

PORT NETWORK AUTHORITY OF THE NORTH TYRRHENIAN SEA

LIVORNO

PIOMBINO

PORTOFERRAIO



**Port Network Authority of the
North Tyrrhenian Sea**

Ports of Livorno – Piombino – Portoferraio – Rio Marina – Cavo – Capraia Island

THE PORTS OF THE NORTH TYRRHENIAN SEA



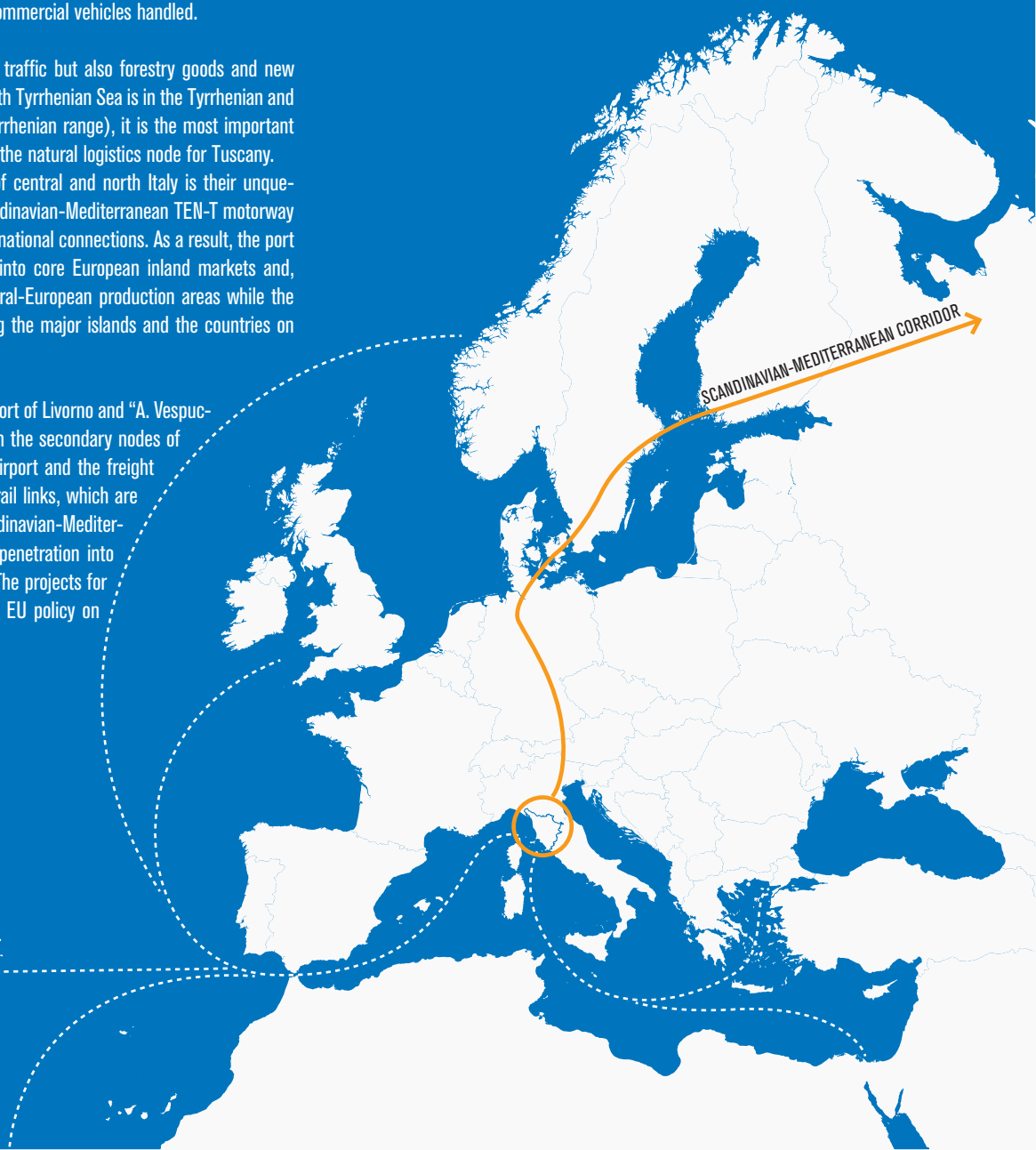
The ports of the Northern Tyrrhenian Sea – Livorno, Piombino, Portoferraio, Rio Marina, Cavo and Capraia Island – comprise one of the largest systems of Italian ports for the total traffic handled with over 42 million tonnes of goods and 9 million passengers every year. This particular network of six ports comprising the Port Network Authority of the North Tyrrhenian Sea, established after the passing of Legal Decree n. 169 of 4th August 2016, accounts for over 14% of various types of Italian Port traffic (Ro-Ro, Containers and General Cargo) and holds the national record for tonnage of vehicle traffic and number of commercial vehicles handled.

It is the leading node not only for vehicle traffic but also forestry goods and new cars. The Port Network Authority of the North Tyrrhenian Sea is in the Tyrrhenian and Ligurian seas (also known as the North Tyrrhenian range), it is the most important in Italy for traffic handled as well as being the natural logistics node for Tuscany. The ports' proximity to the rich markets of central and north Italy is their unquestionable strength, while being on the Scandinavian-Mediterranean TEN-T motorway guarantees prime trans-European and international connections. As a result, the port system has a twofold axis, one reaching into core European inland markets and, through north-eastern Italy, into new Central-European production areas while the other is more Euro-Mediterranean reaching the major islands and the countries on the sea's southern shores.

