



PORT SYSTEM AUTHORITY OF THE SOUTHERN ADRIATIC SEA

P.le Cristoforo Colombo, 1 – 70122 Bari

PORT OF BRINDISI – COSTA MORENA AREA

NOTICE OF EXPRESSION OF INTEREST FOR THE IDENTIFICATION OF ECONOMIC OPERATORS INTERESTED IN THE CONSTRUCTION AND MANAGEMENT OF A MULTIPURPOSE TERMINAL PURSUANT TO ART. 18 OF LAW NO. 84/1994

Pursuant to the provisions contained in the T.O.P. (Three-Year Operational Plan 2026-2028) of this Port System Authority, a Notice of Expression of Interest is hereby issued aimed at identifying economic operators interested in the concession award, pursuant to Art. 18 of Law No. 84 of 28 January 1994 as subsequently amended and supplemented, of the port infrastructure consisting of part of the Riva quay (No. 24¹ – approximately 40 m) and the entire Costa Morena Diga quay (root and head – Nos. 25 and 26² – approximately 510 m) and the rear yards, for a total of approximately 75,000 sqm, located in the Costa Morena area of the Port of Brindisi, for the construction and management of a Multipurpose Terminal and the performance of port operations pursuant to Art. 16 of Law No. 84 of 28 January 1994 as subsequently amended and supplemented.

Proceeding Entity: Port System Authority of the Southern Adriatic Sea, Piazzale Cristoforo Colombo No. 1 – 70122 Bari.

Person Responsible for the Procedure: Dr. Aldo Tanzarella, Director of the Port Operations Department of Brindisi and Monopoli, Territorial Office of AdSP MAM in Brindisi, Piazza Vittorio Emanuele II, No. 7 – 72100 Brindisi.

Tel. +39 0831 562649 – e-mail: a.tanzarella@adspmam.it – PEC: protocollo@pec.adspmam.it

1. Preamble and Purpose

This expression of interest is of a purely exploratory and non-binding nature pursuant to Art. 2 of the Guidelines of the Ministry of Infrastructure and Transport of 21 April 2023, No. 110. It is aimed at ascertaining the degree of market interest with regard to the possibility of awarding a maritime state property concession for the areas and

¹ Berth numbering from Ordinance No. 66/2026 of the Brindisi Port Authority (Harbor Master's Office)

² As above

quays indicated below, as well as at collecting useful information for any subsequent competitive award procedure pursuant to Ministerial Decree of 28 December 2022, No. 202.

The submission of an expression of interest does not in any way constitute a commitment to award, nor does it give rise to any right on the part of the participating parties to the assignment of the concession or to any form of compensation.

AdSP MAM reserves the right not to proceed with this procedure, to modify its terms, or to proceed directly with the launch of a tender, without the parties that have expressed interest being able to advance any claims or requests for compensation.

2. Subject of the Expression of Interest

This expression of interest is aimed at carrying out an exploratory survey of the national and international shipping market in order to verify the possibility of granting – following a further public evidence procedure – a maritime state property concession for exclusive use, pursuant to Art. 18 of Law No. 84 of 28 January 1994 as subsequently amended and supplemented, of part of the Riva quay (No. 24 – approximately 40 m) and the entire Costa Morena Diga quay (root and head – Nos. 25 and 26 – approximately 510 m), with depths of 12.19 m and the prospect – in the medium term – of restoring the original -14 m, and the rear yards, covering a total of approximately 75,000 sqm, located in the Port of Brindisi – Costa Morena area.

The areas and quays are intended for the construction and management of a Multipurpose Terminal (not passenger or cruise) for the handling, storage and deposit of goods of any kind (excluding IMO Class Nos. 1 and 7 goods – explosives and radioactive materials), to be unloaded/loaded at/from the Port of Brindisi.

The maritime state property areas covered by this notice are classified in the current Port Master Plan of Brindisi as areas with a “commercial and logistics” function.

