



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

List of port facilities and principal summary data

ANNEX B

Public service needs and network plan preparatory to the market test

Survey in progress for 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

Purpose and status of the survey

The Regional Administration is surveying the berths and port facilities used by maritime services connecting the minor islands of Sicily, under Measure 3 of Annex A to Resolution No 22/2019 of the Italian Transport Regulation Authority (ART), in the consolidated text in force as of 29 April 2026, as most recently amended by Resolution No 59/2026. The survey seeks to obtain and update information from Port System Authorities (AdSP), Maritime Authorities and other competent bodies on the characteristics, availability and conditions of use of port infrastructure.

This annex presents the principal summary data currently collected for 28 port facility or berth entries. A further five possible additional port facilities are listed at the end; they are subject to an initial exploratory assessment, and their technical data and conditions of use remain to be obtained and verified. These additional facilities are not included in M0, «reconfigured M1» or «incremental M1». The document provides a provisional information framework, subject to supplementation and confirmation through the ongoing survey, supporting Chapter 7 of Annex A and Section F of the Consultation document and questionnaire. The table does not cover all the information on berth and port facility availability required for the market test. The information presented, obtained by the Competent Body including from publicly available sources, is being verified. Shipping companies participating in the consultation are therefore invited to check it and indicate any additional information.

Further examination covers identification of individual berths, updated water depths and vessel limits, allocation criteria and procedures, available slots, interference with other traffic, weather and sea conditions, and evening and night-time operation. The survey must also clarify options for stopping, overnight berthing and use of alternative port facilities. The inclusion of infrastructure in the list does not confer a berth allocation or, in itself, establish its availability for safe operation of the proposed service.

Alignment with the operating programme

The ports included in the operating programme will be assessed consistently with current scenario M0 and the «reconfigured M1» and «incremental M1» scenarios described in Annex A. The five possible additional port facilities listed at the end are excluded from these scenarios, as they remain at an initial exploratory assessment stage. Assessment will consider each service’s actual operating periods, distinguishing low, shoulder and high seasons and any further seasonal subdivisions, as well as ro-ro/ro-pax ships and high-speed craft. For each berth, short or extended daytime stops and overnight stays for port calls or layover must be considered.

For the same required connections, different organisational arrangements may alter berth occupancy windows, the duration of stays and simultaneous berthing. In their responses to the consultation, undertakings are therefore invited to indicate whether the proposed vessels are compatible with the berths and port facilities, and any constraints affecting each scenario. The survey outcomes and additional information will be incorporated into the consultation documentation and the Report on the outcomes of the market test, in accordance with the prescribed procedural sequence.

Principal summary data on berths and port facilities

Provisional survey values, expressed in metres. Lengths may refer to individual berths or entire structures.

Port facility or berth	Length (m)	Reported water depth or draught (m)
1 — Milazzo	35 m north; 38 m south (Pontile Rizzo)	Draught 9 m north; 8 m south
2 — Messina	200	Draught 9 m (Rizzo)
3 — Villa San Giovanni	45	Draught 6 m *