The network's most important nodes (the Port of Livorno and "A. Vespucci" freight village), are well connected with the secondary nodes of the network; the Port of Piombino, Pisa Airport and the freight village of Prato, being on direct road and rail links, which are on the Pisa-Florence portion of the Scandinavian-Mediterranean corridor, with a high capacity for penetration into the markets of Central and North Europe. The projects for the Port of Piombino are fully in line with EU policy on

networks and transportation, being amplified to embrace the EC's Action Steel Plan, aimed at making the European steel industry more competitive and sustainable and fulfilling EU regulation n. 1257/2013 on ship recycling.

All development of the ports on the North Tyrrhenian Sea is done with a view to extending the plans and reaching the objectives for rail and port connectivity with the hinterland. In this way enhancing the logistics port cluster of the North Tyrrhenian Sea and Tuscany.





CONTAINERS

The Terminal Darsena Toscana, the port's most important container terminal, handles over 75% of all containers coming through Livorno. It covers over 400,000 m2, has 1.5 km of wharfs, a rail terminal, refer stands, P.I.F. and visitor areas, lighthouse towers, 8 of the latest generation portainers, 14 transtainers and a large array of lifting equipment. Containers are also handled in other areas of the port, such as the Terminal Lorenzini, equipped with about 90,000 m2 of storage area, electrical sockets, wheeled cranes and lifting equipment, a press for decommissioned containers, P.I.F. and visitor areas. There are many other areas where TEUs are handled, one such being the Terminal Porto Commerciale.



FOREST GOODS

As the main port for forestry products, mainly used in the Tuscan and national paper mills, Livorno handles 1.5 million tonnes of this cargo in break-bulk alone (pulp, kraft paper in rolls and timber). The terminals mainly involved in this sector are Terminal C.I.L.P., Terminal Neri and Terminal Tozzi. Part of the forestry goods area also dealt with in the Terminal Silos and Magazzini del Tirreno areas.



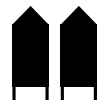
NEW CARS

Thanks to large areas available for these types of products in and behind the port, Livorno is a point of reference in the shipment of vehicles for international producers, receivers and shipping lines. Over 600,000 new vehicles pass through the port every year, 80% of which are discharged and parked in these storage areas and in different locations in and around the port confines. Many cars go to the nearby freight village "A. Vespucci" in Guasticce or the Autopark "Il Faldo", where preparations are also made to put the vehicles onto the market.



VARIOUS GOODS

Livorno was established and developed as a multifunctional port, providing warehouse space and modern mechanical equipment combined with expert personnel for the loading and unloading of a huge range of goods. Piombino's expertise is closely connected to the industrial sector and particularly steel works, occupying the north area of the port that feeds and services the town's steelworks via the ILVA pier.



FOODSTUFFS

Livorno has temperature controlled warehouses and numerous systems with electrical sockets for refrigerated goods. The Livorno Reefer Terminal has a large modern 11,000 m2 warehouse with the latest generation facilities. When fully operation it can accommodate 300,000 tonnes of fresh and refrigerated produce.



MOTORWAYS OF THE SEA: RO-RO & RO-PAX

Livorno is one of Italy's leading ports for Ro-Ro and Ro-Pax traffic, endorsing its status as one of the top ports on the Motorways of the Sea and for Short Sea Shipping. Vehicles are the main type of good handled by the port of Livorno, being over 40% of the cargo that passes through docks.

The leading operators in this sector of the Motorways of the sea are LTM, Sintermar, SDT. This traffic numbers over 400,000 vehicles, with and without drivers, if you were to stretch out all the vehicles passing through the port of Livorno in a line, it would be over 5 million metres long.

There are direct routes, many of which with several daily departures, for Sardinia (Olbia, Golfo Aranci and Cagliari), Corsica (Bastia), Tunisia and Morocco, Spain, Sicily and Capraia that are destinations for leading ferry lines in this sector: Moby S.p.A., Grimaldi Group Napoli, Tirrenia, Corsica and Sardina Ferries.

Ro-Ro & Ro-Pax are also the main type of traffic for the port of Piombino, that is of fundamental importance for the islands on the Tuscan Archipelago, as they require Ro-Ro/Pax ships for goods and passengers and Ro-Ro for all goods transported in trailers and trucks. The routes from Piombino to Sardinia and Corsica ensure the constant supplies needed by these islands.



SOLID AND LIQUID BULK

Livorno is the port of reference for solid bulk destined to plants producing materials in ceramics.

Over 700,000 tonnes of bulk cargo are handled every year. This includes: cereals, minerals, sand and clay, manure and fertilisers. The terminal that deals with most bulk cargo is T.C.O.. Other specialist terminals for solid bulk are Grandi Molini Italiani e Silos and Magazzini del Tirreno.