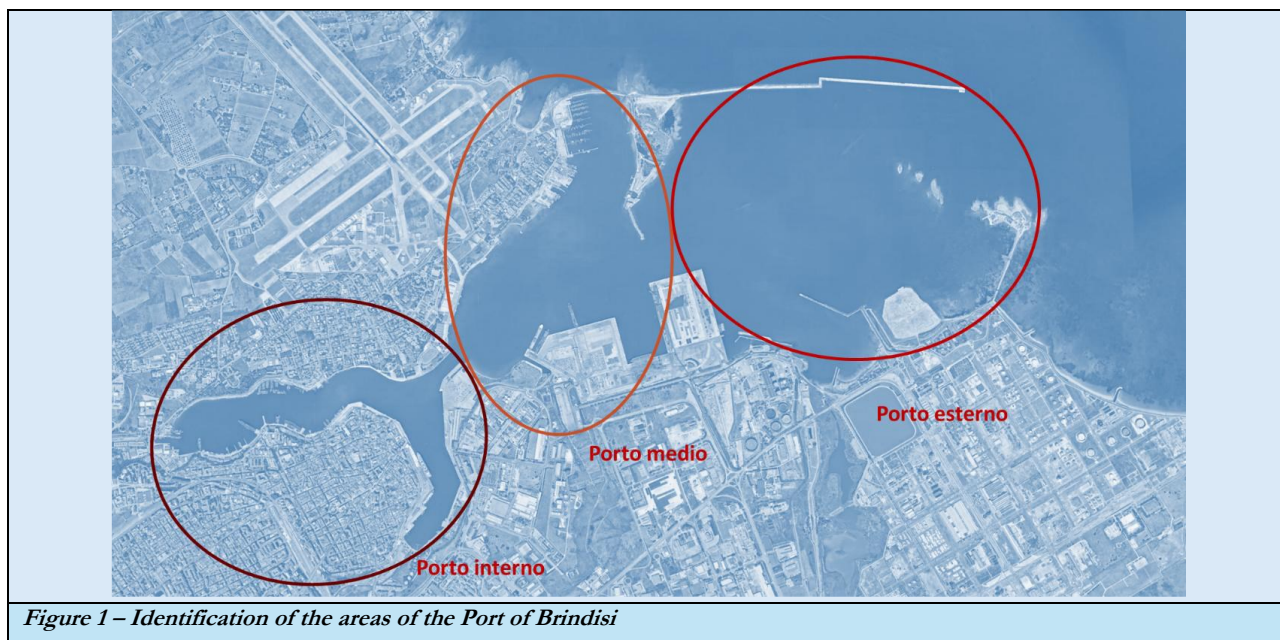
3. Overview – Port of Brindisi

The Port of Brindisi has historically positioned itself, due to its favourable geographical location and physical characteristics, as the natural reference “gate” for relations with Greece, the Balkan area, Turkey and the Eastern Mediterranean basin.

Currently, within the network of transnational corridor itineraries, it occupies a strategic position, constituting a crossroads and interchange point for North-South relations with those of East-West.

Its entire composition can be divided into three parts:

- Inner Port, formed by two long arms that surround the city to the North and East and which are respectively named “Seno di Ponente” and “Seno di Levante” (water surface area: 750,000 square metres), with a predominantly military – recreational – cruise function.
- Middle Port, formed by the water area preceding the access channel to the inner port (Canale Pigionati) and by the Bocche di Puglia inlet which forms its northern basin (surface area: 1,250,000 square metres), with a predominantly commercial function.
- Outer Port, bounded to the South by the mainland, to the East by the Pedagne islands, to the West by the island of S. Andrea, by the Costa Morena mole and, to the North, by the Punta Riso breakwater (surface area: 3,000,000 square metres), with predominantly industrial functions.



Over time, the Port of Brindisi has developed a strong specialisation in ferry ro-ro and ro-pax connections in the Motorways of the Sea segment on the north-south route linking the Upper Adriatic (Ravenna) to Sicily (Catania).

Together with the Port of Bari, Brindisi constitutes the main reference hub for ro-pax connections with Albania, thanks to the lines with Durrës and Vlorë, as well as with Greece (Igoumenitsa – Patras) and the Ionian islands (Corfu), especially in the summer period in support of cross-border tourist flows.

The Port of Brindisi also plays a very important role in supporting the industrial and energy production activities of Salento, which occupy a large part of the existing hinterland areas.

From the point of view of traffic, the ports of Brindisi and Bari are certainly the most important, as approximately 90% of the total goods handled in all the ports of the Southern Adriatic Sea Port System transit through these two hubs.

