditional functions, such as mooring services for cruise ships, hydrographic survey and military vessels, and Costa Guard/Port Captaincy stations, alongside totally new functions, in specific leisure segments, as has been the case in Genoa.

Among urban regeneration processes, Barcelona is universally considered as an excellent example of the redevelopment of a city. The Catalan capital leveraged the Olympic Games to consolidate an urban redevelopment process that had begun years earlier, in the early 1980s, and in part even before then, with numerous interventions across the city. The process was completed in 2004, when the Universal Forum of Cultures was held, as the concluding event of a long urban transformation path.

In 1992, Barcelona made the most of yet another opportunity, to first of all modernise its sports facilities, but also to redevelop its seafront, distributing works and infrastructures in many of the city’s neighbourhoods, both central and peripheral. The city improved the services and reception features of its historical port, connecting it to the Ramblas, redeveloping the entire seafront and beaches with structured green areas and pedestrian walkways, as well as with the construction of the totally new so-called Olympic port to the East. Barcelona pursued a global strategy, aiming to distribute the interventions throughout the territory, striking a balance between cultural redevelopment and tourism on the one hand, and the needs of private residential compounds of high standing on the other, with areas allocated to public and private services, and the promotion of trade show and congress activities. The layout of the city was completed with the redevelopment of the Eastern peripheral neighbourhoods, while traditional port activities were left in place to the West, both in the new areas of the commercial port, and on the docks reserved for

cruise ships, by no accident closer to the city centre, where the Ramblas join with the Mirador de Colon, so as to allow passengers a quick swim in the direction of the old port. Barcelona, therefore, is an important example of how a coastal area, redeveloped to make the most of its multiple potentialities, can provide a powerful boost to urban development, at once carrying on traditional port activities, as re-launching tourist flows, and creating new housing estates and shops.

The Naples Port Authority has also initiated a transformation and redevelopment process for its monumental port area, inspired by the major projects, launched or already completed in other seaside cities, to revamp the identity of the areas involved. In respect of the guidelines of the Naples City Council's new Town Planning Scheme (PRG), the waterfront project was born as a development catalyst for the entire Naples metropolitan area. The first objective is redevelopment of the monumental area of the port of Naples, set to become the first view and point of welcome for tourists arriving to Naples by sea, and the point in which all the city and its visitors meet with the sea. The monumental area is connected to the city's central monumental area, which includes the Town Hall Square (piazza Municipio), the Maschio Angioino, and the southern side of the Royal Palace complex (Palazzo Reale), which looks out to sea. Therefore, the objectives of the redevelopment are to produce multiple impacts in the broader area it will involve: facilitating pedestrian traffic within the area, recovering green areas, improving pedestrian access to the new underground and surface public transport lines, and creating stores and services for cruise and land tourism. The second goal is to contribute to giving the port of Naples a new operating structure. This broader objective will imply the modernisation of port infrastructures, the physical redevelopment of passenger transit and cargo handling areas, and the functional reorganisation of the various other areas. The Port Authority has already developed the design of the future maritime station of Beverello.

The design process implemented represents a methodological example, subsequently followed by other ports. The result obtained is the redesigning of an entire port area (from Beverello to the Immacolatella Vecchia), that can be realised based on functional plots through executive projects. The public design choices, also in light of the administrative path followed, are immediately implementable, as they represent technical and functional adjustments of the current Town Planning Scheme for the port.

Passengers that had entered/exited Beverello at the end of July 2010 amounted to 2,163,637 (projected annual total of 4,000,000 passengers), an important figure that lays bare the seriously insufficient facilities and services offered by the current passenger port, somehow built up and managed until today. The inadequacy of services also stems from the adoption of an inappropriate management model.

The design of the station, in addition to the architectural aspect, must feature a technical development that takes fully into account the modelling of passenger flows, so as to accompany individuals towards their destination (the boarding area), making them react to external stimuli (other passengers, obstacles on the way, predetermined pedestrian paths, prohibitions, ordinary and critical situations), providing reception and protection services. The redesigning of the new maritime station must also take into account the territorial transformations being developed and under construction in the bordering port activity contexts. On the one side the Darsena Acton – Molo San Vincenzo complex, the future use of which must be decided through a public debate. In any case, any town planning standards and requirements must be met based on an overall vision for the area. On the other, the penetration of underground train services (exit/entry of the underpass), with the creation of a totally pedestrian area forming a single complex with the Beverello passenger station, both in its present and future form.

The design process responds to the needs identified.

In particular, the complex will include:

- 125 m² for public toilets;
- 1,110 m² for waiting areas;
- 2046 m² for shops and commercial activities;
- 140 m² for ticket offices;
- 160 m² for offices;
- 117 m² for technical buildings;
- five docks with facilities.

Cost of the investment

The project, while complex and articulated, is estimated to cost € 9,000,000.