Livorno is also an important port for petroleum products given the proximity of the ENI refinery. The Darsena Petroli and part of the Canale Industriale are designated for ships carrying liquid products (petroleum derivatives and other products). The main operators in this sector are ENI, Costieri D'Alesio, Costiero Gas Livorno, Neri Depositi Costieri, Masol Biofuel, Solvay Solutions Italia, Depositi Costieri del Tirreno, Toscopetrol and Trinseo Italia.

Solid goods are another significant part of the traffic for the port of Piombino; associated with steel structures and other bulk items (galvanised and coated metal sheets, tubes and piping for sanitary and heating systems and for the petroleum industry). Such articles are made by companies owned by some of the world's leading multinationals, such as La Magona d'Italia S.p.A., the Arcelor-Mittal group and Tenaris Dalmine a subsidiary of the Techint. These companies have dedicated infrastructures and facilities: the T. Tabani and G. Perini piers, the two Magona wharfs as well as the Banchina Marinai d'Italia pier.



PASSENGER TRAFFIC

Today the Port of Livorno is also a major hub in the national and international passenger traffic scene both for ferries going the islands of Sardinia, Corsica, Sicily and Capraia, and as a transit point for the leading cruise lines of the world.

The passenger terminal is managed by the dedicated company Porto di Livorno 2000. Currently, the three passenger terminals cover 110,000 m². Two terminals are located near the Renaissance Porto Mediceo (Cruise Terminal Porto Mediceo and Ferry Terminal) and the other is at Calata Alto Fondale (Cruise Terminal Alto Fondale).

Nearly three million passengers pass through the port of Livorno every year, of these about 700,000 are cruise passengers.

Piombino has a long tradition as a ferry port with routes to Elba, Corsica and Sardinia. Its increase in passenger numbers is largely due to the popularity and development of Elba Island and the addition of interchange Ro-Ro with Sardinia. This medium sized port boasts a modern Ferry Terminal.

Recently cruise traffic has been added to that of ferries, with considerable increases in numbers, both at the Piombino Tuscany Terminal-G. Pecoraro Quay and Molo Alto Fondale in Portoferraio, the main Elban port.

About 6 million passengers transit to and from Piombino and the Elban ports administered by the Port Network Authority of the North Tyrrhenian Sea (Portoferraio, Rio Marina e Cavo), while passengers travelling on prestigious and latest generation cruise ships number over 30,000.

The only port on the small island of Capraia just handles passengers and supplies headed for the island and departing from Livorno.

PORT OF LIVORNO

LIVORNO: AT THE CENTER OF THE NORTH TYRRHENIAN SEA



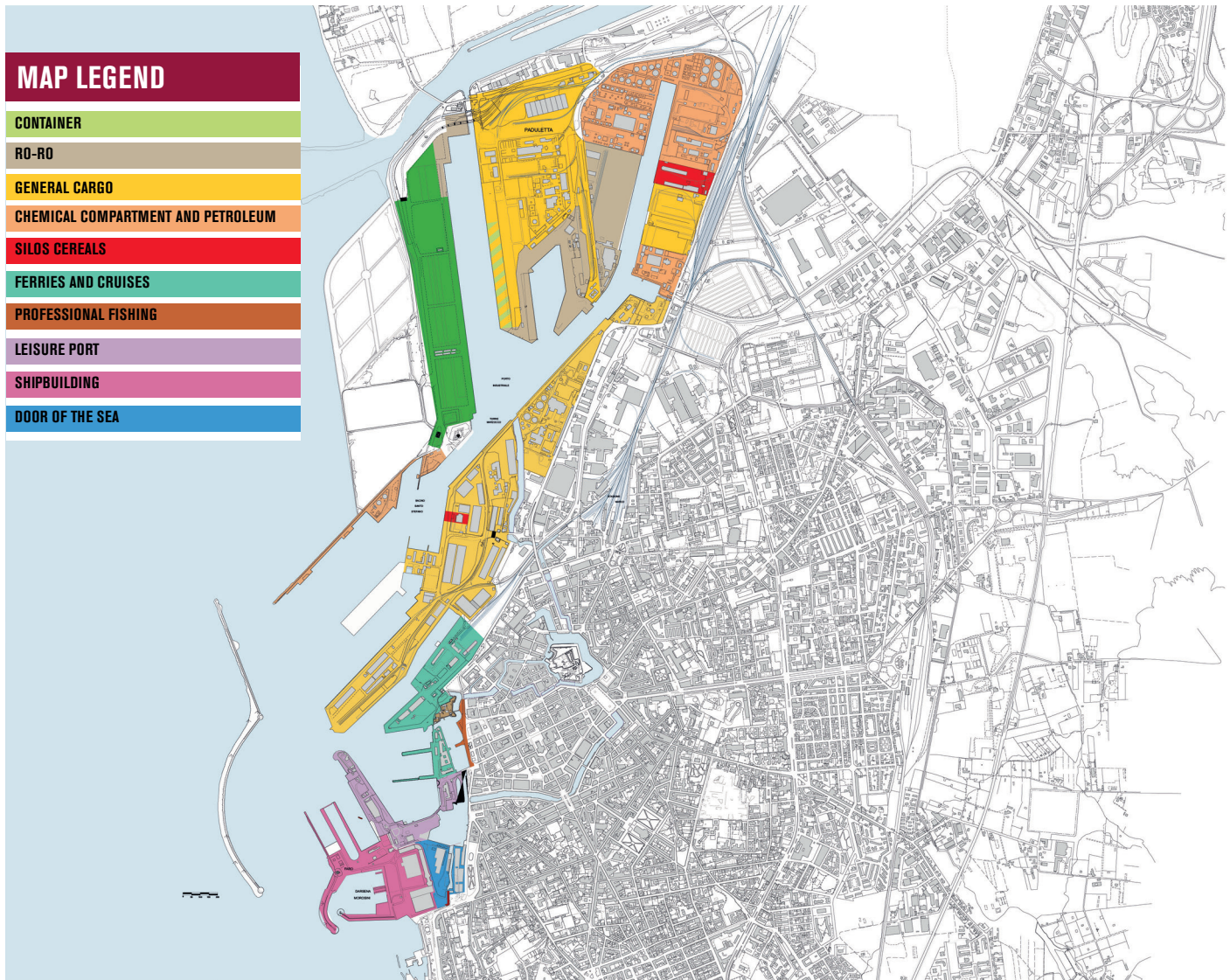
Livorno looks out onto the Tyrrhenian Sea, on the west coast of Italy. It is at 43° 33' North and 10° 18' East. Its geographical location at the centre of the western Mediterranean gives it great strategic value.