Table 1 – Main characteristics of the operational quays affected by the expression of interest			
Name	Berth No.	Length (m)	Depth (m)³
Costa Morena sez. Riva	24	300 (section affected by this expression of interest equal to approx. 40 m)	12.19
Costa Morena Diga sez. Radice	25	500	12.19
Costa Morena Diga sez. Testata	26	–	12.19

3.1 Road and Rail Connections – the TEN-T Network

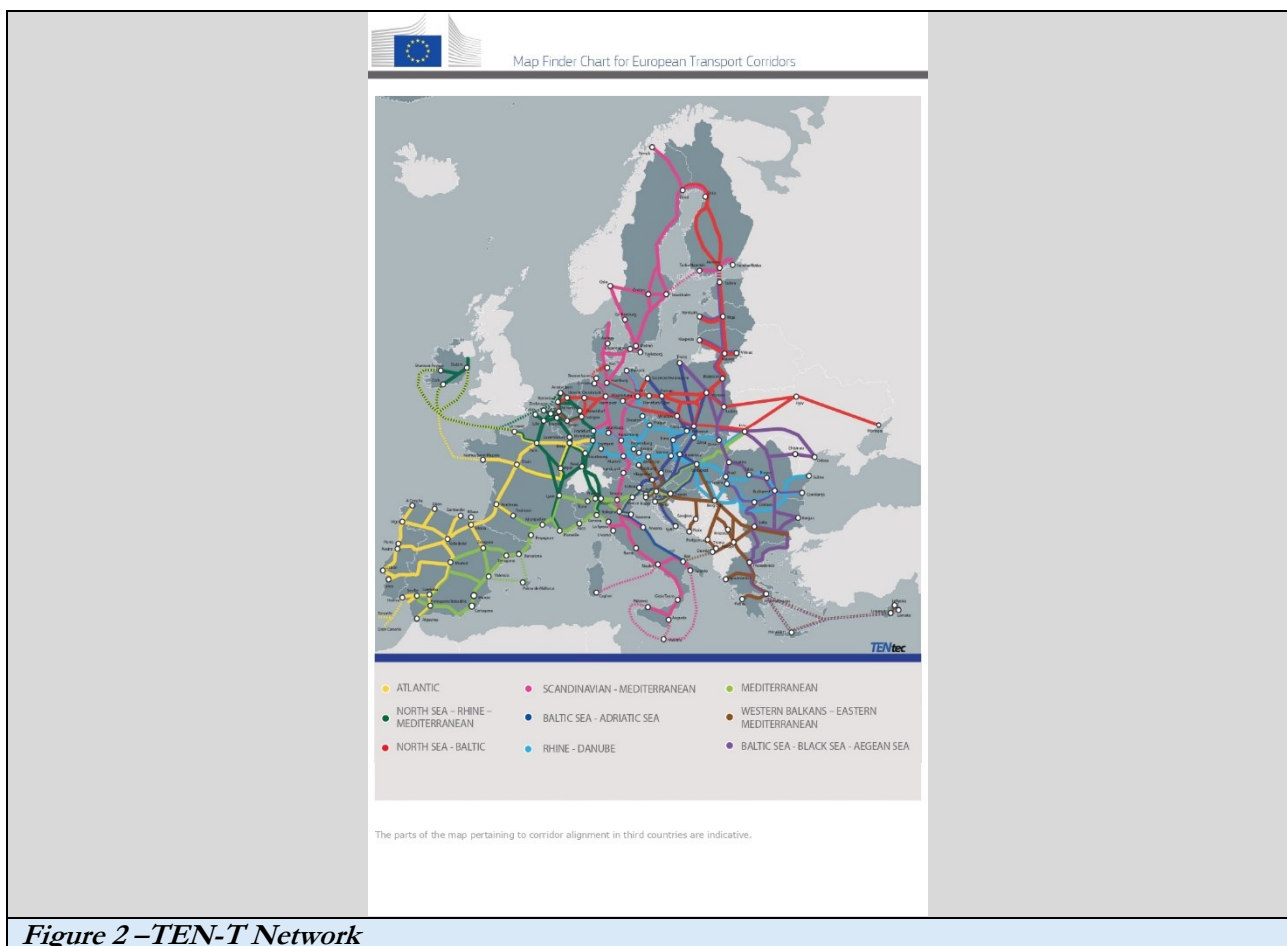
The Port of Brindisi is strategically positioned on two EU corridors.

