

INFRASTRUCTURE DEVELOPMENT & ECONOMIC GROWTH

Project for setting up of a free zone nearby the
Port of Civitavecchia



UNINDUSTRIA
UNIONE DEGLI INDUSTRIALI E DELLE IMPRESE
ROMA • FROSINONE • LATINA • RIETI • VITERBO

Roma, 12-11-2015

UNINDUSTRIA is the first local association of Confindustria considering territorial extension. It is the second one considering the number of companies members.



UNINDUSTRIA SYSTEM

8 Offices in Lazio:

- Rome
- Frosinone
- Latina
- Rieti
- Viterbo

and

- Civitavecchia
- Aprilia
- Cassino

3.500 Companies

19% Big Enterprises

81% SME

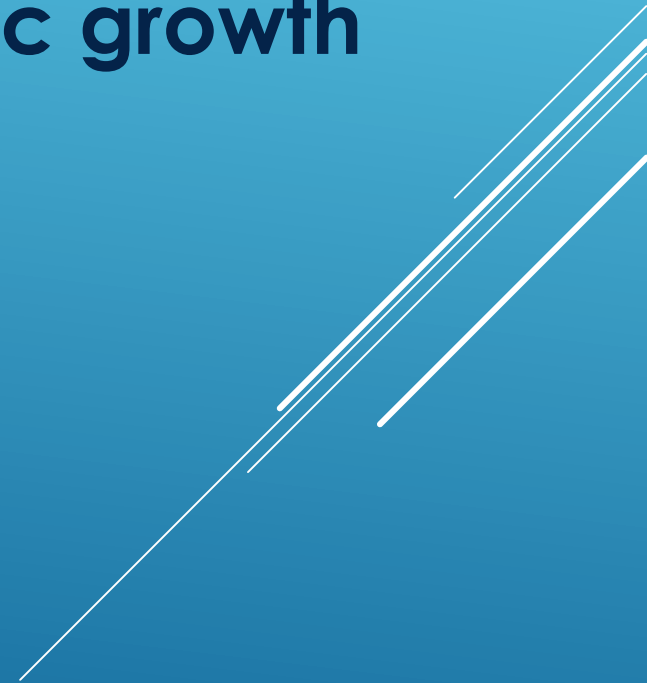
25 Sectorial sections

250.000 Employees

PROJECT OF INTEREST

Infrastructure development & economic growth

Setting up of a free zone nearby
the Port of Civitavecchia



- ▶ Free zones are special areas within the customs territory of the Community. Goods placed within these areas are free of import duties, VAT and other import charges.
- ▶ Free zone treatment applies to both non-Community and Community goods. Non-Community goods stored in the zone are considered as not yet imported to the Customs territory of the Community whereas certain Community goods stored in free zones can be considered as already exported.
- ▶ On importation, free zones are mainly for storage of non-Community goods until they are released for free circulation. No import declaration has to be lodged as long as the goods are stored in the free zone. Import and export declarations have only to be lodged when the goods leave the free zone. In addition, there may be special reliefs available in free zones from other taxes, excises or local duties. These will differ from one zone to another.
- ▶ The free zones are mainly a service for traders to facilitate trading procedures by allowing fewer customs formalities

ECONOMIC ADVANTAGES

- ▶ Physical control does not take place at entry and exit points but on the basis of stocktaking by the companies present in the area. This means that goods only become subject to the different incentives offered in the Free Zone when they are declared.
- ▶ Special benefits for activities which not involve Italian state.
- ▶ Attractor of foreign and domestic private investment.
- ▶ No time restriction on storage of goods.

WHY DID WE CHOOSE CIVITAVECCHIA?

- ▶ Civitavecchia is located in a very good geographical position relating to both Mediterranean sea and Italian territory, located behind the second national consumer market
- ▶ There are civil infrastructures (road, railway, highway) already completed or enhanced. – e.g. those are used by FCA to export ca. 150.000 cars overseas p.a.
- ▶ Sea bottom -18mt
- ▶ Is the only Italian port with large back areas
- ▶ There are efficient links to the intermodal freight in northern Italy
- ▶ A great numbers of terminals for containers and warehouses

- ▶ Civitavecchia's Port Authority, in accordance with Lazio Region Authorities and Italian Customs Agency has started the process for setting up a control type II free zone to be implemented in consequential operating steps. Some steps will be characterized by activities that could be carried out immediately giving in this way an impulse to the actual project. Other steps will be developed later in connection with important future projects for the growth of the area.
- ▶ In particular, these projects involve the consolidation of existing containers market shares and the future construction of a new terminal containers with the characteristics of a Hub port, thanks to Civitavecchia natural sea bottom (-18 meters required) and implementation of the service (ca 60 net hectares).