The EU Commission has included the Livorno in the Core Network of the European TEN-T infrastructures, as it is one of Italy's leading ports in terms of goods handled and has acquired a leading global profile due to its multi-function capabilities. The

port currently covers an area of over 2.5 million square metres has about 90 berths, 21 km of piers and a draught of up to 13 m.

Spring high tides are 0.46 m and neap tides 0.34 m.

The port boasts high tech systems and equipment, handling over 30 million tonnes of goods and more 3 million passengers (of whom 700 thousand are cruise passengers) every year.



INFRASTRUCTURES, WHARF AND MARITIME EQUIPMENT



2

2 floating dry docks:
"Mediterraneo" for ships of up to
180 metres and "Ercolino II" for
ships of up to 100 metres



1

1 Maritime station for ferries,
covering 3,600 square metres
with about 20,000 square metres
of parking



1

A cruise terminal (Porto Mediceo
- Medicean Port) of 3,600
sq.m. equipped with high-level
conveniences and the most
modern security measures with
9,500 square metres of parking



1

A cruise terminal (Alto Fondale)
covering 3,000 square metres
and 11,000 square metres of parking



10 Km of railway tracks Porto
Nuovo-Porto Vecchio
Electrified stretch of terminal
Darsena Toscana: 2.5 Km



8

Portainers



12

Mobile cranes of various types
and scope



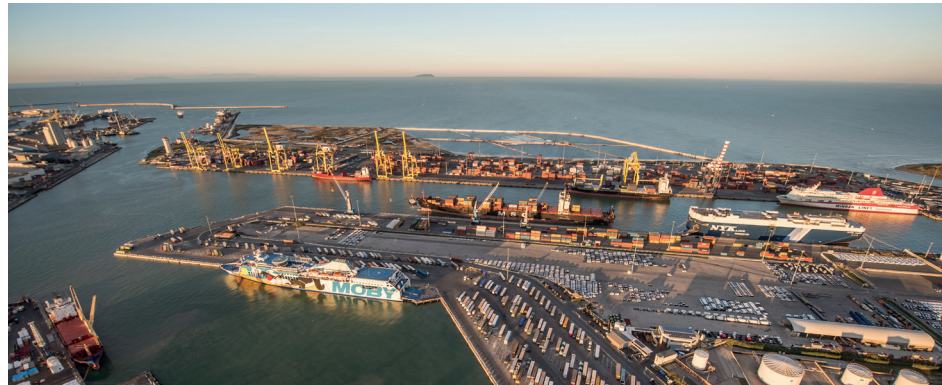
2

Cranes on Rails (Silos)



Numerous shipyards and
ship repairs for new vessels,
outfitting and maintenance

THE PORT IN NUMBERS



TOTAL QUAY DEVELOPMENT

21.000 Total length of
piers

2.300 for container traffic
METRES OF PIERS


2.000 for RO-RO traffic
METRES OF PIERS

TECHNICAL-NAUTICAL SERVICES

10 RINA certified tugs with FiFi-1 firefighting capabilities and twin azimuth thrusters generating between 2,100 and 7,000 Bhp

The port also has floating cranes, in particular, the 1,000 tonne ITALIA, barges and other tugs for: salvage services, coastal work, recovery, anti-pollution, lifting pre-formed structures at sea and for the construction of breakwaters and piers

Pilots are linesmen are available 24/7, 365 days a year, as are bunkering services.



PORT NETWORK AUTHORITY OF THE NORTH TYRRHENIAN SEA: THE LOGISTICS PLATFORM FOR CENTRAL AND NORTHERN ITALY

Increases in traffic, large-scale projects and inland connections have all strengthened the notion of an integrated logistics platform for Tuscany that sees port areas, the freight village, the car storage area, rail terminals and the international airports of Pisa and Florence as a single integrated system.

The Port Network Authority of the North Tyrrhenian Sea is aiming to consolidate its principal logistics assets thereby extending its role as a promoter and player in memoranda of understanding and coordination to cater for the main drivers of domestic and international trade.

