



Regione Siciliana

Regional Ministry of Infrastructure and Mobility
Regional Department of Infrastructure, Mobility and Transport
Service 1 – Passenger Road Transport. Regional Air and Maritime Transport

General report on the maritime services of the minor islands of Sicily

ANNEX A

Public service needs and network plan preparatory to the market test

Aeolian islands • Aegadian islands • Ustica • Pantelleria • Pelagie islands

High-speed craft, ro-ro and ro-pax services, and continuity of passenger transport and supplies

This report presents current services, mobility demand and the needs expressed by local communities; it compares scenario M0 with the M1 options and identifies the checks on vessels, berths and port facilities, and fare affordability required for the consultation with operators.

Contents and reading guide

Chapter	Content and purpose
1 - Legal and regulatory framework	European principles, ART regulation and the regional framework in Sicily.
2 - Current services in the areas covered	Network, service components, routes and seasons in scenario M0.
3 - Analysis of mobility demand	Traffic carried, seasonality, commuting demand, tourism and unmet needs.
4 - Stakeholder consultation	Contributions from operators and local communities, needs identified and resulting checks.
5 - Network plan and services identified	M0/M1 comparisons by area, service output, alternatives and market test.
6 - Vessel characteristics and capacity	Capacity planning by function, vessel availability and continuity plan.
7 - Availability of berths and port facilities	Access, capacity, vessel–berth compatibility and feasibility of new services.
8 - Users' willingness to pay	Comparison of regional and SNS services, users' choices, unified planning and any coordinated tender procedure, recurring travel and economic sustainability.

Appendices: A - Additional service output; B - Sources; C - M0 matrices; D - Clarifications on operating calendars and matrices.

Abbreviations: OD = origin-destination; MV = high-speed craft; NM = nautical miles; A/R = round trip; PSO = public service obligations; PEF = economic and financial plan; DAP = willingness to pay.

Purpose and scope of the report

This Annex A identifies and describes the public service needs of maritime connections serving the minor islands of Sicily. It provides the evidence base for the market consultation and links the operating programme to the future Report on the outcomes of the market test, the Report on Lots and any tender documentation.

The scope covers the five island systems of the Aeolian islands, the Aegadian islands, Ustica, Pantelleria and the Pelagie islands.

The dangerous goods component is treated as a specific function, to be assessed separately where constraints relating to safety, vessels, port facilities or cargo prevent its full integration with ordinary services.

This document has been prepared for the market test under Measure 2, point 4, of the Regulatory Act approved by Resolution No 22/2019. It therefore does not form part of any subsequent service award procedures. This annex makes the service needs to be met transparent, enabling operators to assess their willingness to operate the services and the conditions for doing so.

The consultation must establish whether all or part of the services can be operated on a free-market basis, whether horizontal obligations or less restrictive measures would suffice, or whether public service contracts with compensation are necessary.

The Competent Body identifies two differential scenarios: «reconfigured M1», designed to meet minimum needs by reallocating existing services, and «incremental M1», designed to meet all the requests identified and represented by the modules submitted to consultation. Consistently with the notice and questionnaire, «incremental M1» excludes suspended modules, additional port facilities still under assessment and services not yet defined. Both scenarios are submitted for market feedback.

For the purposes of the consultation, the scenarios are consistently designated «reconfigured M1» and «incremental M1», as in the notice and consultation document. «reconfigured M1» comprises scenario M0 together with the reallocation modules EO-R1, EO-R2, EO-R3, EG-R1, EG-R2, US-R1, PA-R1 and PE-R1. «incremental M1» comprises M0 together with the compatible reallocation modules and the incremental modules EO-M1, EG-M1, US-M1, PA-M1A and PE-M1A. Where reallocation and an increment are alternative solutions to the same need (EO-R1/EO-M1 and EG-R2/EG-M1), «incremental M1» includes the incremental module in place of the corresponding reallocation module. The suspended modules PA-M1B and PE-M1B form part of neither scenario and are not covered by the market test, without prejudice to any observations operators may nevertheless wish to submit.

The market test provided for in the notice and this document covers both service scenarios. The Competent Body seeks a full understanding of the potential market configuration and of shipping companies' responses, in order to identify the preferable scenario from the transport-planning, user-needs, economic-financial and public-finance standpoints.

Table 2 - Distinction between current services and proposed scenarios

Level	Subject matter	Use in the consultation
M0	Current operating programme reconstructed by OD, day and season	Comparison baseline, to be read alongside the actual timetables and operating calendar.
reconfigured M1	Changes to timetables and the distribution of services	Assess usefulness, sailings replaced and net change in service output.
incremental M1	New sailings or extension of the operating period	Assess residual demand, feasibility, incremental costs and revenues.
Final configuration	Services, lots and regulatory tools	To be defined following market feedback and consolidation of the evidence.

1 - Legal and regulatory framework

1.1 - European and national framework

Planning maritime connections to the minor islands must be considered within the framework of Regulation (EEC) No 3577/1992, which governs the freedom to provide maritime cabotage services within the European Union and permits the imposition of public service obligations where necessary to ensure adequate connections to the islands.

Commission Communication COM(2014) 232 clarifies that public service obligations must be necessary, proportionate and linked to genuine continuity needs.

At national level, the regulatory reference is the Regulatory Act approved by Resolution No 22/2019, as amended by Resolutions No 90/2024, No 177/2024 and No 59/2026.

As outlined above, this market test seeks to assess the potential market configuration for services meeting the mobility needs of the island territories, pursuant to Measure 2, point 4, of the Regulatory Act approved by Resolution No 22/2019.

The assessment must link mobility needs to the market test and to conditions of access to berths and port facilities before the award documentation is finalised.

Table 3 - Sequence of the assessment

Stage	Question to be assessed	Evidence to be made available
Definition of needs	Which journeys must be ensured?	OD routes, periods, time slots, frequencies, capacity and user categories.
Assessment of supply	What proportion of needs is, or could be, met by the market?	Services actually operated and operators' willingness to serve each segment.
Choice of intervention tool	Which intervention is necessary and proportionate?	Reasoned comparison of alternatives and residual needs.

References: Regulation (EEC) No 3577/1992, Article 4; COM(2014) 232; ART Resolution No 59/2026 and the consolidated text of Resolution No 22/2019. Links are provided in the reference list.

1.2 - Regional framework and planning criteria

Sicilian Regional Law No 12 of 9 August 2002 governs maritime connections to the minor islands of Sicily. The regional framework must be aligned with European cabotage principles and national regulation to substantiate the scope of services, award conditions and territorial continuity needs.

Territorial continuity concerns the practical usability of services for residents, students, workers, businesses, people accessing healthcare and tourism operators, as well as the ability to ensure freight transport and supplies throughout the year.

Table 4 - Principles to be applied

Criterion	Application to the Sicilian system
Focus on needs	Identify the activity enabled by the connection: work, education, healthcare, access to services and supplies.
Proportionality	Assess reallocation first, followed by any additional service output.
Competitive neutrality	Define verifiable services and capacity without automatically replicating the incumbent's fleet or service configuration.
Traceability	Link each M1 module to an identified issue, a source and a measurable check.
Programme consistency	Align operating calendars, itineraries, timetables, port facilities and primary and replacement vessels.

2 - Current services in the areas covered

2.1 - Territory and network of connections

Table 5 - Functional structure of the five areas

Area	Main routes and nodes	Role within the territory
Aeolian islands	Milazzo; Messina and Reggio Calabria; Palermo; island ports and inter-island connections	A complex network with services distributed between the larger islands and more peripheral ports.
Aegadian islands	Trapani - Favignana - Levanzo - Marettimo; Marsala – Favignana	Commuting and tourist travel; logistics and inter-island connections.
Ustica	Palermo – Ustica	Access to mainland services, supplies and return journeys at suitable times.
Pantelleria	Trapani – Pantelleria	Year-round logistical continuity and seasonal passenger access by high-speed craft.
Pelagie islands	Porto Empedocle - Linosa - Lampedusa; Lampedusa – Linosa	Connections to Sicily and inter-island continuity, including coordination with flights.

The current system combines services historically associated with different contracts and funding sources: State-funded or nationally significant services, supplementary regional services and operating programmes intended to cover time slots, seasons or routes not fully served.

The consultation considers the scope for bringing regional and State services within a unified planning framework. If the market test shows that public service contracts are necessary, a coordinated procedure, potentially divided into several lots, will also be considered, with justification in terms of cost-effectiveness and contestability.

The table describes the network nodes and does not imply that all routes are direct or operated in every season. Itineraries and frequencies are set out in Appendix C.

2.2 - Components of current services

High-speed craft play a key role in passenger mobility. They allow shorter journey times, several connections per day and same-day return journeys, but are also more sensitive to weather and sea conditions, vessel wear, crew availability and maintenance requirements.

The ro-ro/ro-pax component performs a distinct and irreplaceable function. It ensures continuity for vehicles, vans, heavy goods vehicles, ordinary freight and, where compatible, cargo subject to specific requirements. In island systems further offshore, such as Pantelleria and the Pelagie islands, vessel reliability directly affects prices, supplies, economic activity and access to essential goods.

Table 6 - Functions of high-speed craft and ship services

Component	Main function	Matters to be verified
High-speed craft	Passenger mobility for residents, students and workers, and access to healthcare and administrative services.	Service speed, reserve vessel availability, crew shifts, weather, summer capacity pressure and quality of connections.
Ro-ro/ro-pax	Transport of passengers, cars, motorcycles, vans, heavy goods vehicles and freight, and logistical continuity.	Vehicle capacity, lane metres, ramp compatibility, dangerous goods, overnight berthing and vessel reliability.
Dangerous goods	Essential supplies subject to safety constraints and specific authorisations.	Vessel–port compatibility, separation from passengers, operating calendar and Maritime Authority requirements.
Inter-island services	Accessibility within archipelagos and reduced isolation of the minor islands.	Connections, capacity and the risk of certain route segments being disadvantaged by multi-port services.

Scenario M0 should not be understood as fixing the existing configuration. It is the baseline against which to assess problems, duplication, timetable gaps, seasonal shortcomings, overlapping services and possible improvements. Each M1 proposal is therefore compared with M0 to establish whether rescheduling a sailing is sufficient or additional service output is required.

2.3 - Current services in the Aeolian area

The Aeolian network must preserve both the main Milazzo corridor and access to peripheral ports. Comparing seasons shows the services offered on each route; timetables are also needed to assess evening return journeys and connections.

Table 7 - M0 frequencies on representative Aeolian routes

Route A – B	Component and season	Weekly OD sailings A/B	Saturday A/B	Sunday A/B
Milazzo – Lipari	MV low season	85 / 92	11 / 12	13 / 14
Milazzo – Alicudi	MV low season	14 / 14	2 / 2	2 / 2
Milazzo – Stromboli	MV low season	23 / 23	3 / 3	4 / 4
Milazzo – Lipari	MV shoulder season	89 / 96	12 / 13	13 / 14
Milazzo – Alicudi	MV shoulder season	16 / 16	2 / 2	2 / 2
Milazzo – Stromboli	MV shoulder season	25 / 25	4 / 4	4 / 4
Milazzo – Lipari	MV high season	113 / 120	16 / 18	16 / 16
Milazzo – Alicudi	MV high season	21 / 17	3 / 3	3 / 2
Milazzo – Stromboli	MV high season	40 / 40	6 / 6	5 / 5

2.4 - Current services in the Aegadian area

Favignana is the node with the most intensive service, but the system assessment also covers Marettimo, Levanzo and the connection from Marsala. The usefulness of service frequency depends on its distribution throughout the day.

Table 8 - M0 frequencies on representative Aegadian routes

Route A – B	Component and season	Weekly OD sailings A/B	Saturday A/B	Sunday A/B
Trapani – Favignana	MV low/shoulder season	75 / 75	11 / 11	9 / 9
Trapani – Marettimo	MV low/shoulder season	28 / 28	4 / 4	4 / 4
Trapani – Favignana	MV high season	133 / 133	19 / 19	19 / 19
Trapani – Marettimo	MV high season	49 / 49	7 / 7	7 / 7
Trapani – Favignana	Ships low season	25 / 25	5 / 5	1 / 1
Trapani – Marettimo	Ships low season	8 / 8	1 / 1	1 / 1
Trapani – Favignana	Ships high season	31 / 31	5 / 5	3 / 3
Trapani – Marettimo	Ships high season	9 / 9	1 / 1	1 / 1

2.5 - Current services in the Ustica area

Continuity for Ustica depends on the connection to Palermo and the ability to ensure a return journey at a suitable time. High-speed craft and ships perform complementary functions, with ships ensuring vehicle transport and logistics.

Table 9 - M0 frequencies on representative Ustica routes

Route A – B	Component and season	Weekly OD sailings A/B	Saturday A/B	Sunday A/B
Palermo – Ustica	MV low season	14 / 14	2 / 2	2 / 2
Palermo – Ustica	MV shoulder season	21 / 21	3 / 3	3 / 3
Palermo – Ustica	MV June/September	28 / 28	4 / 4	4 / 4
Palermo – Ustica	MV July/August	28 / 28	4 / 4	4 / 4
Palermo – Ustica	Ships low season	7 / 7	1 / 1	1 / 1
Palermo – Ustica	Ships shoulder season	9 / 9	1 / 1	1 / 1
Palermo – Ustica	Ships high season	9 / 9	1 / 1	1 / 1

2.6 - Current services in the Pantelleria area

Scenario M0 already includes high-speed craft services in October. Ship services must be examined by individual day and direction; asymmetrical frequencies cannot be eliminated by substituting a daily average.