Port facility or berth	Length (m)	Reported water depth or draught (m)
4 — Reggio Calabria	48 m AdSP (Molo Isole)	Draught 7 m AdSP
5 — Vibo Valentia Marina	67	Draught 6.20 m
6 — Vulcano - Porto di Levante	234	Draught 11.60 m
7 — Lipari - Porto di Sottomonastero	250	Draught 10 m
8 — Salina - Porto di Santa Marina Salina - commercial harbour basin	230	Draught 9 m
9 — Salina - Porto di Rinella. East-side berth	85	Draught 6 m *
10 — Panarea – Port	106	Draught 6.20 m
11 — Stromboli - Porto di Ginostra Lazzaro	98	Draught 5.5 m *
12 — Stromboli - Porto di Scari	85	Draught 7 m
13 — Filicudi – Port	67	Draught 6.20 m
14 — Alicudi – Port	48	Draught 7 m
15 — Trapani	Sanità E 110; Garibaldi 140; Sanità O 89; Ronciglio O 132; Marinella 134 m	Draught 8 m: Sanità E/Garibaldi; 6 m: other quays listed *
16 — Favignana – Port	296	Draught 6.60 m *
17 — Levanzo - Porto Cala Dogana	60	Draught 6.60 m *
18 — Marettimo port - new landing facility	250	Draught 6 m *
19 — Porto Empedocle	Levante 930 m; Nord 80 m;	Draught 6.50 m Levante; 6.60 m Nord
20 — Lampedusa - Molo Cala Pisana	45	Draught 12 m
21 — Lampedusa - Molo Cavallo Bianco	250 m	Data unavailable
22 — Linosa - Molo Pozzolana	25	Draught 9.20 m
23 — Mazara del Vallo - Porto Canale	30 m unverified *	Draught 8.20 m *
24 — Pantelleria - outer breakwater	Outer breakwater approximately 500 m	Outer breakwater: maximum draught approximately 9 m
25 — Palermo	Piave N 322 m and S 314 m (100 m allocated on each); Sammuzzo 140 m	Draught 12 m Piave; 14 m Sammuzzo
26 — Ustica - Molo Taormina	110 m in total;	Draught 6 m
27 — Ustica - Molo Cimitero	Pier 80 m; maximum ship length 70 m for end-on berthing (2010)	Draught 6 m (2010) *
28 — Marsala port - Piazzale dei Mille quay	450	Draught 8.50 m

Clarifications on the data presented

All measurements remain subject to confirmation by the competent Authorities, specifying the berth, survey date and applicable operating conditions.

The overall length of quays or piers does not automatically determine usable berthing length. Reported draughts do not replace verification of updated water depths, under-keel clearance, manoeuvring basins and current orders. Operators' observations must refer to the individual berth and the season and time slot of use.

Regulatory reference: ART, Annex A to Resolution No 22/2019, consolidated text as amended by Resolution No 59 of 29 April 2026, Measures 2 and 3. Consolidated text published on the ART website.

Possible additional port facilities at the initial exploratory assessment stage

To supplement the survey, the following five facilities, not included in the preceding table, are identified solely for an initial exploratory assessment. They are not included in scenario M0, «reconfigured M1» or «incremental M1».

Their possible inclusion in future service configurations can be considered only after the assessment and checks with the competent Authorities and bodies have been completed. At present, they do not form part of the programme submitted to the market test.

No	Port facility	Submission reference in the file	Classification and data status
29	Isola delle Femmine	27	Possible additional port facility at the initial exploratory assessment stage, excluded from scenario M0, «reconfigured M1» and «incremental M1». Berths, technical data and conditions of use remain to be obtained and verified.
30	Castellammare del Golfo	28	Possible additional port facility at the initial exploratory assessment stage, excluded from scenario M0, «reconfigured M1» and «incremental M1». Berths, technical data and conditions of use remain to be obtained and verified.
31	Terrasini	29	Possible additional port facility at the initial exploratory assessment stage, excluded from scenario M0, «reconfigured M1» and «incremental M1». Berths, technical data and conditions of use remain to be obtained and verified.
32	Cefalù	30	Possible additional port facility at the initial exploratory assessment stage, excluded from scenario M0, «reconfigured M1» and «incremental M1». Berths, technical data and conditions of use remain to be obtained and verified.
33	Capo d'Orlando	31	Possible additional port facility at the initial exploratory assessment stage, excluded from scenario M0, «reconfigured M1» and «incremental M1». Berths, technical data and conditions of use remain to be obtained and verified.

For each facility, the potentially usable quays and individual berths, including alternatives, must be identified. Data must be obtained on usable length, water depths, vessel limits, availability and allocation procedures, slots, interference with other traffic and operating conditions.