While the logistic hubs of Pisa, Livorno and Collesalvetti, provide the means for increasing the offer of integrated logistics services, the agreements that the Port Network Authority of the North Tyrrhenian Sea has brokered with the freight villages of Padua and Bologna aim to extend new lines of development of a port network that aims to establish itself at the centre of Europe. Today Livorno and Padua use the same computer platform to facilitate and optimise intermodal, rail-sea, transportation and efficiently supply the requisite transportation documentation for the cargos. Moreover, operational and cooperation agreements with the Bologna freight village promote container and non-container intermodal traffic in these regions' respective spheres of influence. At the same time, the Port of Piombino, with its large areas around the port, offers great potential for development with the prospect of it becoming a logistics platform for central and northern Italy.

THE TUSCAN FREIGHT VILLAGE "A. VESPUCCI" AND "IL FALDO" CAR STORAGE PARK

The Tuscan freight village "A. Vespucci" and "Il Faldo" car park play a fundamental role in freeing up the port area from congestion and have huge potential as a perfectly placed logistics hub for Italian and International markets.

The village is over 2,000,000 m² with specialist warehouses and rail terminals. They are just a few kilometres from the port and centrally located on the Tuscan network in a strategic position thanks to the immediate access to national and international roads. The "A. Vespucci" freight village feeds a range of nearby Italian industries that have a global market; leather, paper mills, marble and stone, chemical and foodstuffs.

The "Il Faldo" vehicle storage area also occupies a strategic position between the port and the hinterland acting as a lung to take up the need for new cars, of which it can accommodate over 30,000 units, with charging and discharging operations being conducted very quickly and safely thanks to piers that are directly connected to these areas behind the port. The park also provides ancillary finishing services before the vehicles go onto the market.