Table 10 - M0 frequencies on representative Pantelleria routes

Route A – B	Component and season	Weekly OD sailings A/B	Saturday A/B	Sunday A/B
Trapani – Pantelleria	MV June/September	7 / 7	1 / 1	1 / 1
Trapani – Pantelleria	MV October	7 / 7	1 / 1	1 / 1
Trapani – Pantelleria	MV November/May	0 / 0	0 / 0	0 / 0
Trapani – Pantelleria	Ships low season	9 / 9	0 / 1	1 / 0
Trapani – Pantelleria	Ships shoulder season	9 / 9	0 / 1	1 / 0
Trapani – Pantelleria	Ships high season	12 / 12	2 / 2	1 / 1

M0 matrix calculations: weekly totals are the sum of the seven daily values for each direction. They do not represent the number of actual fleet rotations. The remaining routes and exact dates are provided in Appendix C.

2.7 - Current services in the Pelagie area

The inter-island assessment must consider the combined contribution of the routes. The connection to Porto Empedocle, described in the full matrices, remains essential for vehicles, freight and access to Sicily.

Table 11 - M0 frequencies on representative Pelagie routes

Route A – B	Component and season	Weekly OD sailings A/B	Saturday A/B	Sunday A/B
Lampedusa – Linosa	MV low season	6 / 6	2 / 2	0 / 0
Lampedusa – Linosa	MV April/May and 16–31 October	10 / 10	2 / 2	0 / 0
Lampedusa – Linosa	MV 1–15 October	15 / 15	3 / 3	1 / 1
Lampedusa – Linosa	MV June/September	19 / 19	3 / 3	3 / 3
Lampedusa – Linosa	Ships low season	11 / 11	1 / 1	2 / 2
Lampedusa – Linosa	Ships shoulder season	11 / 11	1 / 1	1 / 1
Lampedusa – Linosa	Ships high season	11 / 11	1 / 1	1 / 1

M0 matrix calculations: weekly totals are the sum of the seven daily values for each direction. They do not represent the number of actual fleet rotations. The remaining routes and exact dates are provided in Appendix C.

2.8 - Reading the programme by day and season

Daily frequencies provide the first level of description of service supply. Assessing its usefulness requires distinguishing the two directions, reconstructing each sailing's itinerary and checking arrival at the final destination. A route served several times a day may still be unsuitable for work or education if all departures fall within unusable time slots.

M0 includes regional and MIT/SNS services. The matrices in Appendix C describe O-D frequencies. Reading guidance is provided in Appendix D. Chapter 8 links this supply to regional fare schedules and the SNS fare list of 7 September 2026.

Table 12 - Operating calendars and interpretation guidance

Area and component	M0 structure	Operational interpretation
Aeolian MV	Low season November–March; shoulder season April, May and October; high season June–September	Assess Saturdays, public holidays and access to peripheral ports separately.
Aeolian ships	Several operating calendars, C1 variants and a peak season	The dates in individual matrices take precedence over a general seasonal classification.
Aegadian MV and ships	MV: low/shoulder and high seasons; ships: low, shoulder and high seasons	The components have different operating calendars: their frequencies must not be added indiscriminately.
Ustica	Separate MV calendars for low season, shoulder season, June/September and July/August	Evening services must be assessed separately for each direction.
Pantelleria	High-speed craft June–October; ships by season	The extension to May falls under M1; October is already included in M0.
Pelagie islands	Separate MV calendars also apply to 1–15 and 16–31 October	Combine the two routes before identifying days without service.

3 - Analysis of mobility demand

3.1 - Method for analysing demand

Network capacity planning requires traffic carried, commuting, economic and tourism development, user preferences and potential demand to be considered together. Traffic carried measures recorded journeys; mobility needs also include journeys forgone, denied boardings and activities made impossible by timetables.

Table 13 - Components of the analysis

Component	Relevant information	Effect on planning
Traffic carried	Passengers, vehicles and freight by route, period and direction	Capacity, frequencies and peaks.
Commuting demand	Recurring journeys for work, education and healthcare	Arrivals at suitable times, return journeys and year-round reliability.
Economic and tourism demand	Tourist arrivals, overnight stays, length of stay and supplies	Seasonal pressure and needs during shoulder months.
Demand stated by users	Journey purposes, preferred times, journeys forgone and affordable cost	Identification of service shortcomings and assessment of alternatives.
Potential demand	Plausible additional demand and shifts between services	Development scenarios without double-counting passengers.

Available documentary sources include the demand analysis, minutes of operator meetings, submissions from associations and local communities, port call data sheets and consultation documents/questionnaires. These sources provide evidence for the assessment; requests from local communities or associations are not automatically adopted but classified as matters to be assessed.

3.2 - Passenger trends from 2022 to 2025

Traffic carried confirms the essential nature of the services. Between 2022 and 2025, total passengers increased from 3.45 million to 3.91 million, peaking in 2023, falling in 2024 and recovering in 2025. Trends vary between components: high-speed craft recorded stronger growth in 2023, a decline in 2024 and recovery in 2025; ro-ro services fluctuated less but remain indispensable for vehicle transport and logistics.

Table 14 - Historical series of total traffic carried

Year	High-speed craft	MV change	Ro-ro/ro-pax	Ro-ro change	Total	Total change
2022	2,526,844	-	918,912	-	3,445,756	-
2023	3,062,253	+21%	962,649	+5%	4,024,902	+17%
2024	2,828,447	-8%	894,027	-7%	3,722,474	-8%
2025	2,983,083	+5%	925,249	+3%	3,908,332	+5%

In 2025, the overall total was 3,908,332 passengers, approximately 5.0% higher than in 2024 and 13.4% higher than in 2022. This comparison covers the source’s overall scope: the network of the five island systems alone recorded 3,789,682 passengers in 2025, as clarified in the following table.

Growth in the total does not, on its own, establish that a sailing is at capacity or that additional demand exists in a particular time slot.

3.3 - Demand by island system in 2025

Table 15 - Passengers by area

Area	MV 2025	Ro-ro 2025	Area total	Assessment implication
Aeolian islands	1,537,972	489,073	2,027,045	The most complex system, with many islands and time slots, requiring rebalancing and reserve capacity.
Aegadian islands	1,182,393	200,574	1,382,967	High demand and increasing pressure on afternoon time slots and seasonal services.
Ustica	83,146	17,512	100,658	Lower volumes, but strong dependence on Palermo and on effective evening return journeys.
Pantelleria	17,505	39,295	56,800	A significant role for ships and a need to consider extending the high-speed craft season.
Pelagie islands	43,417	178,795	222,212	A strong ro-ro component and a need for Lampedusa–Linosa inter-island services.

Table 16 - Reconciliation of the overall total with the island scope

Scope in 2025	High-speed craft	Ro-ro and ro-pax	Total
Five island systems	2,864,433	925,249	3,789,682
Strait of Messina	118,650	—	118,650
Source's overall total	2,983,083	925,249	3,908,332

The Aeolian and Aegadian islands account for approximately 90.0% of passengers across the five areas. Ustica, Pantelleria and the Pelagie islands nevertheless require a specific assessment of essential service needs: low volumes do not measure the social cost of a day without a connection.

3.4 - Seasonality and pressure on services

Table 17 - Seasonal distribution of high-speed craft traffic

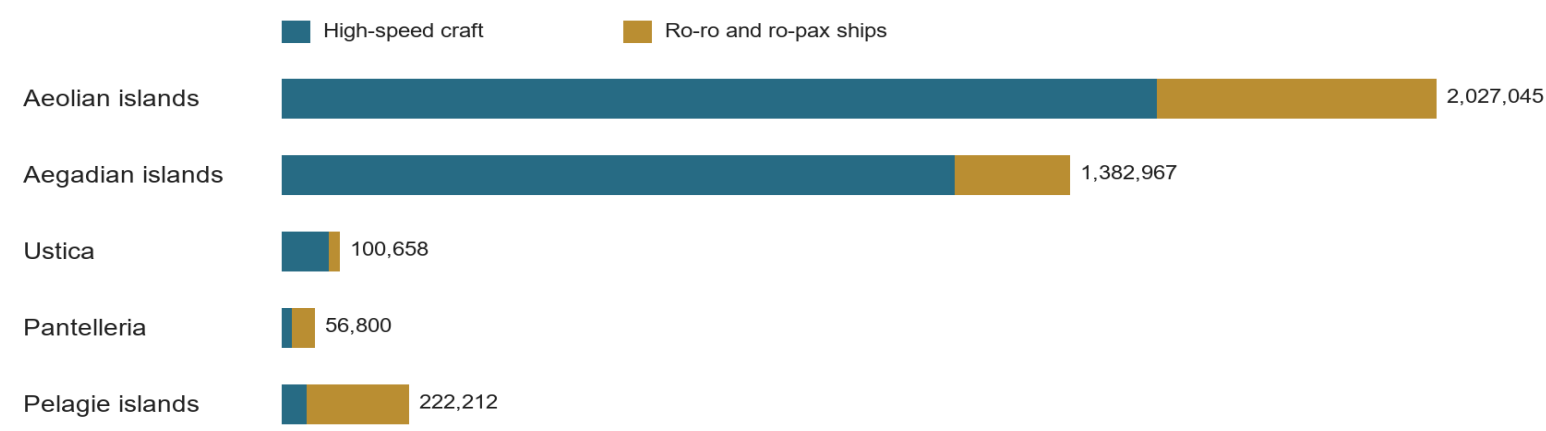
MV season	2022 share	2023 share	2024 share	2025 share	Interpretation
High season	63%	59%	60%	56%	Remains predominant, although its relative share is declining slightly.
Shoulder season	22%	22%	23%	22%	Stable and relevant to work, education and tourism before and after the main season.
Low season	15%	19%	17%	21%	Growing, indicating structural year-round demand.

Table 18 - Seasonality of ro-ro and ro-pax services in 2025

Ro-ro season in 2025	Passengers	Daily average	Implication
Low season	169,281	1,121	Ensure minimum continuity and essential freight transport.
Shoulder season	224,583	2,441	Avoid underestimating the shoulder months.
High season	197,061	3,284	Strengthen capacity and regularity.
Peak season	334,324	5,392	Plan capacity for peaks, vehicle boarding and berth management.

Structural needs persist in low season. For ships, peak season accounts for 334,324 passengers, approximately 36.1% of the annual total. This also requires vehicle and freight capacity to be checked, which cannot be inferred from passenger counts alone.

3.5 - Distribution of island demand



The chart shows 3,789,682 passengers across the five areas in 2025. Ships account for approximately 69.2% in Pantelleria and 80.5% in the Pelagie islands. The traffic mix confirms the need to assess high-speed craft and ship services separately.

3.6 - Changes in high-speed craft traffic by route

Table 19 - Comparison of 2024 and 2025 for the services listed

MV route/service	Contract	Passengers 2024	Passengers 2025	Change
EG_V_02	MIT	158,084	132,568	-16.1%
EG_V_03	MIT	244,533	213,493	-12.7%
EG_V_A_02	REG	294,471	343,000	+16.5%
EG_V_A_03	REG	273,942	293,976	+7.3%
EG_V_B_04	REG	186,761	199,356	+6.7%
EO_V_02	MIT	307,765	276,169	-10.3%
EO_V_03	MIT	209,130	184,766	-11.7%
EO_V_04	MIT	157,378	141,016	-10.4%
EO_V_A_02	REG	166,733	172,722	+3.6%
EO_V_A_02A/06	REG	192,001	207,577	+8.1%
EO_V_A_03/09	REG	181,509	197,676	+8.9%
EO_V_A_04/04A	REG	11,959	11,623	-2.8%
EO_V_B_06/10	REG	79,451	82,909	+4.4%
EO_V_B_07/02	REG	177,345	197,497	+11.4%
EO_V_B_08	REG	58,835	66,017	+12.2%
PA_V_01	REG	13,945	17,505	+25.5%
PE_V_05	REG	16,839	20,296	+20.5%
PE_V_06	REG	18,453	23,121	+25.3%
US_V_01	MIT	35,728	34,042	-4.7%
US_V_01	REG	43,585	49,104	+12.7%

3.7 - Changes in ship traffic by route

Table 20 - Comparison of 2024 and 2025 for ship services

Ro-ro route/service	Area	Passengers 2024	Passengers 2025	Change
C1	Aeolian islands	166,746	161,984	-2.9%
C2	Aeolian islands	83,642	90,998	+8.8%
C3	Aeolian islands	32,156	40,992	+27.5%
C4	Aeolian islands	69,535	76,858	+10.5%
C6	Aeolian islands	63,134	61,080	-3.3%
Supplementary services	Aeolian islands	63,636	57,161	-10.2%
D1 Palermo–Ustica	Ustica	14,441	14,201	-1.7%
Supplementary services	Ustica	3,742	3,311	-11.5%
D2	Aegadian islands	68,858	66,788	-3.0%
D3	Aegadian islands	103,273	95,782	-7.3%
Supplementary services	Aegadian islands	34,198	38,004	+11.1%
D4 Trapani–Pantelleria	Pantelleria	29,724	29,047	-2.3%
Supplementary services	Pantelleria	12,598	10,248	-18.7%
D5 Porto Empedocle–Pelagie islands	Pelagie islands	85,831	93,386	+8.8%
CTIM PE	Pelagie islands	62,513	85,409	+36.6%

3.8 - Vehicle and freight transport

Table 21 - Trends in ro-ro categories

Ro-ro category	2022	2023	2024	2025	Change 2025/2024
Passengers	918,912	962,649	894,027	925,249	+3%
Cars	173,454	160,376	152,922	157,113	+3%
Motorcycles	21,407	20,293	19,100	19,841	+4%
Vans	99,275	93,907	103,541	104,071	+1%
Heavy goods vehicles	83,466	72,620	76,081	73,509	-3%
Freight	39,591	34,589	39,946	33,015	-17%

Cars, vans, heavy goods vehicles and freight serve different functions. Vehicle numbers are not equivalent to the capacity occupied: vessel capacity planning also requires lane metres, weight, dimensions and cargo distribution.

