



MEDA LOGISTICS &
TRANSPORT FORUM



«SEZs and SLZs driving growth in the ports of Rome and Lazio»

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SEZs: Special Economic Zones



- Geographically **delimited areas** (generally having an extension larger than a free customs zone) in which **a special legislation aimed at fostering economic activities** is applied, compared to those established (in force) in that specific country.
- **Tax exemptions, administrative facilities, provision of services and** infrastructure facilities to businesses, and **socio-economic benefits for workers** operating within them.
- SEZs within EU States are areas covered by a **particular customs treatment regime**, in which are established **landlocked customs free zones** by a legal act of the Member State but ruled by the EU customs legislation.

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SEZs KEY FEATURES



NEW INTERNATIONAL SCENARIO

- Decreasing in importance of tax and financial incentives
- Increasing in centrality of administrative and infrastructure facilities

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SEZs' Growth Worldwide

- Best places in the world to create business and connections with global production and logistic chains.
- 25% of the World Trade is set in SEZs.



Currently more than 4500 SEZs and free zones in 135 developed and developing countries.

- . Circa 70 millions jobs;
- . 3% active population registered;
- . In developing countries International Organizations ensure precise structural standards to maintain the right to appeal to MNCs (Multi National Companies)

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ITALIAN SEZs' REGULATIONS

D.L. n.91, June 20th 2017, modified into L.
n.123 August 3rd 2017 (artt.4-5)

Decree of the Prime Minister n.12, January
25th 2018, establishing Special Economic Zones
(SEZs).



DPCM – May 11° 2018
1) SEZ set in CALABRIA
2) SEZ set in CAMPANIA

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The Italian case: from SEZs to SLZs

According to the Italian legislation SEZs can be established only around port areas situated in those regions with disadvantaged economical situations in order to improve their business status. This is the case of the southern Italian regions.



SIMPLIFIED LOGISTIC ZONES (SLZs):

are the solution-tools established to promote the development of new investments in the Central and Northern Italian port areas, where the SEZs' national legislation can not be applied.

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SLZs: Simplified Logistic Zones

- It must comprise ports belonging to a **Port System Authority**.
- Areas outside the port, which could be part of SLZs, may be not contiguous, as long as an **economic-functional connection with the port areas** is provided.
- **Same SEZs' administrative simplifications** to attract the investment, without having the SEZs' credit of tax on investments.
- Established to **promote the development** of new investments **in the Central and Northern Italian port areas**, where the SEZs' national legislation can not be applied.
- Each region can host one SLZ, provided there are those features set by EU Regulation n.1315/2013 on **Union guidelines for the development of the Network Trans-European transport (TEN-T)**.



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SLZs: Simplified Logistic Zones

- Within these zones, both the new enterprises, and those already existing, benefit from **simplified procedures** already provided in SEZs, in particular the **speed up of the administrative procedures terms and special procedures** (example: institution of a One-Stop Shop (OSS) to ensure fast and reliable procedures and simplified customs corridors “fast runner”).
- **Administrative simplifications** to attract the investments without having the credit of tax on investments of the SEZs.
- **Simplified procedures aimed at fostering functional links and connection with the port** (example: possible simplified procedures for public transport infrastructures).

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**SLZs
REGULATORY
FRAMEWORK**

**Law December 27th 2017, n. 205.
Art.1 comm. 61-65**

Establishment with DPCM (**Decree of the Prime Minister**), on proposal of the Region concerned, for a period of maximum 7 years renewable up to a maximum of additional 7 years.

Areas may be not contiguous, as long as an economic-functional connection with the port areas is provided.

**Steering Committee
(Governance)**

The proposal must be submitted to the **Presidency of the Council of the Ministers**, upon proposal of the **Minister for the Territorial Cohesion and the South**, after the adoption of the **Strategic Development Plan by the Region** and the consultations of the mayors of the areas concerned. The proposal is submitted in agreement with the **Minister of Infrastructures and the Transportation**.

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The SLZ project in the ports of Rome and Lazio

Lazio region can host one SLZ, located in the Port System Authority of the North Tyrrhenian Sea area (which comprises the ports of Civitavecchia-Fiumicino-Gaeta) with those features set by EU Regulation n.1315/2013 on Union guidelines for the development of the Network Trans-European transport (TEN-T).



Lazio Region - Acts of the Regional Council and the Councillors
Resolution n. 621, October 30th 2018

Set up of the administrative procedure for the establishment of the SLZ in the North Tyrrhenian Sea area (**Civitavecchia, Fiumicino, Gaeta**) (L.205/2017)

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The SLZ project in the ports of Rome and Lazio

Lazio Region - Acts of the Regional Council and the Councillors
Resolution n. 29, January 29th 2019

Identifying members of the Working Group (WG) for the setting up of the SLZ in the North Tyrrhenian Sea area (**Civitavecchia, Fiumicino, Gaeta**)



- The Working Group, which has been recently appointed, includes experts of diversified and proven experience in **administrative law, maritime law, customs, members of the Port System Authority and regional councils, members of the Chambers of Commerce, of the Association of Municipality and of Industrial entrepreneurs.**
- Resolution n.29 sets up the **guidelines and operational principles** that the Working Group will have to follow in the **elaboration of the Regional Strategic Development Plan** and in the selection of the areas where the SLZ will be located;
- The **President of the Port System Authority** is the coordinator of the WG.

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SLZs: Operating principles

- a) Comprising the entire system of the commercial ports in Lazio region (Civitavecchia, Fiumicino, Gaeta);
- b) Guaranteeing the development and also the infrastructural integration of the Tyrrhenian-Adriatic transversal corridor;
- c) Developing retroport areas established from the new SLZ, considering their economic-functional connection with the port system, with the transports network and with the productive infrastructural hubs of the region;
- d) Foreseeing administrative simplifications in order to facilitate the founding procedures of those connected with (the business of) the enterprises localized within SLZs.

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Environment and sustainable development in SLZs.

- The business activities carried out within the SLZs take care of the reduction of the environmental impacts of the productive systems also through a strategy for the sustainability and the entrepreneurial activity, the promotion of the eco-activity, innovation in infrastructure, products, production processes and services according to the guidelines established by Lazio region;
- The process can be supported through economical incentives in favor of the enterprises that use clean technologies;
- Developing Blue Economy and Circular Economy through the development of recycling products;
- Creating an energy self-sufficient system also through the construction of installations to produce energy from renewable sources.



**BLUE
ECONOMY**

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THANK YOU FOR YOUR ATTENTION,

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