³ In the medium term, AdSP MAM will restore the original depths of -14 m.

The first, the Scandinavian-Mediterranean Corridor (Scan-Med), is one of the nine main corridors of the European Union's Trans-European Transport Network (TEN-T). It is the longest of the identified corridors, a strategic north-south axis for the European economy linking Scandinavia to the Mediterranean.

Although the Port of Brindisi is not a core port but is classified as a comprehensive port, it benefits from interconnections with the Adriatic backbone (Bari-Brindisi-Lecce and Brindisi-Taranto railway lines, A14 Motorway – Taranto-Bari-Bologna E55 – S.S. 7 Appia Brindisi-Taranto-Rome – S.S. 16 E55), making it an integral part of the Scan-Med corridor.

The second, Corridor VIII (Pan-European Corridor VIII), represents a strategic east-west axis linking the Adriatic Sea to the Black Sea, passing through the Western and South-Eastern Balkans. The Port of Brindisi serves as a key western terminal of Corridor VIII, particularly for maritime connections (ferry and motorways of the sea) to Albania and the Balkans, for its role as a logistics and commercial hub towards the Western Balkans, the Black Sea and potentially the Caucasus, as well as for its strategic-military aspect.



3.2 Connection to the Road Network

The access road system to the port area develops without the need to cross the urban area of Brindisi, along arteries dedicated almost exclusively to reaching the port and the neighbouring industrial area. This configuration represents a positive characteristic, as it allows fast access to the port hub.

The Middle Port is accessible from the main gates of Costa Morena West (ferry/ro-ro area) and Costa Morena East, directly reachable from the E90 both via the internal road network (via Einstein and via Maiorana) and via the via Fermi road axis. The Outer Port is reachable via the via Fermi road axis which then joins the E90.

3.3 Connection to the Railway Network

The railway network serving the Port of Brindisi is the Adriatic railway line which, in this section, connects Lecce with Bari. A proper railway connection to the port hub develops through the railway siding which, starting from Brindisi station, following Viale Arno and Via Fermi, reaches with some deviations the industrial plants and the port hub area, at the Costa Morena East quay, which is in turn connected to the marshalling area within the port, at the Costa Morena Riva quay.

The siding is single-track and crosses at grade all the roads of the industrial and port area, to connect to the national railway network at Brindisi station. In perspective, the port/industrial railway siding will be included in the new variant of the Brindisi Intermodal Node (funded with PNRR funds – Mission 3, Component 1), which will allow railway convoys departing from and/or arriving in the port and/or industrial area to access the national railway network directly, avoiding transit through Brindisi Central Station. The main works were awarded in 2024. A new station with 4 tracks of 750 metres for freight is planned, with port traffic being channelled onto the existing ASI backbone.