Aggregate changes do not necessarily describe individual archipelagos. In 2025, heavy goods vehicles declined by approximately 3% overall, while local evidence from the Pelagie islands points to specific logistical pressure. These two levels must be analysed separately.

3.9 - Commuting and tourist demand

Commuting demand must be identified by the recurring nature and purpose of journeys. Use of a resident fare does not, on its own, establish commuting; similarly, a non-resident may use a service for work or care-related purposes. Planning must assess usable time at the destination and the availability of a return journey.

Table 23 - Demand assessed by journey purpose

Need	Variables to be examined	Application
Work and education	Days of attendance, start and finish times, transfer times	Arrival and return time slots compatible with the activity.
Healthcare and public services	Appointments, duration of the service and possibility of returning	Avoid overnight stays made necessary by the timetable.
Tourism	Monthly tourist arrivals and overnight stays, day visitors and length of stay	Distinguish daily peaks from demand associated with overnight stays.
Businesses and supplies	Delivery calendar and required capacity	Coordinate passenger transport and logistics without reducing essential capacity.

Tourist arrivals are not equivalent to maritime journeys: air transport, return journeys, day trips and inter-island travel must also be considered. Changes in tourism must be applied only to the relevant demand component, rather than automatically to total demand.

3.10 - Unmet demand and future scenarios

Estimating residual needs requires distinguishing new demand, redistribution between time slots and shifts between operators. Replacing a sailing with a more useful one may improve the service without increasing total passenger numbers; traffic growth on one route may result from users switching from a parallel service.

Table 24 - Assessment scenarios without assumed growth rates

Analytical scenario	Assumption to be verified	Use
Continuity	Baseline demand and operating calendar unchanged	Assess the ability to maintain the current level.
Reallocation	Users shift towards more useful time slots	Estimate the effect of R proposals without double-counting users.
Selective development	Additional demand for a specific OD route and season	Assess the M1 incremental modules.
Operational stress	Vessel unavailability or repeated cancellations	Measure restoration times and demand requiring alternative arrangements.

Table 25 - Indicators supplementing traffic carried

Indicator	Operational definition
Unserved demand	Boarding requests that cannot be met, distinguished from journeys voluntarily forgone.
Usable time ashore	Interval between arrival and return departure, excluding transfers and boarding time.
Coverage of needs	Days on which an outward-and-return combination suitable for the journey purpose is available.

4 - Stakeholder consultation

4.1 - Discussions with operators and local communities

Operator meetings on 23 and 24 June 2026 highlighted common issues: future integration of regional and ministerial services, limited resources, the need for technical specifications suited to weather and sea conditions, the importance of the economic and financial plan, contract duration, fares, lots, reserve capacity and vessel replacement. Operators also referred to difficulties in previous procedures and the need to standardise data.

Shipowners' associations emphasised the distinction between essential and commercial services, the need for balanced economic conditions, the effects of fuel costs and new environmental rules, the actual availability of replacement vessels and the appropriate definition of fleet requirements. These contributions inform the questionnaire but must be assessed in the light of the public interest and contestability.

Table 26 - Contributions received and their role in the assessment

Source/contribution	Main evidence	Use in the document
High-speed craft meeting 23/06/2026	Stable demand, Aegadian growth, service integration, duration, lots and vessel requirements.	Formulation of operator questions on MV, reserve capacity, fares and lots.
Ro-ro meeting 24/06/2026	Logistical role, costs, VAT, contract integration and lots by archipelago.	Further assessment of ships, freight, vehicles, PEF and operating risks.
Confitarma submission	Need for PEF, fares, ETS/FuelEU, reserve capacity, maintenance, fleet capacity and duration.	Technical/economic conditions to be requested in the consultation.
Trasporti Eoliani submission	Return journeys, minor islands, Aeolian–Naples services, restoration, intermodality, speed and reserve vessels.	Classification of Aeolian needs and questions on reallocation/increments.
Federalberghi/Confesercenti submissions	Needs across the Aeolian islands, Ustica, Aegadian islands, Pantelleria and Pelagie islands.	Area-specific assessment of seasons, fares, freight, flights and time slots.
Consultation questionnaire	Responses by OD, component, period, time slot, regulatory tool and sustainability.	Operational format for the feedback requested from the market.

4.2 - Local needs and cross-cutting issues

Local submissions report different issues in each area: evening continuity and inter-island connections in the Aeolian islands; afternoon time slots and seasonal capacity pressure in the Aegadian islands; the risk of isolation for Ustica; logistical and freight continuity for Pantelleria; and the Lampedusa–Linosa connection and compounded insularity in the Pelagie islands. Several contributions request coordination with trains, buses, airports and healthcare services.

This evidence does not automatically imply a decision to increase services. Annex A organises it so that the market can indicate which requests can be met through reallocation, which require additional nautical miles, which require dedicated reserve capacity and which depend on fare decisions.

Table 27 - Local needs and cross-cutting issues

Issue	Position expressed	Proposed treatment in the assessment
Historical demand	Avoid interpretations distorted by abnormal years or temporary reductions in supply.	Use 2022–2025 data, supplement with pre-pandemic data where available, and distinguish journeys made from journeys forgone.
Fares	Differences between regional and MIT services reported, with requests for targeted concessions.	Collect fare scenarios and estimate effects on revenues, users and PEF.
Fleet	Need for performance specifications and actual reserve vessel availability.	Request primary/replacement vessels, legal basis of availability, mobilisation times and port compatibility.
Maintenance	Effects on intensively operated routes, particularly during summer months.	Include scheduled maintenance windows and vessel rotations, with a continuity obligation.
Freight	Essential function for distant islands and sensitive/dangerous goods.	Distinguish passengers, vehicles, ordinary freight and goods subject to specific requirements.
Intermodality	Coordination with trains, buses, airports and healthcare services requested.	Define minimum connection windows and missed-connection indicators.
Quality	Requests concerning information, punctuality, cancellations and recovery services.	Provide a monitoring dashboard by route/season and improvement clauses.

5 - Network plan and services identified

5.1 - Network planning methodology

M0 reconstructs the current regional and MIT/SNS operating programme and provides the comparison baseline. The minimum level of satisfaction of needs submitted to consultation is identified in «reconfigured M1», as defined in the notice and questionnaire. Reconstruction of the existing configuration does not imply automatic confirmation of all its features.

Scenario M1 brings together the changes identified through the assessment. The measures are not all of the same nature. Some are reallocations, involving the rescheduling or reconfiguration of existing supply; others are increments, involving additional service output in nautical miles. This distinction is essential to avoid automatically treating every issue as requiring increased expenditure.

M1 reallocations should generally be given priority, as they can increase the social usefulness of the service without significantly increasing service output. M1 increments, by contrast, depend on three tests: unmet demand or demand that cannot otherwise be met, technical feasibility, and economic and financial sustainability.

For each M1 module, the consultation must ask operators whether the proposal can be operated with the vessels available, whether a second vessel or dedicated reserve capacity is required, whether crew shifts are affected, whether port constraints arise and what effects it has on costs, revenues and compensation.

Shipping companies are specifically requested to provide this feedback in Question B.3 of the questionnaire attached to the consultation document, which lists all the reallocation and incremental modules submitted to consultation.

Table 28 - From the identified issue to the service proposal

Stage	Action	Outcome
1	Reconstruct M0 and identify the issue by OD and operating calendar	Configuration before the change.
2	Identify the sailing to be rescheduled or the new service	Configuration after the change and net change in nautical miles.
3	Verify vessel, crews, berths and connections	A technically workable operating programme.
4	Compare costs, revenues and operators' responses	Reasoned selection of the service and regulatory tool.

5.2 - The Aeolian area

The Aeolian islands form the most complex system in terms of geographical extent, number of islands, range of ports, seasonality and interaction between high-speed craft and ships. The network connects Milazzo, Messina, Reggio Calabria and Palermo with Vulcano, Lipari, Santa Marina Salina, Rinella, Filicudi, Alicudi, Panarea, Ginostra and Stromboli. Complexity stems not only from demand volumes but also from the need to maintain minor-island coverage when the main services prioritise higher-traffic corridors.

In 2025, the Aeolian islands recorded 1,537,972 passengers on high-speed craft and 489,073 on ro-ro/ro-pax services. The system therefore combines high passenger demand with a strong logistical function. The regional high-speed craft component is gaining importance, while ro-ro traffic trends vary between passengers, cars, vans, heavy goods vehicles and freight.

The issues identified concern the distribution of sailings throughout the day, availability of evening return journeys, continuity of connections to Alicudi, Filicudi, Panarea, Ginostra and Stromboli, coordination with Messina/Reggio Calabria and the possible retention of long-distance connections. Planning must also prevent islands with lower demand from being disadvantaged on weekdays or during low season.

Table 29 - Needs and checks for the Aeolian islands

Issue	Need	Check required
Saturday evening in low season	Return journeys at suitable times to/from Milazzo and coverage of non-tourist travel.	Compare reallocation EO-R1 with possible increment EO-M1.
Messina/Reggio Calabria	Departure times aligned with rail arrivals and healthcare and administrative needs.	Verify that departures can be postponed without losing inter-island connections.
Minor islands	Continuity for Alicudi, Filicudi, Panarea, Ginostra and Stromboli.	Measure days without service, waiting times, cancellations and alternative travel arrangements.
Ships	Logistics, vehicles, freight and supplies.	Distinguish passenger demand from freight and vehicle demand.
Reserve capacity	A system highly sensitive to breakdowns and weather.	Require a replacement plan supported by an effective legal basis for vessel availability.

5.3 - Aeolian islands comparison of M0 and M1

Table 30 - Proposed reallocations for the Aeolian islands

Module	Change from M0 services	Feedback required
EO-R1 Aeolian high-speed craft	Low-season Saturdays: target departure from Milazzo at 21:00 for Vulcano and Lipari, achieved by reallocating one rotation. M0 high-speed craft services end at 19:15; the low-season 21:00 ship sailing operates Monday to Friday. Extensions to other days/seasons must be assessed separately. Alternative to EO-M1 for the same need.	Sailing replaced; port calls retained; return/overnight berthing; evening crew shift.
EO-R2 Messina and Reggio Calabria	Low/shoulder season: postpone the 12:45 Messina departure until no earlier than 13:50. Reggio Calabria and subsequent calls must be realigned. M0: 6 days/week, excluding Saturday.	EO_V_B_07/02 operating diagram and connections.
EO-R3 Aeolian islands	Regular-interval scheduling within three time bands and connections to minor islands, identifying the sailings affected in each season. No implicit reduction in port calls or capacity.	Before/after table for each sailing and net NM change.

Table 31 - Increments and options for the Aeolian islands

Module	Additional service or option	Quantity and status
EO-M1 Milazzo–Vulcano–Lipari high-speed craft	One additional round trip on Saturdays in low season, as an alternative to reallocation EO-R1. Assumed season length: 151 days; historical distance: 23.5 NM per one-way sailing, to be confirmed for the itinerary.	Approximately 43.1 one-way sailings; 1,014 NM; to be assessed

EO-R1 and EO-M1 address the same Saturday evening need and are alternatives. Assessment must include the return journey, overnight berthing and continuity at other ports: rescheduling a rotation is not neutral if it removes a useful connection elsewhere.

5.4 - The Aegadian area

The Aegadian system is based mainly on the Trapani–Favignana–Levanzo–Marettimo and Marsala–Favignana corridors. Favignana acts as a hub, but needs cannot be reduced to the connection with Favignana alone. Levanzo and Marettimo require continuity, suitable return time slots and capacity to accommodate seasonal peaks without constraining residents' mobility.

In 2025, the Aegadian islands recorded 1,182,393 passengers on high-speed craft and 200,574 on ro-ro/ro-pax services. High-speed craft demand is among the highest across the entire scope, with a substantial regional component. Ro-ro services are important for cars, vans and heavy goods vehicles, particularly for supplies and the tourism economy.

The needs identified concern afternoon time slots, return journeys after work or education, shoulder-season provision and capacity to absorb summer demand. Local submissions also emphasise integration with trains, buses and the airport, and greater attention to commuting workers and other frequent user categories.

Table 32 - Needs and checks for the Aegadian islands

Issue	Need	Check required
15:45–17:45 time slot	Afternoon return from Trapani to the islands at a suitable time.	Assess EG-R1 against timetables, demand and connections.
Low-season ro-ro services	Continuity for vehicles and freight on under-served days.	Compare EG-R2 with EG-M1 and residual capacity.
Shoulder season	Demand in April, May and October cannot be treated as low-season demand.	Estimate loads and user categories in shoulder months.
High season	High-speed craft at capacity and management of tourist demand.	Request load-factor and denied-boarding data.
Intermodality	Connections with trains, buses and the airport.	Map minimum connection times and transfer times.

5.5 - Aegadian islands comparison of M0 and M1

Table 33 - Proposed reallocations for the Aegadian islands

Module	Change from M0 services	Feedback required
EG-R1 Aegadian high-speed craft	Reallocate low/shoulder-season sailings to the 15:45–17:45 time slot and coordinate with return journeys from school in Marsala. M0 already includes departures from Trapani at 14:45, 15:30 and 18:00 and from Marsala at 17:25; the route and timetable requiring improvement must be specified.	Sailings rescheduled, connections and days; up to 416 one-way sailings on an annualised basis, assuming 6 days/week.
EG-R2 Aegadian ships	Selective redistribution of afternoon services on under-served days. The Saturday 15:50 sailing is already included in low-season M0; this module cannot simply reinstate that sailing. Reallocation alternative to module EG-M1.	Net change by itinerary; no reduction of essential capacity.