- The call for bids for the realisation of the project and for the management of the service will include a mechanism to identify proceeds to guarantee the amortisation of investments, with no compromise to the obligation of direct management of subsidiary activities as well. with explicit waiver of the provisions included in Article 45 bis of the Italian Navigation Code. This provision cannot be derogated, in order to guarantee conditions for the best service being offered, and for the elimination of criticalities in the management of communal station services. On 21 September 2011, the Supreme Council for Public Works expressed a favourable opinion on the realisation of the project. Preparations are currently under way for the call for bids in view of construction.

6. Protagonists of the Mediterranean. Interview with the Secretary General of the Naples Port Authority: Emilio Squillante

In this section of our newsletter we will kick off an important round of interviews with the most prominent figures of the Neapolitan port world, to discuss with them the main topics touched upon, and to hear their experiences, tangible ideas, and specific proposals. This is an excellent way of gaining first-hand knowledge of the activities, issues, and potentials of an infrastructure that is strategic not only for the city and for the Campania region, but also for Italy as whole. We have decided to start the series with the authoritative contribution of Emilio Squillante, Secretary General of the Naples Port Authority, a structure he knows very well as he has held management responsibilities within it for over a decade, and is therefore in the position to offer a well-informed description of the Authority, which – for the wealth and employment it generates – represents one of the most important productive segments in the region and in the country in terms of added value.

We have come to the end of 2011, a year that has marked a recovery after a sharp slowdown in maritime transport due to the crisis. How has the Naples port reacted? Could you draw a balance of its activities?

The port of Naples boasts a privileged geographical position in the Mediterranean, both for traffic flows – cruise business, container traffic, and goods in general – and for naval repairs. The main strength of the port of Naples is its very multi-functionality, which allows it to successfully take on even unfavourable economic phases such as the one seen over recent years, that has also involved the maritime sector. In these difficult years, marred by declining traffic flows in the most important ports of Italy and the world, the port of Naples has managed to keep up positive traffic growth. What's more, this has been true in all the main segments: container traffic (around 550k TEU containers handled in 2010), passenger traffic (around 8 million cruise-goers and passengers headed for the major and minor isles), and the naval repair and shipbuilding industry, which directly and indirectly employs over two thousand people.



The Secretary General, Emilio Squillante. Source: Naples Port Authority

Having made the clear the importance of multi-functionality, what are the most important projects that lie ahead in the future of the port of Naples?

The port's development lines will involve all its activities, from container transit to the highways of the sea, from leisure sailing to shipbuilding: a series of important projects are about to be launched in strategic sectors for the Neapolitan port. Many bureaucratic requirements, essential for the approval of the projects, have been met, and more importantly agreements have been reached at the institutional level to proceed with works as complex as those planned. The port of Naples intends to reassert its multi-functionality and its ability to plan the future in such a way as to respond to the requirements of the market and to the expectations of the industry. As regards container traffic, the port of Naples is already one of the main points of entry for commercial traffic (around 70% of the total) of all kinds (electric components, finished electronic products, toys, ceramics, corsetry, semi-finished products, clothing, etc.), arriving from the Far East. From here, products of the Campania region (pasta and food products account for a 65% share, plus furniture and finished products in general) mostly depart for the markets of Central and North America (around 65% of total exports). The rest is addressed to Latin America and Africa. This latter market is growing at a fast pace: in the first nine months of 2011, container traffic added up to around 390.000 TEUs. The due projects which represent the port's strengths in this segment are the dredging of the port and the Eastern Harbour (Darsena di Levante). The Ministry of the Environment's recent authorisation decree allowed the launching of the tender for the emergency dredging of a part of the port seabed: around 70k cubic metres of sediments, formed by the movement of the propellers of ship and port tugs, will be dredged from some operational areas of the port near the Conateco terminal. The dredging of the bed is of primary importance for the port of Naples: putting the Neapolitan port in the condition of also allowing the docking of large container ships will give it significant competitive edge over the other ports of Italy and of the Mediterranean. For this very reason, the Naples Port Authority has started to promote the port with international operators, with the aim of advertising its potential in terms of infrastructures and services. This activity carried out by the Authority, and aimed primarily at increasing the port's trustworthiness, has proven important at a time when the port of Naples was disappearing from commercial traffic routes, to the advantage of Northern European and Mediterranean ports. The dredging of the beds by the end of February 2012 will allow access to new generation container ships, of up to 9,000 TEU,s which require a depth of 14.5 metres.

As regards the harbour, the area has recently been handed over to the company that has won the tender, therefore it is not reasonable to expect it to be operational for another our years. Once completed, it will allow raise the port's capacity to one million TEUs. The works, estimated to cost around 400 million euros, will endow the port of Naples with a 250k square metre container terminal, capable of handling over one million container TEUs. The work will be carried out in project financing, with the Naples Port Authority taking responsibility for 180 million euros, and 220 million euros made available by Conateco, a company fifty-fifty owned by COSCO and MSC.