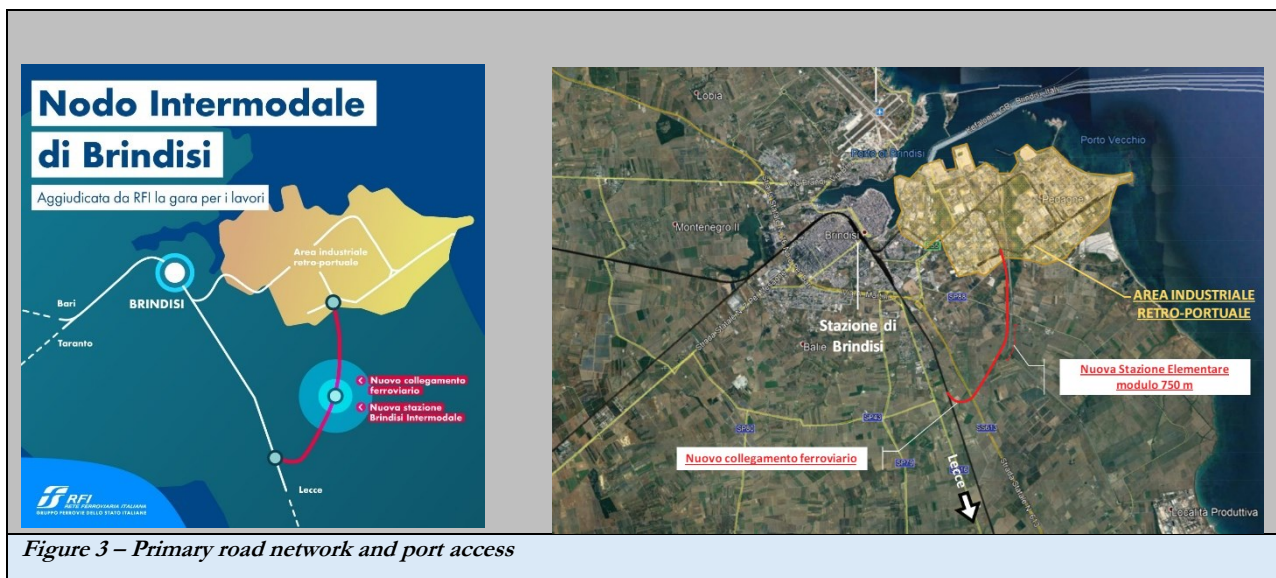


Figure 3 – Primary road network and port access

4. Main Characteristics of the Areas

Total area: 75,000 sqm. The entire area is open and free of buildings and/or structures, with the exception of a disused building in a precarious state of conservation, previously used as an electrical substation.

Technical characteristics of the area: the state property area is built in concrete conglomerate; the load-bearing capacity of the yards and the quay, for non-point static loads, is approximately 8/10 tonnes/sqm.

Quay characteristics: the Costa Morena Diga quay has a linear development of approximately 515 m and the maximum draught allowed for vessels berthing is currently -12.19 m (40 feet). AdSP MAM has planned the intervention aimed at restoring the depth of the seabed which, by 2028/2029, could be carried out and restore the depth to the original -14 m. The structure is equipped with bollards and fenders. The quay, like the entire Port of Brindisi, is subject to height clearance limitations arising from the presence of the nearby Brindisi airport.

Photographic documentation is accessible at the following link: Foto - Terminal Molo ex Enel (SharePoint link provided in the original notice).

Quay utilities: port water system extending along the entire quay section; first-flush rainwater collection system to be sectioned and made independently functional; lighting system consisting of light towers.

Railway siding: the quay is affected by the presence of an existing railway track with a length on the quay of 490 m, to be restored by the future concessionaire. This track connects to the Costa Morena port railway siding, which – via the railway network of the ASI Consortium of Brindisi – connects to the national railway network. The railway shunting service is currently and until 2028 entrusted to Mercitalia Shunting & Terminal S.p.A.

Limitations – Obstacle Chart: the current height clearance limitation (air draft) affecting vessels berthing at the Costa Morena Diga quay, as well as operational structures (cranes, etc.), is established in the current Aerodrome Obstacle Chart Type B ICAO – published by ENAV – at 50 m above mean sea level.