STEPS

- ▶ Step 1: the project aims to implement the opportunities related with cruise trade through development of areas nearby docks no. 24-27-28 as well as areas nearby the entrance to the port, through settlement of activities for handling on board equipment, duty free shops and exhibition areas.
- ▶ Step 2: we foresee an enlargement of the free zone areas (or a new one) for the establishment of productive and commercial activities, using spaces good for industrial development thanks to an existing agreement between Civitavecchia, Tarquinia and Allumiere municipalities'. And then those territories need to be connected to the hub through a railway which will be, also for this purposes, rearranged.

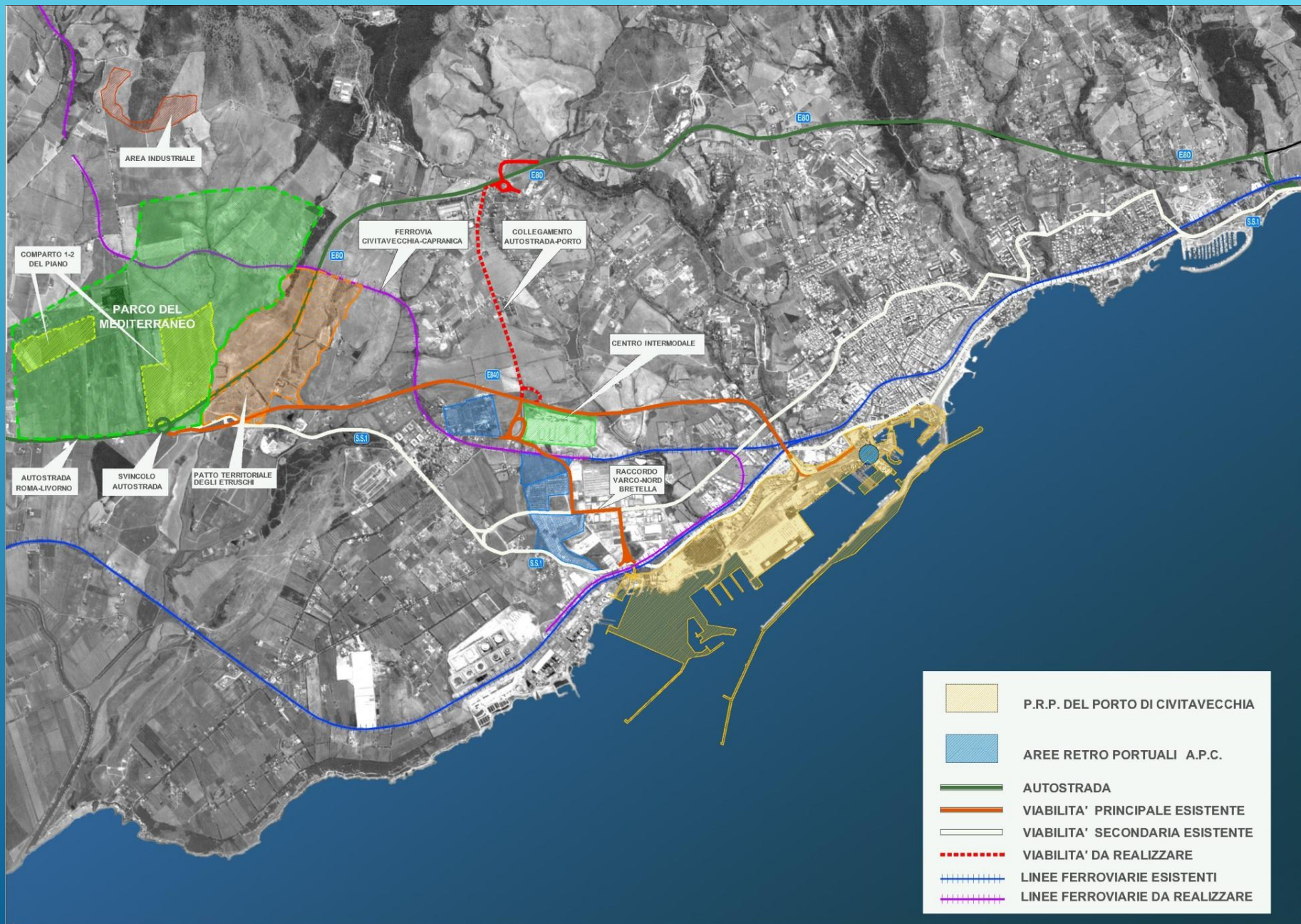


Legenda:

- CORRIDOI TRANSEUROPEI
- AUTOSTRADE DEL MARE
- NODI PRINCIPALI

Fonti:
Ministero delle infrastrutture e dei trasporti

TERRITORIAL ORGANIZATION OF THE PORT AND CONNECTIONS WITH BACK AREAS



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Thank you