The condition to which the functioning of the harbour is subject is that 50% of the containers handled must be transported by rail. This is an aspect that will have to be taken on in time, as the company that currently manages the rail system inside the port, in charge of transferring containers to the Napoli Traccia junction, is Serfer, that is about to be put into liquidation. The company's major shareholder is the Ferrovie dello Stato Group, that has decided to pursue a growth strategy more focused on passengers. The Port Authority is working together with the institutions to find an institutional entity to replace Ferrovie dello Stato.

In addition to the problem tightly bound to rail interconnection with the port of Naples, another negative aspect should also be taken into account, that is the lack of an intermediate platform between the port and the inter-port. What counts for the economy and employment of a port and of the territory it belongs to, is not so much performance in terms number of TEUs loaded or unloaded, but rather their processing. At present, Naples does not have a logistics platform to which the containers can be moved for processing before their transfer to inter-ports, that would free up wharfs very rapidly. Also, further time is needed to carry out all the controls of various nature that must be carried out by law in our country. A port's capacity to attract cargo is proportional to the functioning of the logistics platform it can rely on. The Port Authority, therefore, hopes that new areas bordering with the port, currently property of the City Council, may be

acquired, in order to meet the main need of international operators, which is not necessarily speed, but the reliability of timelines: this is the service the port must offer to ship-owners.

The port of Naples is also betting heavily on the “highways of the sea”, the cargo and passenger connection system with the Italian isles (Sicily, Sardinia, Corsica, and the minor archipelagos), with the other major Italian ports, and with the main port cities of the Mediterranean countries (North Africa, Spain, and France). This connection system carried around 710,000 passengers in 2010, and handled around 3,750,000 tonnes of cargo.

The port of Naples’ performance remains good also in the segment of other goods.

Shipbuilding, a historical industry in Naples, is one of the port’s main activities. The Port Authority is well aware of the need to adapt existing infrastructures, and is drawing up plans to this end.

Tourist traffic, alongside container traffic, represents another essential component of the Neapolitan port economy. This sector has experienced ongoing growth in recent years, positioning the port of Naples high up in the Mediterranean ranking in terms of cruise traffic, and in the top positions in Italy in terms of traffic along the highways of the sea. Data for 2010 confirm that the port of Naples holds a solid third place in Italy in the cruise sector (1,140,000 cruise-goers). However, on this front it should be said that the economic and social fallout on the city should be maximised, especially with regards to cruise traffic, all too often simply channelled to other tourist destinations in the region.

What place does the waterfront redevelopment project occupy within the context of the planned works?

The project is an important and attractive one: to transform the port, making it an integral part of the city, a meeting place for leisure activities, but without interfering with logistics and commercial activities. Not only cruises for the port of Naples, which aims to achieve excellence in all sectors of port activity. Unfortunately, the choices made over time by the Port Authority to redevelop the port waterfront, which is the part of the city in contact with the sea, still haven’t reaped their effects, due to resistances; in other words, a weakness of the project is that there is great interest in taking part in the initiatives, but it is difficult to understand who intends to invest. The Port Authority, the Province, and the City Council, had decided to establish an ad hoc company for the redevelopment and the transformation of the waterfront: proof of the fact that they intended to afford a high profile to the project. However, this has not yet been possible due to the lengthy procedural and bureaucratic processes, and jurisdiction disputes, therefore the projects drawn up by Nausicaa, now in liquidation, have been acquired by the Port Authority, that will carry them forwards.

As the tourist area of the port of Naples is in the centre of the city, the aim is to proceed by stages, also considering that work on the waterfront will take place on an operating area that will not allow for interruptions. The first intervention will be on the Beverello dock, a very important area for the extremely large number of people that access it every year to board the fast departing for the islands of Capri, Ischia, and Procida.

The limit of this project is that it does not consider the San Vincenzo dock, as it concerns all the area from the Beverello dock to the Immacolatella. This would have allowed the creation of a maritime station aligned with the city and the port of Naples. The main problem marring the waterfront redevelopment project as a whole, are the delays due to bureaucratic restrictions and to the disputes between parties willing to be involved in the initiative. Also, this project, together with others, for which 250 million euros in financing have been obtained from the Region, must obviously be integrated into the new Port Town Planning Scheme, and must then be approved. A further problem are the delays in the approval of the major planning tools, that do not allow the realisation of the works in a reasonable period of time. The Town Planning Scheme also extends to the Port of Castellammare di Stabia, which is notoriously under the jurisdiction of the region, and for its location close to Pompei and to the Sorrento coast, represents an important area of development for cruise traffic.

Are there sufficient financial resources to realise these projects?

The European Commission has declared the admissibility of the principle guidelines presented by the Campania Region a few months ago for the extension of the port, and has therefore decided to finance the works through Por Fesr funds. The EU’s financing is by no means irrelevant: a hefty 667 million euros, distributed over different courses of action.

First of all, 240 million will be spent on logistics, reclamation, and on sewage system. A further tranche of around 330 million will be used for construction of the railway link, and 95 million for the extension of the existing rail line. All these actions are undoubtedly strategic for the full functionality of an infrastructure that aims to be an important point of reference not only for Southern Italy, but also and above all for the Mediterranean.



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