Table 34 - Increments and options for the Aegadian islands

Module	Additional service or option	Quantity and status
EG-M1 Trapani–Favignana ro-ro ship	Two additional round trips per week in low season, on days not already covered by the specific sailing and selected on the basis of loads. 151 days; 14.4 NM per one-way sailing. A multi-port itinerary requires a different distance.	Approximately 86 one-way sailings; 1,243 NM; to be assessed

5.6 - The Ustica area

Ustica has fewer routes, but its continuity is particularly sensitive. The island depends on the connection to Palermo and regular service in variable weather and sea conditions. Users' perception of quality depends largely on the ability to plan same-day outward and return journeys and on the certainty of an alternative if a sailing is cancelled.

In 2025, Ustica recorded 83,146 passengers on high-speed craft and 17,512 on ro-ro/ro-pax services. Growth in regional services and decline in ministerial services are consistent with the lower regional fares for ordinary tickets, but the resident fare difference is minimal and timetables differ. Chapter 8 distinguishes these factors.

Local submissions highlight the isolation of a single island, the need for guaranteed services, supplies and logistical vulnerability. Needs therefore cannot be measured solely by annual passenger numbers: cancellations, days without connections, restoration times and freight capacity must also be assessed.

Table 35 - Needs and checks for Ustica

Issue	Need	Check required
Last summer departure	An evening return from Palermo/Ustica at a more suitable time.	Assess US-R1 without increasing service output.
High-season Sundays	Possible additional pressure from tourist and resident demand.	Implement US-M1 only where capacity saturation or unmet demand is demonstrated.
Weather and cancellations	Reduce days of isolation and uncertainty.	Monitor cancellations, alternative travel arrangements and recovery sailings within defined time limits.
Ship services	Continuity for freight and vehicles.	Verify capacity, sensitive goods and the replacement plan.

5.7 - Ustica comparison of M0 and M1

Table 36 - Proposed reallocations for Ustica

Module	Change from M0 services	Feedback required
US-R1 Ustica high-speed craft	July/August: move the last departures from Palermo and Ustica from 18:00 to 19:00, leaving the number of sailings unchanged. 62 departures per direction, 124 in total, are rescheduled.	Terminal opening, slots, crews and conditions for evening operation.

Table 37 - Increments and options for Ustica

Module	Additional service or option	Quantity and status
US-M1 Palermo–Ustica high-speed craft	One further round trip on Sundays in high season, in addition to the daily services already included in M0. Implementation only where residual capacity is insufficient. 122 days; 38.5 NM per one-way sailing.	Approximately 34.9 one-way sailings; 1,342 NM; option

US-R1 concerns July and August; US-M1 provides an additional Sunday service over the assumed high season of 122 days. The modules have different operating calendars and purposes and must not be described as a single enhancement of evening services.

5.8 - The Pantelleria area

Pantelleria is characterised by its distance from the coast, the importance of ships for logistics and the need for a seasonal high-speed craft service extending accessibility during higher-demand periods. The island requires a balance between year-round continuity, supplies, vehicle transport and the ability to respond to cancellations.

In 2025, Pantelleria recorded 17,505 passengers on high-speed craft and 39,295 on ro-ro/ro-pax services. Unlike other areas, ships carry more passengers than high-speed craft and perform an even more significant function for vehicles, freight and supplies. The 2025 ro-ro data show fewer passengers than in previous years and signs of freight-related difficulties.

Local requests concern lower fares, extension of high-speed craft services, regular connections, management of sensitive cargo and recovery of cancelled sailings. Assessment must distinguish fare and demand issues from those concerning service output, vessels and port facilities.

Table 38 - Needs and checks for Pantelleria

Issue	Need	Check required
Extension of high-speed craft services to May	Bring forward coverage of shoulder/high demand and improve accessibility.	Assess PA-M1A against potential demand, costs and revenues.
Recovery of cancelled sailings	Avoid prolonged service interruptions.	Define times, penalties, rescheduling and an alternative vessel.
Fares	Reduce the deterrent effect on residents, businesses and non-resident users.	Distinguish fare policies from compensation and PEF.
Sensitive goods	Ensure supplies of fuels, gas, oxygen, medicines and cargo subject to specific requirements.	Verify the operating calendar, a suitable vessel and authorisations.

5.9 - Pantelleria comparison of M0 and M1

Table 39 - Proposed reallocations for Pantelleria

Module	Change from M0 services	Feedback required
PA-R1 Pantelleria ships	Retain M0 time slots and improve regularity, with a target of restoring service/providing alternative travel arrangements within 24 hours, subject to verification. The supplementary Wednesday service is retained.	Replacement plan; achievable times and operating conditions.

Table 40 - Increments and options for Pantelleria

Module	Additional service or option	Quantity and status
PA-M1A Trapani–Pantelleria high-speed craft	One daily round trip in May only. M0 already includes June–October. 31 days; 88.1 NM per one-way sailing.	62 one-way sailings; 5,462 NM; to be assessed
PA-M1B Pantelleria ro-ro ship	Winter Wednesdays: the supplementary 23:00 departure is already included in M0. Any further service, both directions and the distance must be specified.	Suspended; not included in the total

PA-R1 introduces a continuity target requiring verification; the reference to 24 hours is not an already established restoration time.

5.10 - The Pelagie area

The Pelagie islands face compounded insularity: services must ensure both the connection to Porto Empedocle and the Lampedusa–Linosa inter-island route. The latter cannot be considered ancillary, as it affects access to services, residents' travel, economic activity and the system's internal cohesion.

In 2025, the Pelagie islands recorded 43,417 passengers on high-speed craft and 178,795 on ro-ro/ro-pax services. Ships play a very substantial role, alongside growth in heavy goods vehicles and logistical needs. Inter-island transport and coordination with flights serving Lampedusa are key planning considerations.

Local submissions highlight the need for more consistent connections between Lampedusa and Linosa, greater reliability when vessels are replaced, attention to the capacity and comfort of replacement vessels, and better integration with air transport. They also request continuity on Sundays and seek to prevent replacements from reducing the service's class, capacity or accessibility.

Table 41 - Needs and checks for the Pelagie islands

Issue	Need	Check required
Lampedusa–Linosa	At least one suitable connection on days currently without service.	Assess PE-M1A against days without service and additional service output.
Porto Empedocle	Continuity with Sicily and access to freight and services.	Assess ship capacity, vehicles, freight and recovery times.
Flights serving Lampedusa	Suitable connections for Linosa and intermodal users.	Define minimum connection windows and transfer times.
Vessel replacements	Avoid downgrading vessel class, capacity or comfort.	Require functional equivalence of replacement vessels.
Freight and heavy goods vehicles	Growing logistical demand, highly sensitive to cancellations.	Record cargo not carried and schedule priorities.

5.11 - Pelagie islands comparison of M0 and M1

Table 42 - Proposed reallocations for the Pelagie islands

Module	Change from M0 services	Feedback required
PE-R1 Pelagie high-speed craft	Coordinate the two routes with flights and assess the usefulness of inter-island connections, retaining days already served under M0.	Transfer margins; sailings rescheduled; net change and crew shifts.

Table 43 - Increments and options for the Pelagie islands

Module	Additional service or option	Quantity and status
PE-M1A Lampedusa–Linosa high-speed craft	One round trip on each of the four unserved days per week in low season and on each of the two unserved days in April, May and 16–31 October. All M0 sailings are retained; between 1 and 15 October, the two routes already provide daily coverage. Distance: 26.8 NM per one-way sailing.	Approximately 216.6 one-way sailings; 5,804 NM; revised quantity
PE-M1B Pelagie–Sicily high-speed craft	Eight Sundays: PE_V_05 already operates on Sundays in high season and 1–15 October. Unserved dates or a further second rotation must be identified.	Suspended; not included in the total

The frequencies of the two high-speed craft routes must be read together. PE-M1A covers days without service in the calendar considered, retaining all M0 sailings; PE-M1B remains suspended until genuinely additional dates or services are identified.

5.12 - Summary of the network plan

Table 44 - Comparison of priorities and indicative additional service output

Area	Reallocation priority	Incremental option	Estimated annual NM
Aeolian islands	Saturday evening, Messina and distribution across time bands	EO-M1 as an alternative to EO-R1	1,014
Aegadian islands	Afternoon time slots and ship services on under-served days	EG-M1 as an alternative to reallocating services for the same need	1,243
Ustica	Last departures in July–August at 19:00	US-M1 where residual capacity is insufficient	1,342
Pantelleria	Continuity and recovery of cancelled sailings	PA-M1A extension of high-speed craft services to May	5,462
Pelagie islands	Coordination with flights and inter-island connections	PE-M1A on days without service	5,804
Conditional total	Selected and compatible modules only	PA-M1B and PE-M1B excluded	14,865

The total of 14,865 NM relates exclusively to the additional service output conventionally estimated for the five modules, if selected and compatible. It is not the network's total annual output and is not added to alternative reallocations addressing the same need. Consolidating M0 and M1 volumes requires calendars of whole sailings, itineraries and sailing distances; O-D frequencies cannot be added together as actual fleet rotations.

References in the questionnaire to the overall scale of services must be read by distinguishing M0 frequencies, M1 modules and the incremental nautical miles alone in Appendix A. The consolidated table of actual sailings and annual nautical miles for each scenario must be completed using the operating calendar; operators' responses must specify the itineraries, periods and assumptions used.

5.13 - Time slots and intermodal continuity

Services must be described across the entire journey chain. The usefulness of a sailing depends on arrival at the port, boarding time, arrival at the actual destination and the possibility of returning. For islands served through a connection, the risk of missing the onward service must also be assessed.

Table 45 - Timetable assessment framework

Purpose of the time slot	Measure to be recorded	Check against the plan
Morning access	Arrival time suitable for work, education or healthcare	Compatibility with land transfers and service opening times.
Afternoon return	Activity finish time and first usable departure	EG-R1 and realignment of Messina/Reggio Calabria without removing existing useful services.
Evening return	Last departure that can actually be reached	EO-R1 and US-R1, with compatible berths, terminals and crew shifts.
Inter-island connections	Minimum time and safety margin between services	Protection of peripheral Aeolian ports and Linosa.
Logistics	Delivery, loading and unloading windows	Coordination of ships with businesses' operating times.

6 - Vessel characteristics and capacity

6.1 - Vessel characteristics and capacity

The information required from operators for the market test is defined, consistently with this Annex, in the consultation document and its attached questionnaire (Sections A to G), to which full reference should be made. In particular, Question B.3 of the questionnaire requests feedback on each reallocation and incremental module, separately for «reconfigured M1» and «incremental M1».

The level of public service depends not only on the number of sailings but also on the vessels' ability to operate them reliably.

For high-speed craft, assessment must cover service speed, passenger capacity, seakeeping, accessibility, baggage space, comfort, fuel consumption, noise and scope for rotating vessels.

For ro-ro/ro-pax ships, vehicle capacity, lane metres, ramps, port compatibility, freight space, cargo subject to specific requirements and reliability of port calls are central considerations.

Operator contributions indicate that some high-speed craft routes may require very intensive deployment during seasonal peaks, with long operating days and a need for vessel or crew relief. To avoid relying for continuity on a single vessel under operational stress, the programme must provide maintenance windows, alternative vessels and verifiable replacement arrangements.

Table 50 - Functional characteristics to be verified by component

Profile	High-speed craft	Ro-ro and ro-pax ships
Capacity	Seats actually offered, baggage and accessibility	Passengers, lane metres, load capacity and cargo distribution.
Performance	Service speed and port turnaround times	Crossing, boarding, disembarkation and rotation times.
Compatibility	Draught, dimensions and berthing arrangements	Ramps, berth geometry and vehicle deck limits.
Availability	Legal basis of deployment and scheduled maintenance	Primary and replacement vessels compatible with the programme.
Continuity	Reserve vessel, crew and mobilisation times	Restoration of service and preservation of the logistical function.

Capacity planning must compare demand and capacity for each sailing rather than treating nominal capacity as evidence of suitability. Each vessel's data sheet must link its identifier, certifications, actual performance and assigned routes.

6.2 - Fleet assessment data sheet

Table 51 - Standard technical data sheet for primary and replacement vessels

Data sheet field	Content	Check
Identification	Name, IMO number where applicable, type and year of construction	Consistency with vessel documentation.
Availability	Ownership, charter or other legal basis; dates and restrictions	Availability throughout the stated service period.
Dimensions and capacity	Length, beam, draught; passenger and vehicle deck capacity	Compatibility with each berth and peak demand.
Operating performance	Service speed, manoeuvring times and fuel consumption	A workable daily operating diagram, including stops and margins.
Accessibility and comfort	Assisted boarding, space and on-board facilities	Functional equivalence during replacement operations as well.
Reserve capacity	Vessel, location, crew and mobilisation times	No incompatible simultaneous commitments.
Maintenance	Schedule of maintenance stops and planned replacements	Continuity during scheduled unavailability.

The data sheet defines the scope of the technical survey. It is neither a list of identified vessels already available nor certification of suitability.

6.3 - Maintenance and operational continuity

The continuity plan cannot be limited to a general statement of future availability. Operators must identify primary and replacement vessels, the legal basis of their availability, mobilisation times, crews, compatible ports, restoration priorities and the conditions under which a cancelled sailing must be recovered.