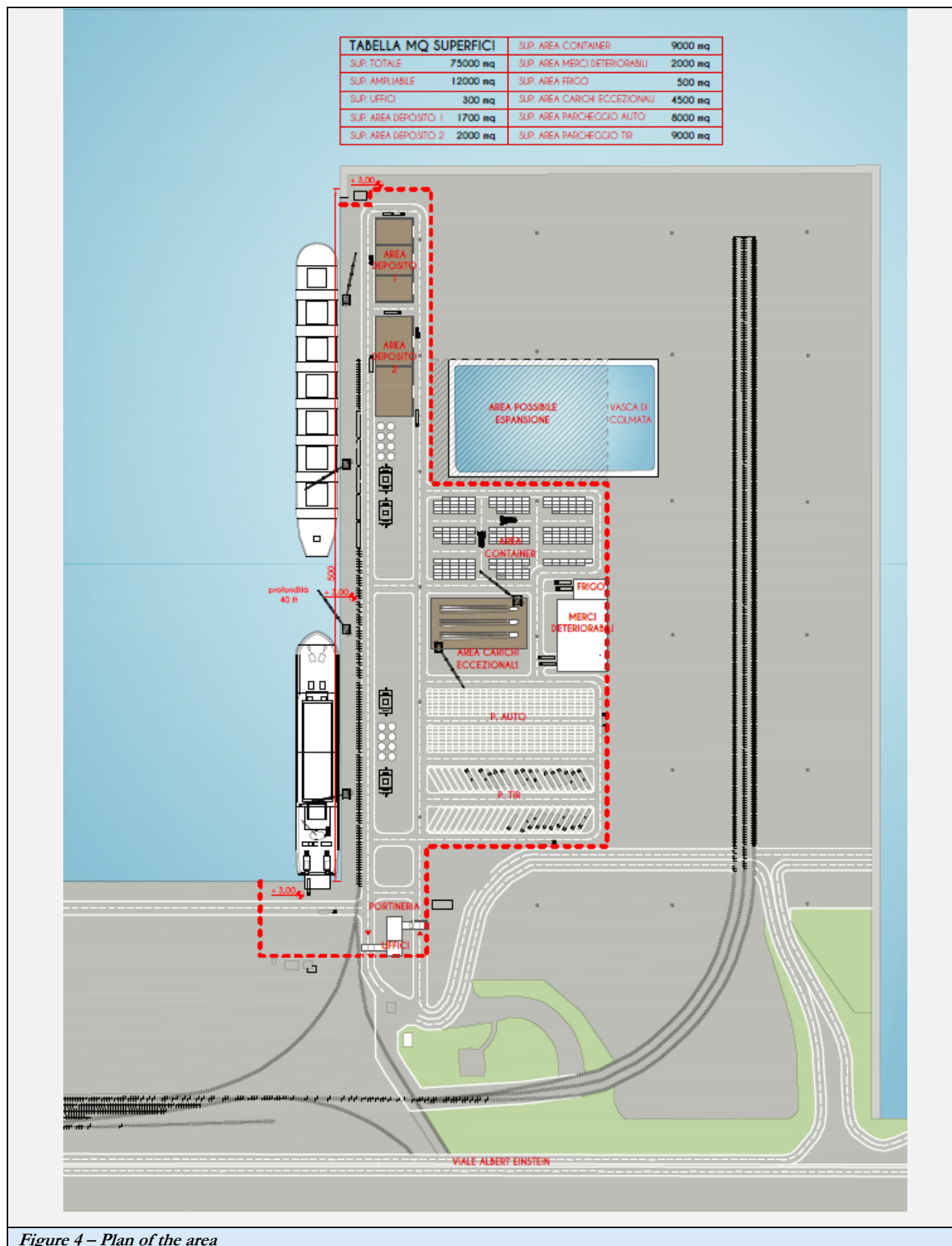


Figure 4 – Plan of the area

For the sole purpose of providing a non-binding indicative overview of possible area layouts, the following consultation link is provided: [Render photos and videos Multipurpose Terminal](#).

4.1 Environmental Aspects

- SIN Area (Site of National Interest – Ministerial Decree of 10 January 2000): following the required environmental characterisations, the areas in question are free from the environmental constraints arising from the aforementioned legislation.
- The quay is equipped with a first-flush rainwater collection and treatment system that flows into pipelines leading to the Cerano Power Plant. The new concessionaire shall separate this destination, equipping itself to manage such waters directly and obtaining the required authorisation from the Province of Brindisi.
- Pursuant to Art. 269 of Legislative Decree 152/2006, the future concessionaire shall apply for an atmospheric emissions authorisation.
- The future concessionaire may also handle goods classified as waste (in compliance with the provisions of Art. 193-bis of Legislative Decree 152/2006 as subsequently amended and supplemented) or dangerous goods (excluding explosive and/or radioactive materials).

4.2 Safety Aspects

Maritime security. The concessionaire, pursuant to the ISPS Code, Chapter 1.2 of SOLAS and Regulation (EU) 725/2005, shall obtain the status of port terminal operator and shall draft and implement the PFSP – Port Facility Security Plan, to be submitted for approval to the Designated Authority (Harbour Master's Office of Brindisi). Furthermore, the terminal operator shall comply with Ministerial Decree of 16 December 2004 “Blue Code”.

The area covered by this expression of interest falls within the customs perimeter supervised 24 hours a day by the local Guardia di Finanza, with a control post and controlled gates.