PORT OF PIOMBINO

PIOMBINO: IN THE HEART OF TUSCANY

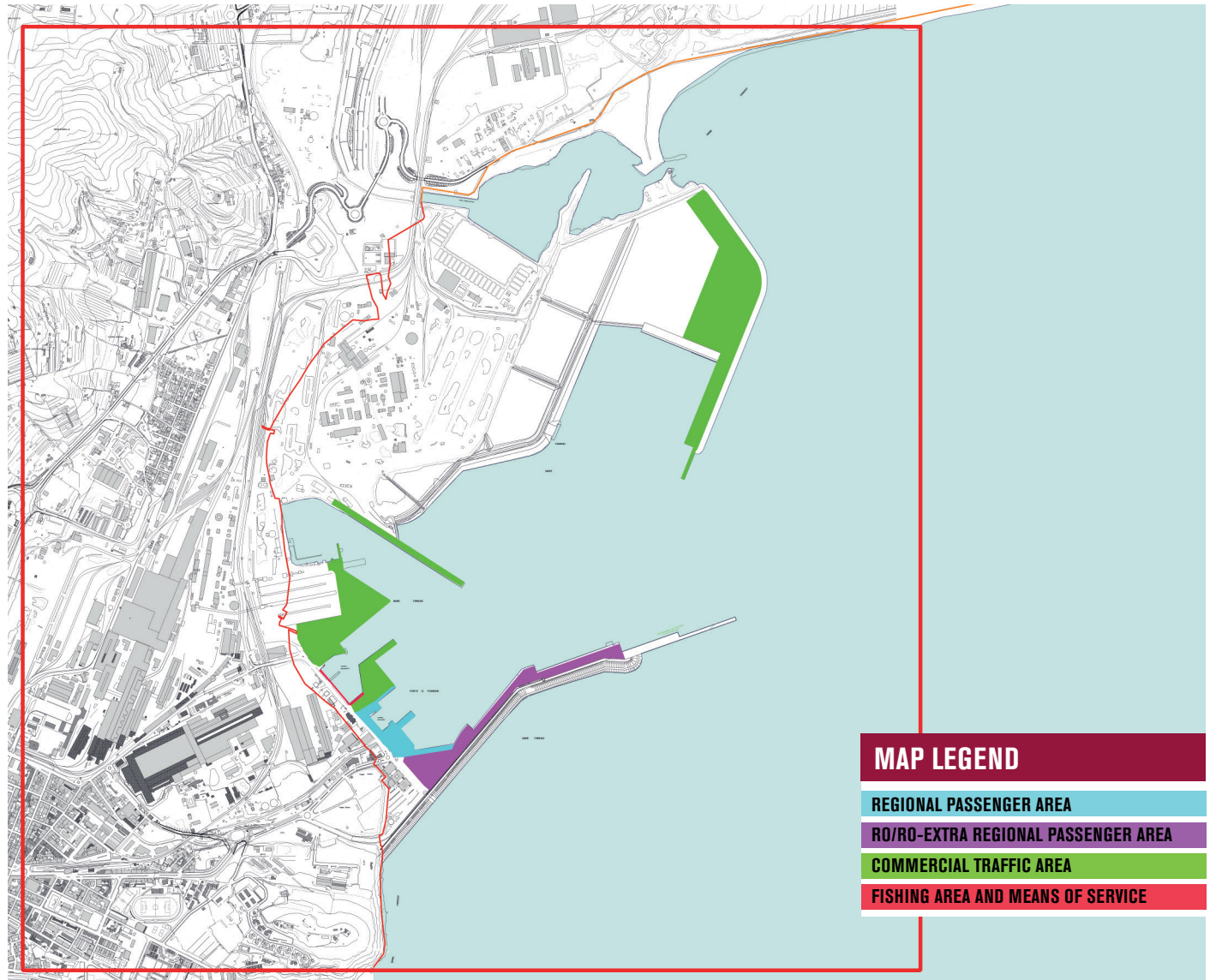


The region of Piombino has a long history of industrial and port work. The current operational layout of the port (located at 41° 55'N and 10° 33'E) has been traditionally tied to the metal industries that were established at the end of the 1800s and which grew throughout the subsequent century in the areas backing onto the port. However, metal and steel working really date back 2,700 years to the ancient Etruscan metropolis of Pipluna (Populonia), the only significant Etruscan city on

the coast. The valuable resources of iron, copper and silver in the nearby Colline Metallifere and Elba (Ilva) made the fortune of this settlement.

Today the port covers an area of 400,000 m² with about 3.5 km of piers and a draught of between 6 and 20 m.

Every year this port handles about 5 million tonnes of goods and over 3.3 million passengers (Ro-Ro and Ro-Pax for the ferry and cruise ships).



INFRASTRUCTURES, PIER AND MARITIME EQUIPMENT

1 passenger railway station
Goods are currently transferred to the various factories in the area via rail on dedicated internal networks measuring about 50 Km



1



1

Maritime station for ferries with approximately 30,000 m² of parking



Mobile cranes and one on tracks, with a capacity of 20/40 tons



THE PORT IN NUMBERS

TECHNICAL-NAUTICAL SERVICES

3 RINA certified tug boats, of which two with twin azimuth thrusters (2,100 to 7,000 BHP) and (FiFi-1) firefighting capabilities

Pilots and linesman are on call 24/7, 365 days a year

Bunkerage services (1 lighter)



PORTOFERRAIO PORT

PORTOFERRAIO: THE CENTER OF ELBA ISLAND

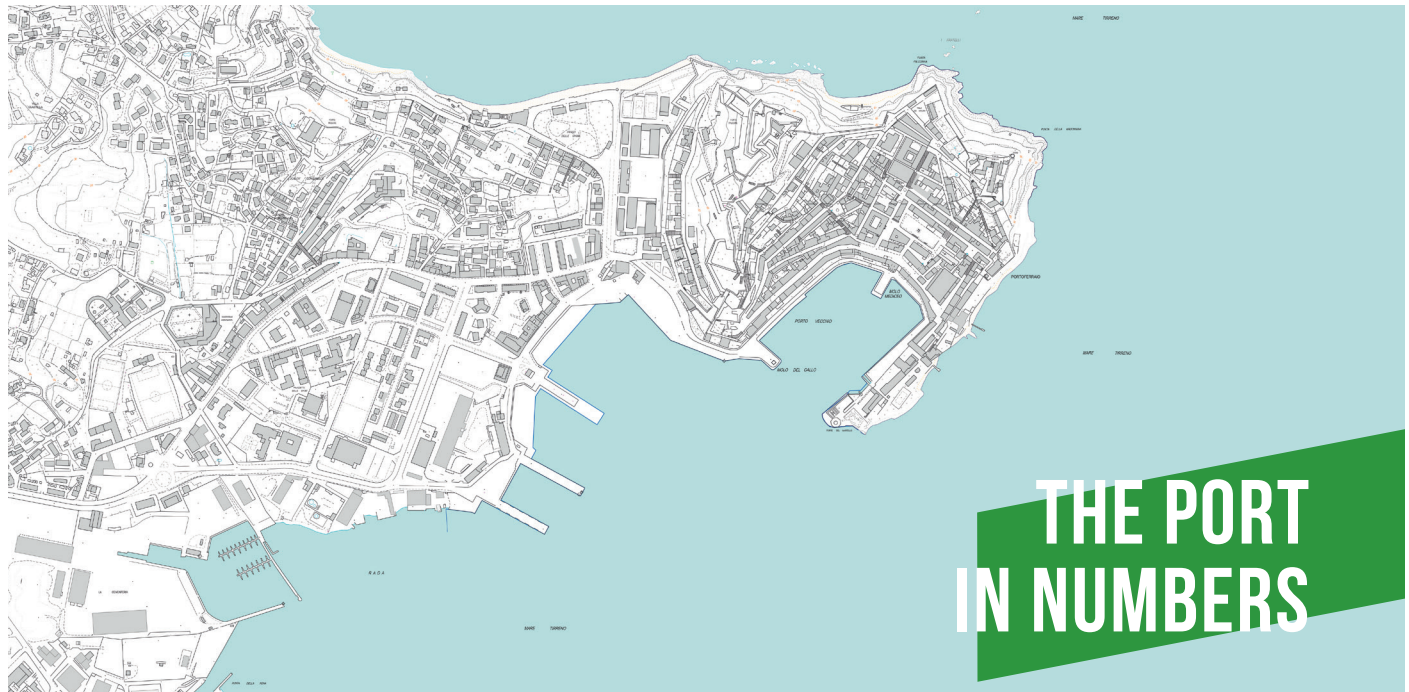


Portoferraio is the island's main port, on the northern coast, it is well-protected by a large bay of the same name and lies 6 miles south west of the promontory of Piombino on the mainland. Elba covers an area of 223.5 km² and has 147 km of coastline, it is the third largest of Italy's islands, after Sicily and Sardinia. The port of Portoferraio comprises two distinct areas, the port itself and a harbour mouth that is 2000 m wide offering shelter from bad weather. It is used by ferry traffic to and from Piombino, cruise traffic and pleasure craft. In addition to the Darsena Medicea docks, the marina for pleasure craft (with about 150 moorings), the port includes the Calata Depositi docks and Banchina Alto Fondale pier, that are the favoured

berthing areas for large ships and cruise traffic adjacent to the old city and with coach parking ship side.