Historical replacement times cited in the assessment documents—24 hours for high-speed craft and 96 hours for ro-ro ships—must be treated as benchmarks rather than automatically confirmed. The consultation must establish whether they are realistic given the available fleet, operating bases and distances within each island system. Some contributions indicate actual mobilisation times of 48–72 hours for high-speed craft and 72–96 hours for ships, a matter requiring further examination at the tender stage.

For the most critical connections, particularly in low season and for islands with fewer alternatives, the reserve capacity clause must ensure actual outcomes. A penalty alone is insufficient: replacement vessel availability must be verifiable before service commencement and throughout operation.

Table 52 - Contents of the continuity and replacement plan

Profile	Minimum information required from operators
Primary vessel	Name/class or equivalent specifications, capacity, speed, draught, ramps, certifications and operating limits.
Replacement vessel	Legal availability, arrival times, crew, compatible ports and equivalent or demonstrably adequate capacity.
Scheduled maintenance	Calendar, maintenance windows, rotations, effects on sailings and user information plan.
Breakdown or unavailability	Activation procedure, rescheduling, recovery, alternative travel arrangements and service priorities.
Weather and port facilities	Operating limits, alternative ports, safety criteria and cancellation register.
Quality	Punctuality, regularity, cleanliness, accessibility, information, complaints, load factor and denied boardings.

6.4 - Monitoring service quality

Table 53 - Regularity and quality indicators

Indicator	Unit of measurement	Purpose
Regularity	Sailings operated / scheduled sailings	Measure the ability to deliver the contracted programme.
Punctuality	Arrivals/departures within the tolerance threshold	Assess perceived reliability and connections.
Weather-related cancellations	Number and reason	Distinguish unavoidable events from vessel or port vulnerability.
Technical cancellations	Number, duration and cause	Assess maintenance, breakdowns and reserve capacity adequacy.
Replacement time	Hours between unavailability and restoration	Verify the continuity plan and penalties.
Passenger load factor	Passengers/capacity	Identify capacity saturation and the need for additional capacity.
Denied vehicle/freight boardings	Units or lane metres refused	Assess ro-ro capacity and unmet demand.
User information	Notice period and channels used	Protect users in the event of changes or cancellations.
Complaints	Number, category and response time	Identify recurring issues and improvement obligations.

7 - Availability of berths and port facilities

7.1 - Port facilities and access conditions

Berths and port facilities are a key planning constraint. Availability of an OD route cannot be assessed without verifying water depths, berths, ramps, mooring systems, quay capacity, interference with other traffic, slot availability, weather restrictions, scope for night-time operation and the competent Authority.

Table 54 - Information for the survey of berth and port facility availability

Measure 3 issue	Available data	Additional information to be obtained
Allocation criteria and procedures	Public-domain ownership; some references to orders and restrictions.	Competent Authority and contact; current regulation/order; procedure, deadlines and selection criteria; duration of the authorisation.
Availability	General or seasonal indications in the data sheets.	Slots by berth, season and day; occupancy and concessions; scope for new services, stops and reserve vessels.
Capacity	Quays, berthing configurations and facilities where entered.	Vessel limits, updated water depths, operating draught/UKC, simultaneous berthing, manoeuvring and boarding times.
Operation and safety	Exposure, issues and alternative ports where indicated.	Weather thresholds, night-time operation, lighting, technical-nautical services and opening hours; overnight berthing and shelter.
Non-discriminatory access	ART regulatory framework.	Actual conditions for incumbents and new entrants; conflict management, publication of availability and monitoring of slot use.

7.2 - Assessment of vessel, berth and time-slot compatibility

For the consultation, operators must state the compatibility of the proposed vessel with the ports concerned, specifying draught, length, beam, manoeuvrability, mooring times, loading/unloading times and any need for dedicated berths. A general statement that a berth or port facility is available is insufficient.

Table 56 - Operating programme feasibility matrix

Check	Data to be linked	Effect on the plan
Geometry and safety	Vessel, operating draught, water depth, under-keel clearance and manoeuvring	Technical admissibility at the individual berth.
Availability by time slot	Day, season, slot and interference with other traffic	Feasibility of scheduled departures and arrivals.
Evening operation	Lighting, services, terminal hours and assistance	EO-R1 and US-R1; any further extensions.
Seasonal extension	Opening calendar and stated limits	May under PA-M1A and October already included in M0.
Alternative berths and shelter	Alternative berth, weather conditions and land connections	Restore continuity without assuming that ports are equivalent.
Market access	Allocation procedure and conditions for new operators	Service contestability and actual availability of the resource.

The physical availability of a quay and the right to use it are distinct matters.

“Annex B – List of port facilities and principal summary data” brings together the summary technical data currently available for each port facility. It also identifies five possible additional port facilities under assessment, which are not included in either M1 scenario.

References in the notice and questionnaire relate to this survey framework: data identified as provisional or still to be obtained do not establish that availability, allocation or suitability has already been verified.

The information will be completed with the involvement of Port System Authorities, Maritime Authorities and other competent bodies; the verification outcomes will be reported in the RdE.

8 - Users' willingness to pay

8.1 - Fares and willingness to pay

Service definition cannot be separated from fares. Fares, concessions and applicable conditions affect connection accessibility and expenditure by different user categories.

Stakeholder discussions and contributions have not revealed disputes or conflicting positions regarding the fares currently applied. The observations received mainly concern maintaining service accessibility and possibly introducing targeted concessions for specific user categories.

For this analysis, willingness to pay can therefore be assessed using a fare structure substantially in line with the existing one. Any adjustments must be assessed in the light of the economic sustainability of the service, travel frequency and the protection of categories eligible for concessions.

Table 57 - User profiles and fare information

Fare profile	Why it matters	Action
Residents	Ensure everyday mobility and mitigate the effects of insularity.	Tickets by route, season, time slot, age/category and frequency of use.
Students and workers	Need for stable timetables and return journeys compatible with education/work.	Season tickets, multi-journey tickets, commuting, critical days and connections.
Tourism	Seasonal peaks and potential contribution to revenues.	Fare elasticity, groups, bookings, capacity saturation and denied boardings.
Ordinary freight	Supplies, local prices and economic activity.	Volumes, vans, heavy goods vehicles, seasonality and freight not carried.
Essential/dangerous goods	Continuity of supplies of fuels, gas, medicines and materials subject to specific requirements.	Operating calendar, quantities, safety constraints and dedicated tariffs.

8.2 - Fare categories in 2025 ticket sales

The distribution helps identify the fare categories used, but does not equal overall traffic carried or the total for the island systems alone: scope, ticket use and accounting methods must be reconciled.

Table 58 - Ticket mix under regional tender contracts

Category	Share of total
Ordinary tickets	73.38%
Residents	18.59%
Workers	5.46%
Students	0.36%
Other categories	2.21%

An ordinary ticket does not automatically identify a tourist; a resident is not automatically a commuter. The relationship between fare category and journey purpose must be established directly, particularly when assessing travel frequency and concessions for recurring journeys.

8.3 - Revenues and sustainability of alternatives

For operators, fares and revenues affect the PEF, compensation and fleet sustainability. The consultation must therefore request separate economic scenarios: free-market operation, operation with horizontal obligations, operation with demand-side subsidies, and a public service contract with compensation. Each scenario must set out expected revenues, efficient costs, demand risks, fuel costs and the impact of environmental regulations.

Table 60 - Comparable economic framework for M0 and M1

Item	Comparison approach	Check
Revenues	Passengers and cargo by category multiplied by the corresponding unit revenue	Distinguish published fares from actual receipts.
Operating costs	Navigation, crews, maintenance, ports and insurance	Distinguish common costs from genuinely incremental costs.
Reserve capacity and investment	Replacement vessel, mobilisation and capital availability	Avoid double-counting between modules and lots.
Risks	Demand, fuel, unavailability and applicable environmental constraints	Sensitivity analysis with stated assumptions.
Public support	Effect of concessions or any compensation	Consistency with services and the selected tool.

For each increment, the difference between additional costs and additional revenues must be measured. Revenue growth does not necessarily equal sales on the new sailing: any transfers from existing sailings must be deducted and the effects of fare policies taken into account.

8.4 - Outcomes to be consolidated for the consultation

Consultation outcomes must consolidate, for each area and service component, the needs, operators' interest, technical conditions and economic sustainability of the proposed solutions.

In conclusion, stakeholder discussions have not revealed conflicting positions on fares. Willingness to pay can therefore be assessed using a fare structure in line with the existing one, subject to assessment of targeted concessions and the economic sustainability of the service.

Table 61 - Checks before consolidation

Check	Condition for consolidating the proposal
Demand	Need by O-D and period, M0 loads and justified additional demand; avoid duplication and mere shifts between sailings.
Operating programme	Specific dates, excluded days, departure/arrival and return; port calls, connections and usable time ashore.
Vessel and reserve capacity	Vessel characteristics, passenger/vehicle/freight capacity, crew shifts and replacement vessel availability.
Berths and port facilities	Berth and slot, vessel limits, evening/night-time operation and alternatives, as set out in Annex B.
Market	Feedback on willingness to operate without compensation and conditions under Questions B.2–B.4; C.3 fare proposals distinguished from DAP.

Appendix A - Additional service output

Table 62 - Conventional calculation of M1 nautical miles

Module	Assumed calculation basis	Additional nautical miles
EO-M1	$151/7 \times 1 \text{ A/R} \times 2 \times 23.5 \text{ NM}$	approximately 1,014
EG-M1	$151/7 \times 2 \text{ A/R} \times 2 \times 14.4 \text{ NM}$	approximately 1,243
US-M1	$122/7 \times 1 \text{ A/R} \times 2 \times 38.5 \text{ NM}$	approximately 1,342
PA-M1A	$31 \text{ days} \times 1 \text{ A/R} \times 2 \times 88.1 \text{ NM}$	approximately 5,462
PE-M1A	$[(151/7 \times 4) + (77/7 \times 2)] \text{ A/R} \times 2 \times 26.8 \text{ NM}$	approximately 5,804
Sum of rounded estimates	Five modules, only if all are selected and compatible	approximately 14,865

Appendix B - Legal, regulatory and institutional references

Table 64 - Institutional sources

Reference	Link
Regulation (EEC) No 3577/1992	https://eur-lex.europa.eu/legal-content/IT/TXT/?uri=CELEX:31992R3577
Communication COM(2014) 232	https://eur-lex.europa.eu/legal-content/IT/ALL/?uri=CELEX:52014DC0232
ART Resolution No 59/2026 and reference to the consolidated text	https://www.autorita-trasporti.it/delibere/delibera-n-59-2026/
Sicilian Regional Law No 12 of 9 August 2002	https://www2.regione.sicilia.it/presidenza/contrstrat/attuazione/Leggi%20regionali/09-08-02%20n.%2012.htm
ART Data Portal maritime PSO services	https://bdt.autorita-trasporti.it/rapporto/servizi-di-trasporto-passeggeri-osp-mare/

Sources for the fare integration analysis: SNS fare list effective from 07/09/2026, pp. 6, 18–19, 21, 23 and 31; ministerial MV fare schedule (rev. 01/04/2025) and regional fare schedule; archive “Assetto orario navi e mezzi veloci_isole_minori”; Lot IV Pelagie tender specifications, §§ 2.2–2.3. Worksheet and cell references and comparison conditions are set out in Chapter 8. Data for route EO_V_A_04/04A: “Analisi domanda trasportata”, p. 10.

Appendix C - Origin-destination matrices for M0 services

The matrices describe current service frequencies by pair of ports, day of the week and season. In each cell, the first value indicates sailings from Port A to Port B; the second indicates sailings from Port B to Port A. The notation 0 / 0 indicates no sailings on that route on the day shown in the matrix.

Table 65 - Matrix index

Group	Matrices	Subject matter
Aeolian islands	C.1 - C.16	High-speed craft, ships and C1 variants.
Aegadian islands	C.17 - C.21	High-speed craft and ships by season.
Ustica	C.22 - C.28	High-speed craft and ships by season.
Pantelleria	C.29 - C.34	High-speed craft June–October and ships.
Pelagie islands	C.35 - C.41	Connections to Sicily and inter-island services.

Season designations and dates follow the source. The matrices must be read alongside operating calendars and timetables, applying the clarifications in Appendix D on routings and variants. Frequency matrices describe connection supply and do not measure individual users' travel frequency.

C.1 - Aeolian islands high-speed craft - Low season 1 November–31 March, first section

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Messina	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 0	0 / 1
Milazzo	Reggio Calabria	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 0	0 / 1
Milazzo	Vulcano	11 / 13	11 / 13	11 / 13	11 / 13	12 / 14	10 / 12	12 / 14
Milazzo	Lipari	12 / 13	12 / 13	12 / 13	12 / 13	13 / 14	11 / 12	13 / 14
Milazzo	S. M. Salina	11 / 10	11 / 10	11 / 10	11 / 10	11 / 11	10 / 9	11 / 11
Milazzo	Rinella	8 / 9	8 / 9	8 / 9	8 / 9	8 / 9	8 / 8	8 / 9
Milazzo	Filicudi	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2
Milazzo	Alicudi	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2
Milazzo	Panarea	2 / 3	2 / 3	2 / 3	2 / 3	3 / 4	2 / 3	3 / 4
Milazzo	Ginostra	2 / 3	2 / 3	2 / 3	2 / 3	3 / 4	2 / 3	3 / 4
Milazzo	Stromboli	3 / 3	3 / 3	3 / 3	3 / 3	4 / 4	3 / 3	4 / 4
Messina	Reggio Calabria	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	1 / 1	1 / 0
Messina	Vulcano	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Messina	Lipari	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Messina	S. M. Salina	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Messina	Rinella	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Reggio Calabria	Vulcano	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Reggio Calabria	Lipari	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Reggio Calabria	S. M. Salina	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Reggio Calabria	Rinella	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Vulcano	Lipari	12 / 14	12 / 14	12 / 14	12 / 14	13 / 15	10 / 13	13 / 14
Vulcano	S. M. Salina	12 / 11	12 / 11	12 / 11	12 / 11	13 / 12	10 / 10	13 / 11

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.1.