Safety. The future concessionaire shall draft the Risk Assessment Document (pursuant to the combined provisions of Art. 4 of Legislative Decree 272/1999 and Arts. 28 and 29 of Legislative Decree 81/2008) and, in the event of interference with external companies, the Single Document for the Assessment of Interference Risks (Art. 26, paragraphs 3 and 5, of Legislative Decree 81/2008).

4.3 Further Elements

The state property complex covered by this expression of interest is located in close proximity to the industrial areas of the Brindisi industrial zone. With regard to the latter, it may be useful to consult the website of the ASI Consortium of Brindisi: www.asi.br.it

It is important to emphasise that both the port areas and those of the industrial zone are included in the broader Single Special Economic Zone of Southern Italy (ZES Unica) and that economic initiatives undertaken in these areas may benefit from the tax benefits (tax credit) and administrative facilitations (simplified authorisation process) provided for by the legislation governing the aforementioned ZES Unica.

5. Indicative Duration of the Concession and Fee

The hypothetical duration of the concession, which following this expression of interest and the subsequent procedure pursuant to Ministerial Decree No. 202 of 2022, is indicatively between a minimum of 20 and a maximum of 40 years, to be determined in relation to the amortisation of the planned investments and the Economic-Financial Plan that will be submitted in the context of any subsequent competitive procedure.

The fixed annual state property fee for the future concession, to be awarded following a subsequent public evidence procedure pursuant to Ministerial Decree 202 of 2022, may range from €1,200,000 (one million two hundred thousand) to €2,000,000.00 (two million euro). A variable component of the fee is envisaged, linked to indicators of productive, energy and environmental efficiency, in any case ranging from a minimum of €20,000.00 (twenty thousand) to €100,000.00 (one hundred thousand euro) depending on the type of terminal to be built.

6. Parties that May Express Interest

Economic operators referred to in letter l) of Art. 1 of Annex I.1 of Legislative Decree No. 36/2023 may submit an expression of interest, individually or jointly, who possess, or undertake to acquire, the following minimum requirements:

- Registration in the Companies Register for activities related to the subject of the concession (ATECO codes 52.22.09, 52.24 or 52.29, or equivalent).
- Possession of the authorisation pursuant to Art. 16 of Law 84/1994, or commitment to request it jointly with any concession application.
- Adequate technical-professional and economic-financial capacity in relation to the nature and scale of the initiative (management of port terminals, logistics, goods handling, etc.).

The requirements will be subject to detailed verification exclusively in the context of any subsequent award procedure in accordance with the provisions of Ministerial Decree No. 202 of 2022.

7. Content of the Expression of Interest

Interested parties shall submit, by the deadline indicated in point 8 below, a declaration of expression of interest, in the form of an illustrative report, containing the following elements:

- Identifying data of the party (name, registered office, tax code/VAT number, companies register registration, legal representative, contact details). For companies with registered offices abroad, a certificate of similar registration in one of the commercial registers of the State of origin.
- Indication of the form of participation (individual or joint) and, in the case of a temporary grouping of companies/consortium, list of the members.
- Brief description of the experience gained in the sector of port logistics, terminal management or similar activities.
- Concise indication of interest in the initiative and, on a purely orientative basis, of the main lines of activity and investment that would be developed (without binding commitment). These aspects shall be set out in a specific illustrative report, the content of which is better specified in the following article.

7.1 Illustrative Report – Content

The illustrative report referred to in point 7, to be drawn up in Italian or in English within a maximum of 20 A4 pages, with line spacing not less than 1.5, shall describe, on a purely indicative and non-binding basis, the following elements:

- a) a concise indication of interest in the initiative;
- b) the main lines of activity that would be developed at the Multipurpose Terminal (types of traffic and goods, port and logistics services, reference markets; estimated vessel call plan);
- c) the orientative lines of investment (infrastructure, equipment and means, safety, environment, technological innovation), with any indication of a non-binding order of magnitude of the economic scale;
- d) the hypothesis of the operational layout of the Multipurpose Terminal, including the functional organisation of the areas and any use of rail intermodality;
- e) any needs for project documents or further studies that would be considered useful in a subsequent development phase;
- f) an indicative indication of the timescales required for the various phases of the intervention.