Alto Fondale pier is connected to Calata Italia at the southernmost end of the port by a lengthy pier that runs without interruption. The Calata Italia is used by ferries that sail between the island and the mainland port of Piombino, this section of the port can also be used by cruise ships if the Alto Fondale is full.

Today the port area is over 50,000 m² with about 1.5 Km of piers having a draught ranging from -5 to -10 m.



INFRASTRUCTURES AND PIER EQUIPMENT

TECHNICAL-NAUTICAL SERVICES

Operational 24/7, 365 days a year for piloting and mooring services



1

Maritime station being planned with Piombino Municipality with a 10,000 m² embarkation waiting area, already partially existing



RIO MARINA

The port of Rio Marina is the island's second busiest for ferry traffic, after Portoferraio and has piers for both commercial vessels and pleasure craft. The port was originally built to service the iron mines on Elba and was used to ship nearly all the island's iron ore.

This bay is protected by an L-shaped breakwater, with piers that are 1 m above sea level, at the end of the harbour there is a small rocky island that is the foundation for a tower with a passenger waiting room at its base. A pier runs for 70 m from the cliffs, it has a slipway for putting boats into the water and a beach that is a natural consequence of the port silting up. The breakwater starts at the end of the beach and has berths for about 100 pleasure craft.

Today the port is only used by ferries to and from Piombino, these moor at the end of the 80 m long breakwater.

The port of Rio Marina covers an area of about 12,000 m² and has a draught of about 6 m.

There is a passenger salon with bar for light lunches and a seafront forecourt of about 1,500 m² for vehicles waiting to board. Piloting services are provided by Portoferraio pilots and linesman are on hand for mooring operations from the Elba Dockers and Boatmen Group (on call and operational 24/7, 365 days a year).



CAPRAIA ISLAND

The port of Capraia is in a reasonably well-sheltered bay on the island's north east coast. It comprises a series of inlets of variable depth between the Punta di Porto Vecchio [Tip of the Old Port] to the north and the Punta del Fanale [Lighthouse point] to the south east.

From 1873 to 1986 it was a prison island and the port was mainly used for commercial traffic that supplied the penal colony. After the prison was closed there was an increase in recreational yachting, which, combined with trawling, passenger traffic as well as the supply ships for the island's tourism industry leading to an increase in maritime traffic.

"Marina di Capraia" is managed by the company SO.PRO.TUR.. It uses 4 pontoon piers with a total of 103 berths. The east of the harbour has a buoy field for the mooring of pleasure craft.

There is also a 115 m pier with 3,750 m² embarkation area for passenger traffic.



CAVO

The port of Cavo comprises three piers that are mainly used for traffic with Piombino and for some commercial business. It has moorings for scheduled hydrofoil stops on the Piombino-Cavo-Portoferraio route and in summer months also welcomes ferries on the Piombino-Cavo line. In addition, it has about 200 berths for pleasure craft traffic. The open pier, measuring about 180m long and 12 m wide at its end, has a 20 m ramp for the mooring of ferries and a mooring on the opposite side for high-speed vessels

(hydrofoils)

The draught varies from 4.5 to 7m.

There is a passenger salon with bar for light lunches and a seafront forecourt of about 1,500 m² for vehicles waiting to board. Piloting services are provided by Portoferraio pilots and linesman are on hand for mooring operations from the Elba Dockers and Boatmen Group (on call and operational 24/7, 365 days a year).



An aerial photograph of the port and city of Livorno, Italy. The image shows a dense urban area with a grid-like street pattern, a large harbor with several piers and ships, and surrounding agricultural fields. A dark red diagonal overlay covers the top right portion of the image, containing the title text.

THE FUTURE OF LIVORNO

Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image © 2016 TerraMetrics

LIVORNO LOOKING TO THE FUTURE: THE EUROPE PLATFORM

3 km of new piers, an area of 2 million square metres and a draught of 18 m and a new channel capable of accommodating latest generation super ships. These are the vital statistics of the Europa docks, an expansion and redevelopment project laid out in the new Port Masterplan that was approved in March 2015, ensuring that Livorno continues to compete with ports of international stature.

The project will see investment of about 1 billion Euro and the construction of two large new terminals. There will be large areas and longer piers for container traffic (first phase: A), while infrastructures will be built in the second phase (second phase: B) dedicated to the Motorways of the Sea and other traffic that is important for the port of Livorno. Once completed, Livorno will be able to offer large spaces and cutting edge structures; for new and existing cargos.