APPENDIX C M0 MATRICES

C.1 - Aeolian islands high-speed craft - Low season 1 November–31 March, first section

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Vulcano	Rinella	9 / 10	9 / 10	9 / 10	9 / 10	9 / 10	8 / 9	9 / 9
Vulcano	Filicudi	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2
Vulcano	Alicudi	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2
Vulcano	Panarea	1 / 3	1 / 3	1 / 3	1 / 3	2 / 4	1 / 3	2 / 4
Vulcano	Ginostra	1 / 3	1 / 3	1 / 3	1 / 3	2 / 4	1 / 3	2 / 4
Vulcano	Stromboli	1 / 3	1 / 3	1 / 3	1 / 3	2 / 4	1 / 3	2 / 4
Lipari	S. M. Salina	14 / 14	14 / 14	14 / 14	14 / 14	15 / 15	12 / 13	14 / 13
Lipari	Rinella	12 / 13	12 / 13	12 / 13	12 / 13	12 / 13	10 / 11	10 / 10
Lipari	Filicudi	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	2 / 2	2 / 2
Lipari	Alicudi	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	2 / 2	2 / 2
Lipari	Panarea	2 / 3	2 / 3	2 / 3	2 / 3	3 / 4	2 / 3	3 / 4
Lipari	Ginostra	2 / 3	2 / 3	2 / 3	2 / 3	3 / 4	2 / 3	3 / 4
Lipari	Stromboli	2 / 3	2 / 3	2 / 3	2 / 3	3 / 4	2 / 3	3 / 4
S. M. Salina	Rinella	8 / 8	8 / 8	8 / 8	8 / 8	8 / 8	8 / 7	7 / 7

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.1.

C.2 - Aeolian islands high-speed craft - Low season 1 November–31 March, continued

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
S. M. Salina	Filicudi	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1
S. M. Salina	Alicudi	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1
S. M. Salina	Panarea	1 / 1	1 / 1	1 / 1	1 / 1	1 / 2	1 / 1	1 / 2
S. M. Salina	Ginostra	1 / 1	1 / 1	1 / 1	1 / 1	1 / 2	1 / 1	1 / 2
S. M. Salina	Stromboli	1 / 1	1 / 1	1 / 1	1 / 1	1 / 2	1 / 1	1 / 2
Rinella	Filicudi	2 / 3	2 / 3	2 / 3	2 / 3	2 / 3	2 / 2	2 / 2
Rinella	Alicudi	2 / 3	2 / 3	2 / 3	2 / 3	2 / 3	2 / 2	2 / 2
Filicudi	Alicudi	2 / 3	2 / 3	2 / 3	2 / 3	2 / 3	2 / 2	2 / 2
Panarea	Ginostra	2 / 3	2 / 3	2 / 3	2 / 3	3 / 4	2 / 3	3 / 4
Panarea	Stromboli	2 / 3	2 / 3	2 / 3	2 / 3	3 / 4	2 / 3	3 / 4
Ginostra	Stromboli	2 / 2	2 / 2	2 / 2	2 / 2	2 / 3	2 / 2	2 / 3

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.2.

C.3 - Aeolian islands high-speed craft - Shoulder season April, May and October, first section part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Messina	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 0	0 / 1
Milazzo	Reggio Calabria	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 0	0 / 1
Milazzo	Palermo	1 / 1	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Milazzo	Vulcano	12 / 14	11 / 13	11 / 13	12 / 14	13 / 15	11 / 13	12 / 14
Milazzo	Lipari	13 / 14	12 / 13	12 / 13	13 / 14	14 / 15	12 / 13	13 / 14
Milazzo	S. M. Salina	12 / 11	11 / 10	11 / 10	11 / 11	12 / 12	10 / 10	11 / 11
Milazzo	Rinella	9 / 10	8 / 9	8 / 9	8 / 9	9 / 10	8 / 8	8 / 9
Milazzo	Filicudi	3 / 3	2 / 2	2 / 2	2 / 2	3 / 3	2 / 2	2 / 2
Milazzo	Alicudi	3 / 3	2 / 2	2 / 2	2 / 2	3 / 3	2 / 2	2 / 2
Milazzo	Panarea	2 / 3	2 / 3	2 / 3	3 / 4	3 / 4	3 / 4	3 / 4
Milazzo	Ginostra	2 / 3	2 / 3	2 / 3	3 / 4	3 / 4	3 / 4	3 / 4
Milazzo	Stromboli	3 / 3	3 / 3	3 / 3	4 / 4	4 / 4	4 / 4	4 / 4
Messina	Reggio Calabria	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	1 / 1	1 / 0
Messina	Vulcano	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Messina	Lipari	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Messina	S. M. Salina	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Messina	Rinella	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Reggio Calabria	Vulcano	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Reggio Calabria	Lipari	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Reggio Calabria	S. M. Salina	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Reggio Calabria	Rinella	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 1	1 / 0
Palermo	Vulcano	1 / 1	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0

C.3 - Aeolian islands high-speed craft - Shoulder season April, May and October, first section part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Palermo	Lipari	1 / 1	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Palermo	S. M. Salina	1 / 1	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Palermo	Rinella	1 / 1	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Palermo	Filicudi	1 / 1	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Palermo	Alicudi	1 / 1	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Vulcano	Lipari	13 / 15	12 / 14	12 / 14	13 / 15	14 / 16	11 / 14	13 / 14
Vulcano	S. M. Salina	13 / 12	12 / 11	12 / 11	13 / 12	14 / 13	11 / 11	13 / 11
Vulcano	Rinella	10 / 11	9 / 10	9 / 10	9 / 10	10 / 11	8 / 9	9 / 9
Vulcano	Filicudi	3 / 3	2 / 2	2 / 2	2 / 2	3 / 3	2 / 2	2 / 2
Vulcano	Alicudi	3 / 3	2 / 2	2 / 2	2 / 2	3 / 3	2 / 2	2 / 2
Vulcano	Panarea	1 / 3	1 / 3	1 / 3	2 / 4	2 / 4	2 / 4	2 / 4
Vulcano	Ginostra	1 / 3	1 / 3	1 / 3	2 / 4	2 / 4	2 / 4	2 / 4
Vulcano	Stromboli	1 / 3	1 / 3	1 / 3	2 / 4	2 / 4	2 / 4	2 / 4
Lipari	S. M. Salina	15 / 15	14 / 14	14 / 14	15 / 15	16 / 16	13 / 14	14 / 13

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.3.

C.4 - Aeolian islands high-speed craft - Shoulder season April, May and October, continued

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lipari	Rinella	13 / 14	12 / 13	12 / 13	12 / 13	13 / 14	10 / 11	10 / 10
Lipari	Filicudi	4 / 4	3 / 3	3 / 3	3 / 3	4 / 4	2 / 2	2 / 2
Lipari	Alicudi	4 / 4	3 / 3	3 / 3	3 / 3	4 / 4	2 / 2	2 / 2
Lipari	Panarea	2 / 3	2 / 3	2 / 3	3 / 4	3 / 4	3 / 4	3 / 4
Lipari	Ginostra	2 / 3	2 / 3	2 / 3	3 / 4	3 / 4	3 / 4	3 / 4
Lipari	Stromboli	2 / 3	2 / 3	2 / 3	3 / 4	3 / 4	3 / 4	3 / 4
S. M. Salina	Rinella	9 / 9	8 / 8	8 / 8	8 / 8	9 / 9	8 / 7	7 / 7
S. M. Salina	Filicudi	3 / 2	2 / 1	2 / 1	2 / 1	3 / 2	2 / 1	2 / 1
S. M. Salina	Alicudi	3 / 2	2 / 1	2 / 1	2 / 1	3 / 2	2 / 1	2 / 1
S. M. Salina	Panarea	1 / 1	1 / 1	1 / 1	1 / 2	1 / 2	1 / 2	1 / 2
S. M. Salina	Ginostra	1 / 1	1 / 1	1 / 1	1 / 2	1 / 2	1 / 2	1 / 2
S. M. Salina	Stromboli	1 / 1	1 / 1	1 / 1	1 / 2	1 / 2	1 / 2	1 / 2
Rinella	Filicudi	3 / 4	2 / 3	2 / 3	2 / 3	3 / 4	2 / 2	2 / 2
Rinella	Alicudi	3 / 4	2 / 3	2 / 3	2 / 3	3 / 4	2 / 2	2 / 2
Filicudi	Alicudi	3 / 4	2 / 3	2 / 3	2 / 3	3 / 4	2 / 2	2 / 2
Panarea	Ginostra	2 / 3	2 / 3	2 / 3	3 / 4	3 / 4	3 / 4	3 / 4
Panarea	Stromboli	2 / 3	2 / 3	2 / 3	3 / 4	3 / 4	3 / 4	3 / 4
Ginostra	Stromboli	2 / 2	2 / 2	2 / 2	2 / 3	2 / 3	2 / 3	2 / 3

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.4.

C.5 - Aeolian islands high-speed craft - High season 1 June–30 September, first section part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Palermo	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
Milazzo	Vibo Valentia	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1
Milazzo	Vulcano	15 / 17	15 / 16	15 / 16	14 / 16	15 / 16	15 / 17	14 / 15
Milazzo	Lipari	16 / 18	16 / 17	17 / 17	15 / 17	17 / 17	16 / 18	16 / 16
Milazzo	S. M. Salina	10 / 12	10 / 12	11 / 12	9 / 11	11 / 12	10 / 12	10 / 11
Milazzo	Rinella	4 / 7	4 / 6	5 / 6	4 / 7	5 / 6	4 / 7	5 / 6
Milazzo	Filicudi	3 / 3	3 / 2	3 / 2	3 / 3	3 / 2	3 / 3	3 / 2
Milazzo	Alicudi	3 / 3	3 / 2	3 / 2	3 / 3	3 / 2	3 / 3	3 / 2
Milazzo	Panarea	5 / 6	5 / 6	5 / 6	4 / 5	5 / 6	5 / 6	4 / 5
Milazzo	Ginostra	4 / 5	4 / 5	4 / 5	3 / 4	4 / 5	4 / 5	3 / 4
Milazzo	Stromboli	6 / 6	6 / 6	6 / 6	5 / 5	6 / 6	6 / 6	5 / 5
Messina	Reggio Calabria	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2
Messina	Vulcano	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3
Messina	Lipari	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5
Messina	S. M. Salina	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3
Messina	Rinella	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1
Messina	Panarea	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2
Messina	Ginostra	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1
Messina	Stromboli	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2
Reggio Calabria	Vulcano	3 / 1	3 / 1	3 / 1	3 / 1	3 / 1	3 / 1	3 / 1
Reggio Calabria	Lipari	3 / 1	3 / 1	3 / 1	3 / 1	3 / 1	3 / 1	3 / 1
Reggio Calabria	S. M. Salina	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1	2 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.5.

C.5 - Aeolian islands high-speed craft - High season 1 June–30 September, first section part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Reggio Calabria	Rinella	1 / 0	1 / 0	1 / 0	1 / 0	1 / 0	1 / 0	1 / 0
Palermo	Vulcano	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
Palermo	Lipari	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
Palermo	S. M. Salina	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
Palermo	Rinella	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
Palermo	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
Palermo	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
Vibo Valentia	Vulcano	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1
Vibo Valentia	Lipari	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1
Vibo Valentia	S. M. Salina	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1
Vibo Valentia	Panarea	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1
Vibo Valentia	Stromboli	0 / 0	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1
Vulcano	Lipari	18 / 20	18 / 19	18 / 19	17 / 19	18 / 19	18 / 20	17 / 18
Vulcano	S. M. Salina	12 / 14	12 / 14	12 / 14	11 / 13	12 / 14	12 / 14	11 / 13

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.5.

C.6 - Aeolian islands high-speed craft - High season 1 June–30 September, continued part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Vulcano	Rinella	5 / 8	5 / 7	5 / 7	5 / 8	5 / 7	5 / 8	5 / 7
Vulcano	Filicudi	3 / 3	3 / 2	3 / 2	3 / 3	3 / 2	3 / 3	3 / 2
Vulcano	Alicudi	3 / 3	3 / 2	3 / 2	3 / 3	3 / 2	3 / 3	3 / 2
Vulcano	Panarea	4 / 5	4 / 5	4 / 5	3 / 4	4 / 5	4 / 5	3 / 4
Vulcano	Ginostra	3 / 4	3 / 4	3 / 4	2 / 3	3 / 4	3 / 4	2 / 3
Vulcano	Stromboli	4 / 5	4 / 5	4 / 5	3 / 4	4 / 5	4 / 5	3 / 4
Lipari	S. M. Salina	16 / 16	16 / 16	17 / 17	15 / 15	17 / 17	16 / 16	16 / 16
Lipari	Rinella	9 / 10	8 / 9	9 / 10	9 / 10	9 / 10	9 / 10	9 / 10
Lipari	Filicudi	4 / 4	3 / 3	3 / 3	4 / 4	3 / 3	4 / 4	3 / 3
Lipari	Alicudi	4 / 4	3 / 3	3 / 3	4 / 4	3 / 3	4 / 4	3 / 3
Lipari	Panarea	7 / 8	7 / 8	7 / 8	6 / 7	7 / 8	7 / 8	6 / 7
Lipari	Ginostra	5 / 5	5 / 5	5 / 5	4 / 4	5 / 5	5 / 5	4 / 4
Lipari	Stromboli	7 / 8	7 / 8	7 / 8	6 / 7	7 / 8	7 / 8	6 / 7
S. M. Salina	Rinella	7 / 7	7 / 7	8 / 7	7 / 7	8 / 7	7 / 7	8 / 7
S. M. Salina	Filicudi	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2
S. M. Salina	Alicudi	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2	3 / 2
S. M. Salina	Panarea	5 / 3	5 / 3	5 / 3	4 / 3	5 / 3	5 / 3	4 / 3
S. M. Salina	Ginostra	3 / 1	3 / 1	3 / 1	2 / 1	3 / 1	3 / 1	2 / 1
S. M. Salina	Stromboli	5 / 3	5 / 3	5 / 3	4 / 3	5 / 3	5 / 3	4 / 3
Rinella	Filicudi	3 / 4	3 / 3	3 / 3	3 / 4	3 / 3	3 / 4	3 / 3
Rinella	Alicudi	3 / 4	3 / 3	3 / 3	3 / 4	3 / 3	3 / 4	3 / 3
Rinella	Panarea	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.6.