Pursuant to and for the purposes of Art. 2, paragraphs 8 and 9 of Ministerial Decree of 28 December 2022, No. 202, the illustrative report shall also demonstrate the consistency of the proposed activity programme with:

- the current Port Master Plan of Brindisi, with particular reference to the designation for “commercial and logistics” function of the state property areas covered by this Notice;
- the strategic planning instruments: National Strategic Plan for Ports and Logistics.

Illustrative documents (company presentation, brochure, etc.) may be attached to the report.

A reference model for the drafting of the illustrative report referred to in this article is attached to this notice.

For the purposes of the admissibility check pursuant to Art. 2, paragraph 9, of Ministerial Decree No. 202/2022, applications whose illustrative reports are found not to be consistent with the Port Master Plan of Brindisi or with the national strategic planning instruments of the sector will not be examined.

8. Methods and Deadlines for Submission

The expression of interest shall be transmitted, under penalty of inadmissibility, by certified e-mail (PEC) to the address protocollo@pec.adspmam.it, indicating in the subject line:

“Expression of Interest – Multipurpose Terminal Costa Morena – Port of Brindisi”

The mandatory deadline for submission is set at 12:00 noon on the 60th day (sixtieth day) from the date of publication of this notice on the Official Notice Board of this Port System Authority.

Expressions of interest received after the indicated deadline or by methods other than those prescribed will not be taken into consideration.

9. Outcome of the Expression of Interest

The expressions of interest received will be examined by a committee, appointed following the publication of this expression of interest, solely for the purpose of verifying the degree of market interest and acquiring useful information for the preparation of any subsequent Public Tender Notice.

AdSP MAM will not draw up rankings or assign scores. Any list of parties that have expressed interest may be used, at the discretion of the Administration, for consultation or communication purposes relating to the subsequent procedure.

Participation in this expression of interest does not constitute a condition for admission to any subsequent tender, which will remain open to all economic operators meeting the required requirements.

10. Requests for Information and Site Visit

Any requests for clarification may be submitted by PEC to protocollo@pec.adspmam.it or by e-mail to a.tanzarella@adspmam.it, within the mandatory deadline of 23 November 2026 at 12:00:00. Replies to the questions will be published on the Entity's online Official Notice Board by 3 December 2026, omitting any indication of the requester.

The deadline for carrying out the site inspection is 10 December 2026, subject to a request to be submitted no later than 23 November 2026, to be agreed with the Port Operations Department of Brindisi and Monopoli by sending the request to a.tanzarella@adspmam.it.

11. Processing of Personal Data

The data provided by parties expressing interest will be processed exclusively for the purposes connected with this procedure, in compliance with Legislative Decree No. 196/2003, Regulation (EU) 2016/679 (GDPR) and Legislative Decree No. 101/2018.

12. Publication

This Notice is published on the institutional website of AdSP MAM (Transparent Administration section – Tender notices and contracts), on the online Official Notice Board of the Entity and, in extract, on the websites of the Ministry of Infrastructure and Transport (MIT), the Ministry of Enterprise and Made in Italy (MIMIT), the Ministry of Foreign Affairs and International Cooperation (MAECI), the Italian Trade Agency (ICE), SACE, SIMEST, CDP, Unioncamere, Assoport, ESPO, TED, employers' and sector associations, and specialised press.

13. Reference Documentation

For a better understanding of the areas and the context, the following illustrative documentation is made available (for information purposes only and non-binding):

- Plan of the areas subject to concession.
- [Photographic](#) description of the current former Enel Mole.
- [Multipurpose Terminal hypothesis](#) (renders and videos).

The documents can be consulted at the links indicated on the institutional website of AdSP MAM or upon request to the Person Responsible for the Procedure.



**Autorità di Sistema Portuale
del Mare Adriatico Meridionale**

Bari, Brindisi, Manfredonia, Barletta, Monopoli, Termoli



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Port System Authority of the Southern Adriatic Sea – Notice of Expression of Interest

This Notice has the value of an invitation to express interest and does not constitute an offer to the public pursuant to Art. 1336 of the Civil Code, nor a promise to the public pursuant to Art. 1989 of the Civil Code.

Dr. Aldo Tanzarella

*Director of the Port Operations Department
of Brindisi and Monopoli and Person Responsible for the Procedure*

Firmato digitalmente da

ALDO TANZARELLA

CN = ALDO TANZARELLA
C = IT