In addition, activities that are currently carried out in the old port will be moved to the Europe Platform with considerable environmental benefits.





THE FUTURE OF PIOMBINO



THE PORT OF PIOMBINO AND ITS FUTURE

The P.R.P. (Masterplan) for Piombino received final approval in July 2013, it laid down the strategies for the development of the port. Subsequent planning documents and institutional protocols (D.L. n. 43 of 2013 and the APQ of 2014), aim to deal with the crisis hitting the leading steel plants by relaunching their financial and production capabilities along with the port of Piombino and the connecting infrastructures. The intention is to exploit the area's tradition of heavy industry through reorganisation, modernisation, conversion and diversification.

The new projects foresee the construction of piers with specialist areas and moorings for the decommissioning and refitting of ships, industrial logistics, bulk terminals for the commodity hinterland, terminals for steel products, a public port with state-owned, back-port areas having logistics specialisation etc. There will also be infrastructure works of an environmental nature for the construction of a North Dock and associated yard as well as the fitting of an area for industrial logistics. These are clearly defined plans that are rooted in the tradition and specialist expertise of the port of Piombino and will fit in neatly with the Tyrrhenian port system creating a special synergy with the nearby port of Livorno.



THE PORT/CITY INTERFACE

THE PORT/CITY INTERFACE

The organisation in charge of the management of Tuscany's main ports is placing particular attention on those areas to open up sea roads. One of the Port Network Authority of the North Tyrrhenian's objectives is to re-establish the balance between the port as an economic driver capable of updating its services and systems in an environmentally sustainable way. Another key objective is to remove obstacles by creating cultural organisations and open-door initiatives for the waterfront, thereby making it a point of focus. This is something the Port Network Authority of the North Tyrrhenian Sea hopes to achieve through a vigorous campaign of opening ports with a range of events to attract the local citizenry and visitors.

PORTO APERTO - OPEN PORT

With the PORTO APERTO programme the ports of the Port Network Authority of the North Tyrrhenian Sea are laying bare all their secrets to visitors; inaccessible areas, the leading players, the systems that govern the port as well as its colourful language and unique lifestyle, all things that give ports their character and permeate the city's and back-port areas. The programme involves guided tours, literary competitions, TV talk shows, not to mention cultural and leisure events for locals. PORTO APERTO aspires to entertain, arouse curiosity and citizens' desire to get to know their port better, however it also welcomes tourists inviting everyone to approach the port in a myriad of ways.

THE LIVORNO PORT CENTER

The Livorno Port Center was inaugurated in 2015 and is a meeting point between local citizens and the work that goes on in the port and logistics. It is housed in the Palazzina del Capitano, in the Old Fortress of Livorno, inside the port's Passenger Terminal.

The educational focus of the Livorno Port Center means that it is, first a foremost, a point of exchange and exploration for students. It welcomes school students, on a daily basis, to its multimedia exhibition centre and the old railway warehouse that contains a display of historical vessels; the navicello "Pilade", the motorboat "Marzocco" and "Teresa", trawler that has a long connection with the city's history and Livorno's Palio Marinaro. Not far away the motorvessel "Bruno Gregoretti" is moored at the port's Darsena Vecchia. The Port Center has an agreement with all the city's secondary schools whereby it also offers on-the-job training to students.

The Livorno Port Center is involved in international networking through its membership to the Port Center Network, a transnational association of exchange. It has signed the Missions Charter of a Port Center, drawn up by AIVP (Association Internationale Villes et Ports), following a ten point charter of challenges and objectives related to the history, social and economic importance of every city port.

THE FORTEZZA VECCHIA - OLD FORTRESS

Since 1st August 2013 the Port Network Authority of the North Tyrrhenian Sea has been responsible for the management of Livorno's Fortezza Vecchia, by virtue of the temporary concessions signed by the Agenzia del Demanio [Agency responsible for Government real estate] and the Chamber of Commerce, and Government bodies. The was wanted by leading local and regional political bodies and financial stakeholders. The initial concession has been extended for the period 2016-2020.

Thanks to essential and ordinary maintenance, recovery and restoration work the Fortezza has been made accessible and can be visited free of charge six days a week. The Fortress is a priceless example of Livorno's history, architecture and engineering, with its once abandoned areas being brought back to life; there are numerous places to explore: the North galleries, the Ferretti congress hall, courtyards, open spaces and walkways on its bastions.

In addition, the Port Network Authority of the North Tyrrhenian Sea promotes an all-embracing cultural programme that is continuously developing and hosts dozens of cultural events.

The aim is to increase appreciation and understanding of the waterfront, its unique characteristic of being both an urban and port area that, the Port Network Authority of the North Tyrrhenian Sea, hopes will be seen as a landmark of Livorno.



**Port Network Authority of the
North Tyrrhenian Sea**
Ports of Livorno – Piombino – Portoferraio – Rio Marina – Cavo – Capraia Island

Port Network Authority of the North Tyrrhenian Sea

Web: www.portaltotirreno.it

Email: adsp@pec.portaltotirreno.it

Scali Rosciano 6/7 – 57123 Livorno - Phone +39 0586 249411

Piombino Territorial office

Piazzale Premuda 6/a – 57025 Piombino (LI) - Phone +39 0565 229210

Email: adsp@pec.portaltotirreno.it