C.6 - Aeolian islands high-speed craft - High season 1 June–30 September, continued part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Rinella	Stromboli	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1	0 / 1
Filicudi	Alicudi	3 / 4	3 / 3	3 / 3	3 / 4	3 / 3	3 / 4	3 / 3
Panarea	Ginostra	5 / 5	5 / 5	5 / 5	4 / 4	5 / 5	5 / 5	4 / 4
Panarea	Stromboli	7 / 8	7 / 8	7 / 8	6 / 7	7 / 8	7 / 8	6 / 7
Ginostra	Stromboli	4 / 4	4 / 4	4 / 4	4 / 3	4 / 4	4 / 4	4 / 3

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.6.

C.7 - Aeolian islands ships - Low season 19 November–31 March part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Vulcano	5 / 4	3 / 4	4 / 3	5 / 5	5 / 5	3 / 4	2 / 2
Milazzo	Lipari	5 / 4	3 / 4	4 / 3	5 / 5	5 / 5	3 / 4	2 / 2
Milazzo	S. M. Salina	4 / 3	3 / 3	3 / 3	3 / 3	4 / 4	2 / 3	1 / 1
Milazzo	Rinella	1 / 2	0 / 0	1 / 2	1 / 1	1 / 1	1 / 2	1 / 1
Milazzo	Filicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Milazzo	Alicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Milazzo	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Milazzo	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Milazzo	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Lipari	5 / 4	3 / 4	4 / 3	5 / 5	5 / 5	3 / 4	2 / 2
Vulcano	S. M. Salina	4 / 3	3 / 3	3 / 3	3 / 3	4 / 4	2 / 3	1 / 1
Vulcano	Rinella	2 / 2	0 / 0	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1
Vulcano	Filicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Vulcano	Alicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Vulcano	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Lipari	S. M. Salina	4 / 3	3 / 3	3 / 3	3 / 3	4 / 4	2 / 3	1 / 1
Lipari	Rinella	2 / 2	0 / 0	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1
Lipari	Filicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Lipari	Alicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Lipari	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.7.

C.7 - Aeolian islands ships - Low season 19 November–31 March part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lipari	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Lipari	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
S. M. Salina	Rinella	1 / 1	0 / 0	1 / 1	0 / 0	0 / 1	1 / 1	0 / 1
S. M. Salina	Filicudi	1 / 0	0 / 0	1 / 0	0 / 0	0 / 0	1 / 0	0 / 0
S. M. Salina	Alicudi	1 / 0	0 / 0	1 / 0	0 / 0	0 / 0	1 / 0	0 / 0
S. M. Salina	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
S. M. Salina	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
S. M. Salina	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Rinella	Filicudi	0 / 1	0 / 0	0 / 1	1 / 1	0 / 0	0 / 1	0 / 0
Rinella	Alicudi	0 / 1	0 / 0	0 / 1	1 / 1	0 / 0	0 / 1	0 / 0
Filicudi	Alicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Panarea	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Panarea	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Ginostra	Stromboli	0 / 0	1 / 1	0 / 0	1 / 0	1 / 1	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.7.

C.8 - Aeolian islands ships - Shoulder season April, May and October part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Vulcano	5 / 4	5 / 5	5 / 5	4 / 4	5 / 5	3 / 4	2 / 2
Milazzo	Lipari	5 / 4	5 / 5	5 / 5	4 / 4	5 / 5	3 / 4	2 / 2
Milazzo	S. M. Salina	4 / 3	3 / 3	3 / 3	3 / 3	3 / 3	1 / 2	1 / 1
Milazzo	Rinella	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1
Milazzo	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Milazzo	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Milazzo	Panarea	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Milazzo	Ginostra	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Milazzo	Stromboli	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Vulcano	Lipari	5 / 4	5 / 5	5 / 4	4 / 4	5 / 4	3 / 4	2 / 2
Vulcano	S. M. Salina	4 / 3	3 / 3	3 / 3	3 / 3	3 / 3	1 / 2	1 / 1
Vulcano	Rinella	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1
Vulcano	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Vulcano	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Vulcano	Panarea	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Vulcano	Ginostra	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Vulcano	Stromboli	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Lipari	S. M. Salina	4 / 3	3 / 3	3 / 3	3 / 3	3 / 3	1 / 2	1 / 1
Lipari	Rinella	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1
Lipari	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Lipari	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Lipari	Panarea	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.8.

C.8 - Aeolian islands ships - Shoulder season April, May and October part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lipari	Ginostra	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Lipari	Stromboli	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
S. M. Salina	Rinella	1 / 2	0 / 1	1 / 2	1 / 1	0 / 1	0 / 1	0 / 1
S. M. Salina	Filicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0	0 / 0
S. M. Salina	Alicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0	0 / 0
S. M. Salina	Panarea	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
S. M. Salina	Ginostra	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
S. M. Salina	Stromboli	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Rinella	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Rinella	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Filicudi	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	0 / 0
Panarea	Ginostra	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Panarea	Stromboli	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0
Ginostra	Stromboli	0 / 0	1 / 1	0 / 0	0 / 0	1 / 1	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.8.

C.9 - Aeolian islands ships - High season 1 June–12 July and 14–30 September part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Vulcano	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5	4 / 4	4 / 4
Milazzo	Lipari	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5	4 / 4	4 / 4
Milazzo	S. M. Salina	4 / 4	3 / 3	4 / 4	4 / 4	4 / 4	3 / 3	3 / 3
Milazzo	Rinella	2 / 2	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2
Milazzo	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Milazzo	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Milazzo	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Milazzo	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Milazzo	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Lipari	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5	4 / 4	4 / 4
Vulcano	S. M. Salina	4 / 4	3 / 3	4 / 4	4 / 4	4 / 4	3 / 3	3 / 3
Vulcano	Rinella	2 / 2	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2
Vulcano	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Vulcano	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Vulcano	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Lipari	S. M. Salina	4 / 4	3 / 3	4 / 4	4 / 4	4 / 4	3 / 3	3 / 3
Lipari	Rinella	2 / 2	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2
Lipari	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Lipari	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Lipari	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.9.

C.9 - Aeolian islands ships - High season 1 June–12 July and 14–30 September part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lipari	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Lipari	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
S. M. Salina	Rinella	1 / 2	0 / 1	1 / 2	1 / 2	0 / 1	1 / 0	1 / 2
S. M. Salina	Filicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 0	1 / 1
S. M. Salina	Alicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 0	1 / 1
S. M. Salina	Panarea	0 / 0	1 / 1	0 / 0	1 / 0	1 / 1	0 / 0	0 / 0
S. M. Salina	Ginostra	0 / 0	1 / 1	0 / 0	1 / 0	1 / 1	0 / 0	0 / 0
S. M. Salina	Stromboli	0 / 0	1 / 1	0 / 0	1 / 0	1 / 1	0 / 0	0 / 0
Rinella	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Rinella	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Filicudi	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Panarea	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Panarea	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Ginostra	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.9.

C.10 - Aeolian islands ships - Peak season 13 July–13 September part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Vulcano	6 / 6	6 / 6	6 / 6	6 / 6	6 / 6	5 / 5	5 / 5
Milazzo	Lipari	6 / 6	6 / 6	6 / 6	6 / 6	6 / 6	5 / 5	5 / 5
Milazzo	S. M. Salina	5 / 5	4 / 4	5 / 5	5 / 5	5 / 5	4 / 4	4 / 4
Milazzo	Rinella	2 / 2	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2
Milazzo	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Milazzo	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Milazzo	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Milazzo	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Milazzo	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Lipari	6 / 6	6 / 6	6 / 6	6 / 6	6 / 6	5 / 5	5 / 5
Vulcano	S. M. Salina	5 / 5	4 / 4	5 / 5	5 / 5	5 / 5	4 / 4	4 / 4
Vulcano	Rinella	2 / 2	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2
Vulcano	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Vulcano	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Vulcano	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Vulcano	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Lipari	S. M. Salina	5 / 5	4 / 4	5 / 5	5 / 5	5 / 5	4 / 4	4 / 4
Lipari	Rinella	2 / 2	2 / 2	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2
Lipari	Filicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Lipari	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Lipari	Panarea	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.10.

C.10 - Aeolian islands ships - Peak season 13 July–13 September part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lipari	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Lipari	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
S. M. Salina	Rinella	1 / 2	0 / 1	1 / 2	1 / 2	0 / 1	1 / 1	1 / 2
S. M. Salina	Filicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
S. M. Salina	Alicudi	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
S. M. Salina	Panarea	0 / 0	1 / 1	0 / 0	1 / 0	1 / 1	0 / 0	0 / 0
S. M. Salina	Ginostra	0 / 0	1 / 1	0 / 0	1 / 0	1 / 1	0 / 0	0 / 0
S. M. Salina	Stromboli	0 / 0	1 / 1	0 / 0	1 / 0	1 / 1	0 / 0	0 / 0
Rinella	Filicudi	1 / 1	1 / 1	1 / 1	1 / 0	0 / 0	1 / 1	1 / 1
Rinella	Alicudi	1 / 1	1 / 1	1 / 1	1 / 0	0 / 0	1 / 1	1 / 1
Filicudi	Alicudi	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0	1 / 1	1 / 1
Panarea	Ginostra	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Panarea	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0
Ginostra	Stromboli	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.10.

APPENDIX C M0 MATRICES

C.11 - Aeolian islands ships C1 - Low season 19 November–31 March part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Naples	1 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Vulcano	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Lipari	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Milazzo	S. M. Salina	0 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Panarea	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Ginostra	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Stromboli	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Naples	Vulcano	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Naples	Lipari	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Naples	S. M. Salina	0 / 0	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Naples	Rinella	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Naples	Panarea	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Naples	Ginostra	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Naples	Stromboli	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Vulcano	Lipari	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Vulcano	S. M. Salina	0 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Vulcano	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Vulcano	Panarea	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Vulcano	Ginostra	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Vulcano	Stromboli	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Lipari	S. M. Salina	0 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.11.

C.11 - Aeolian islands ships C1 - Low season 19 November–31 March part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lipari	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Lipari	Panarea	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Lipari	Ginostra	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Lipari	Stromboli	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Panarea	0 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Ginostra	0 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Stromboli	0 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Rinella	Panarea	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Rinella	Ginostra	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Rinella	Stromboli	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Panarea	Ginostra	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Panarea	Stromboli	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0
Ginostra	Stromboli	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.11.

C.12 - Aeolian islands ships C1 - Shoulder season 30 March–31 May and October part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Naples	1 / 0	0 / 1	0 / 0	1 / 0	0 / 1	0 / 0	0 / 0
Milazzo	Vulcano	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Lipari	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Naples	Vulcano	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Lipari	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	S. M. Salina	0 / 0	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0
Naples	Rinella	0 / 1	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0	0 / 0
Naples	Panarea	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Ginostra	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Stromboli	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Vulcano	Lipari	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Vulcano	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Vulcano	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.12.

C.12 - Aeolian islands ships C1 - Shoulder season 30 March–31 May and October part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lipari	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Lipari	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
S. M. Salina	Panarea	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Ginostra	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Stromboli	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Rinella	Panarea	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Rinella	Ginostra	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Rinella	Stromboli	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Panarea	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Panarea	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Ginostra	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.12.

C.13 - Aeolian islands ships C1 - High season standard variant part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Naples	1 / 0	0 / 1	0 / 0	1 / 0	0 / 1	0 / 0	0 / 0
Milazzo	Vulcano	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Lipari	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Naples	Vulcano	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Lipari	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	S. M. Salina	0 / 0	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0
Naples	Rinella	0 / 1	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0	0 / 0
Naples	Panarea	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Ginostra	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Stromboli	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Vulcano	Lipari	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Vulcano	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Vulcano	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.13.

C.13 - Aeolian islands ships C1 - High season standard variant part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lipari	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Lipari	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
S. M. Salina	Panarea	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Ginostra	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Stromboli	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Rinella	Panarea	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Rinella	Ginostra	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Rinella	Stromboli	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Panarea	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Panarea	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Ginostra	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.13.

C.14 - Aeolian islands ships C1 - High season variant via Filicudi part 1 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Naples	1 / 0	0 / 1	0 / 0	1 / 0	0 / 1	0 / 0	0 / 0
Milazzo	Vulcano	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Lipari	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Milazzo	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Filicudi	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Milazzo	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Naples	Vulcano	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Lipari	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	S. M. Salina	0 / 0	1 / 0	0 / 0	0 / 1	0 / 0	0 / 0	0 / 0
Naples	Rinella	0 / 1	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0	0 / 0
Naples	Filicudi	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0	0 / 0
Naples	Panarea	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Ginostra	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Naples	Stromboli	0 / 1	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0
Vulcano	Lipari	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Vulcano	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Vulcano	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Filicudi	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.14.

C.14 - Aeolian islands ships C1 - High season variant via Filicudi part 2 of 2

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Vulcano	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Vulcano	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	S. M. Salina	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Lipari	Rinella	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Lipari	Filicudi	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Lipari	Panarea	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Lipari	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
S. M. Salina	Panarea	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Ginostra	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
S. M. Salina	Stromboli	0 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 0	0 / 0
Rinella	Filicudi	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Rinella	Panarea	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Rinella	Ginostra	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.14.

C.15 - Aeolian islands ships C1 - High season variant via Filicudi, continued

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Rinella	Stromboli	1 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Filicudi	Panarea	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Filicudi	Ginostra	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Filicudi	Stromboli	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	0 / 0
Panarea	Ginostra	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Panarea	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0
Ginostra	Stromboli	1 / 0	0 / 0	0 / 1	1 / 0	0 / 0	0 / 1	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.15.

C.16 - Aeolian islands ships C1 - Period 18 July–13 September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Milazzo	Naples	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 1
Milazzo	Vulcano	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Milazzo	Lipari	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Milazzo	S. M. Salina	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Milazzo	Panarea	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Milazzo	Stromboli	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Naples	Vulcano	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	1 / 0
Naples	Lipari	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	1 / 0
Naples	S. M. Salina	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	1 / 0
Naples	Panarea	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	1 / 0
Naples	Stromboli	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 1	1 / 0
Vulcano	Lipari	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Vulcano	S. M. Salina	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Vulcano	Panarea	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Vulcano	Stromboli	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Lipari	S. M. Salina	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Lipari	Panarea	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Lipari	Stromboli	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
S. M. Salina	Panarea	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
S. M. Salina	Stromboli	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0
Panarea	Stromboli	0 / 1	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.16.

C.17 - Aegadian islands high-speed craft - Low and shoulder seasons 1 November–31 May and October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Marsala	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	0 / 0
Trapani	Favignana	11 / 11	11 / 11	11 / 11	11 / 11	11 / 11	11 / 11	9 / 9
Trapani	Levanzo	10 / 10	10 / 10	10 / 10	10 / 10	10 / 10	10 / 10	9 / 9
Trapani	Marettimo	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4
Marsala	Favignana	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	2 / 2
Favignana	Levanzo	8 / 8	8 / 8	8 / 8	8 / 8	8 / 8	8 / 8	8 / 7
Favignana	Marettimo	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4
Levanzo	Marettimo	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.17.

C.18 - Aegadian islands high-speed craft - High season 1 June–30 September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Favignana	19 / 19	19 / 19	19 / 19	19 / 19	19 / 19	19 / 19	19 / 19
Trapani	Levanzo	16 / 16	16 / 16	16 / 16	16 / 16	16 / 16	16 / 16	16 / 16
Trapani	Marettimo	7 / 7	7 / 7	7 / 7	7 / 7	7 / 7	7 / 7	7 / 7
Marsala	Favignana	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5	5 / 5
Marsala	Levanzo	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1
Marsala	Marettimo	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2
Favignana	Levanzo	13 / 13	13 / 13	13 / 13	13 / 13	13 / 13	13 / 13	13 / 13
Favignana	Marettimo	9 / 9	9 / 9	9 / 9	9 / 9	9 / 9	9 / 9	9 / 9
Levanzo	Marettimo	6 / 5	6 / 5	6 / 5	6 / 5	6 / 5	6 / 5	6 / 5

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.18.

C.19 - Aegadian islands ships - Low season November-March

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Favignana	4 / 4	3 / 3	4 / 4	4 / 4	4 / 4	5 / 5	1 / 1
Trapani	Levanzo	4 / 4	2 / 2	4 / 4	4 / 4	4 / 4	4 / 4	1 / 1
Trapani	Marettimo	1 / 1	1 / 1	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1
Favignana	Levanzo	2 / 4	1 / 2	2 / 4	2 / 4	2 / 4	2 / 4	1 / 1
Favignana	Marettimo	1 / 1	1 / 1	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1
Levanzo	Marettimo	1 / 1	1 / 1	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.19.

C.20 - Aegadian islands ships - Shoulder season April, May and October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Favignana	4 / 4	3 / 3	4 / 4	4 / 4	5 / 5	4 / 4	1 / 1
Trapani	Levanzo	3 / 3	3 / 3	3 / 3	4 / 4	4 / 4	3 / 3	1 / 1
Trapani	Marettimo	1 / 1	1 / 1	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1
Favignana	Levanzo	2 / 3	1 / 3	2 / 3	2 / 4	2 / 4	2 / 3	1 / 2
Favignana	Marettimo	1 / 1	1 / 1	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1
Levanzo	Marettimo	1 / 1	1 / 1	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.20.

C.21 - Aegadian islands ships - High season June-September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Favignana	5 / 5	4 / 4	5 / 5	5 / 5	4 / 4	5 / 5	3 / 3
Trapani	Levanzo	5 / 5	4 / 4	5 / 5	5 / 5	4 / 4	5 / 5	3 / 3
Trapani	Marettimo	1 / 1	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1
Favignana	Levanzo	4 / 5	3 / 4	4 / 5	4 / 5	3 / 4	4 / 5	1 / 3
Favignana	Marettimo	1 / 1	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1
Levanzo	Marettimo	1 / 1	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1	1 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.21.

Ustica high-speed craft

C.22 - Ustica high-speed craft - Low season November-March

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Palermo	Ustica	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2	2 / 2

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.22.

C.23 - Ustica high-speed craft - Shoulder season April, May and October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Palermo	Ustica	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.23.

C.24 - Ustica high-speed craft - June and September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Palermo	Ustica	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.24.

C.25 - Ustica high-speed craft - July and August

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Palermo	Ustica	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.25.

Ustica ships

C.26 - Ustica ships - Low season November-March

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Palermo	Ustica	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.26.

C.27 - Ustica ships - Shoulder season April, May and October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Palermo	Ustica	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; Thursday corrected to 2 / 2 on the basis of the attached ship timetable.

C.28 - Ustica ships - High season June-September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Palermo	Ustica	2 / 2	1 / 1	1 / 1	2 / 2	1 / 1	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.28.

Pantelleria high-speed craft

C.29 - Pantelleria high-speed craft - June-September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Pantelleria	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.29.

C.30 - Pantelleria high-speed craft - October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Pantelleria	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.30.

C.31 - Pantelleria high-speed craft - November-May

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Pantelleria	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.31.

Pantelleria ships

C.32 - Pantelleria ships - Low season November-March

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Pantelleria	2 / 2	2 / 2	1 / 1	1 / 1	2 / 2	0 / 1	1 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.32.

C.33 - Pantelleria ships - Shoulder season April, May and October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Pantelleria	2 / 2	1 / 1	2 / 2	1 / 1	2 / 2	0 / 1	1 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.33.

C.34 - Pantelleria ships - High season June-September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Trapani	Pantelleria	2 / 2	1 / 1	2 / 2	2 / 2	2 / 2	2 / 2	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.34.

Pelagie high-speed craft in low and shoulder seasons

C.35 - Pelagie islands high-speed craft - Low season November-March

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lampedusa	Linosa	0 / 0	2 / 2	0 / 0	2 / 2	0 / 0	2 / 2	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.35.

C.36 - Pelagie islands high-speed craft - April, May and 16–31 October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lampedusa	Linosa	2 / 2	0 / 0	2 / 2	2 / 2	2 / 2	2 / 2	0 / 0

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.36.

Pelagie high-speed craft in October and high season

C.37 - Pelagie islands high-speed craft - 1–15 October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Porto Empedocle	Lampedusa	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	1 / 1	1 / 1
Porto Empedocle	Linosa	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	1 / 1	1 / 1
Lampedusa	Linosa	2 / 2	1 / 1	2 / 2	3 / 3	3 / 3	3 / 3	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.37.

C.38 - Pelagie islands high-speed craft - June-September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Porto Empedocle	Lampedusa	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	1 / 1	1 / 1
Porto Empedocle	Linosa	0 / 0	1 / 1	0 / 0	1 / 1	1 / 1	1 / 1	1 / 1
Lampedusa	Linosa	2 / 2	3 / 3	2 / 2	3 / 3	3 / 3	3 / 3	3 / 3

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.38.

Pelagie ships

C.39 - Pelagie islands ships - Low season November-March

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Porto Empedocle	Lampedusa	2 / 1	2 / 2	2 / 2	1 / 1	1 / 2	2 / 1	1 / 2
Porto Empedocle	Linosa	2 / 1	2 / 2	2 / 2	1 / 1	1 / 2	2 / 1	1 / 2
Lampedusa	Linosa	1 / 1	2 / 2	2 / 2	1 / 1	2 / 2	1 / 1	2 / 2

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.39.

C.40 - Pelagie islands ships - Shoulder season April, May and October

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Porto Empedocle	Lampedusa	2 / 2	2 / 2	2 / 2	1 / 1	1 / 2	2 / 1	1 / 1
Porto Empedocle	Linosa	2 / 2	2 / 2	2 / 2	1 / 1	1 / 2	2 / 1	1 / 1
Lampedusa	Linosa	2 / 2	2 / 2	2 / 2	1 / 1	2 / 2	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.40.

C.41 - Pelagie islands ships - High season June-September

Port A	Port B	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Porto Empedocle	Lampedusa	2 / 2	2 / 2	2 / 2	1 / 1	1 / 2	2 / 1	1 / 1
Porto Empedocle	Linosa	2 / 2	2 / 2	2 / 2	1 / 1	1 / 2	2 / 1	1 / 1
Lampedusa	Linosa	2 / 2	2 / 2	2 / 2	1 / 1	2 / 2	1 / 1	1 / 1

Cell interpretation: $A \rightarrow B / B \rightarrow A$. Daily frequencies; values retained from original matrix C.41.

Appendix D - Clarifications on operating calendars and matrices

D.1 M0 composition and variants

Matrices C.7–C.10 reconstruct Aeolian ship services excluding C/1; C.11–C.16 present C/1 and C/1 bis separately. The applicable variants must be selected by date and must not be added together in full. In the timetable archive, hidden columns J:N in the high-season worksheet and K:O in the peak-season worksheet are not treated as additional service supply; the same criterion applies to the hidden, duplicated column C for the Aegadian islands in shoulder season.

D.2 Connections to Ginostra

In low season, the values 3 / 4 on Fridays and Sundays include Milazzo 14:30–Stromboli 16:45–Ginostra 17:25; only two travel options reach Ginostra before Stromboli. In shoulder season, the same criterion applies to the values 3 / 4 from Thursday to Sunday. Sources: ORARI MEZZI VELOCI EOLIE, low-season worksheet S7:S35 and shoulder-season worksheet U7:U36.

D.3 Ginostra in high season

The value 4 / 5 on Mondays, Tuesdays, Wednesdays, Fridays and Saturdays includes Milazzo 08:00–Stromboli 10:45/11:10–Ginostra 11:20, reconstructed by linking columns L and S in the high-season worksheet, L6:S48. There are three travel options calling at Ginostra before Stromboli. On Thursdays and Sundays, the onward service from Stromboli runs to Vibo, columns L and R. The count must be read alongside the calendar of onward services.

D.4 C/1 operating calendar in shoulder season

The worksheet EOLIE MEDIA STAGIONE LINEA C1, F12/H12 and F35/H35, lists departures from Milazzo during 30/03–25/05 and 02/04–28/05, and from Naples during 31/03–26/05 and 03/04–29/05. The general shoulder-season worksheet also refers to October. The dates 30–31 March must be aligned with the low-season calendar, without duplicating the C/1 programmes; the matrix title does not replace the calendar of individual departures.

Appendix D - Clarifications on operating calendars and matrices

D.5 C/1 variants in high season

The standard variant provides for Monday departures from Milazzo during 01/06–28/09 and Tuesday departures from Naples during 02/06–29/09; Thursday departures from Milazzo during 01/06–10/06 and 17/09–30/09; and Friday departures from Naples during 02/06–05/06 and 18/09–25/09. The variant via Filicudi applies to Thursday departures from Milazzo during 11/06–10/09 and Friday departures from Naples during 12/06–11/09, arriving at Filicudi on Saturdays up to 12/09. C.15 continues C.14; C.13 and C.14 are alternatives for Thursdays/Fridays and share the Monday/Tuesday sailings. Sources: EOLIE ALTA STAGIONE LINEA C1, C11:H12, C34:H35, G12, G35 and G44:G45. Discrepancies between connection notes and the periods shown in the columns require verification against the operating calendar.

D.6 C/1 bis and the last day of service

Departures are scheduled from Milazzo on Saturdays during 18/07–12/09 and from Naples on Sundays during 19/07–13/09. The last departure from Naples reaches the Aeolian islands and Milazzo on Monday 14/09. The period in the title of C.16 refers to departures from the terminal ports. Source: EOLIE ALTA STAGIONE LINEA C1, I12, I35 and I37:J54.

D.7 Ustica ship services in shoulder season

Matrix C.27 shows 2 / 2 on Thursdays: departures from Palermo at 06:30 and 13:00 and from Ustica at 09:45 and 16:00. The weekly total is nine sailings in each direction, with one sailing in each direction on Saturdays and Sundays. Source: ORARI NAVI USTICA.xlsx, worksheet USTICA MEDIA STAGIONE, J26:K37.