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The **Port of Livorno** is Italy's largest seaport in the Mediterranean Sea, handling around 30 million tonnes of cargo and 700,000 TEU's annually. It is an important employer, with over 15,000 employees serving more than 7,000 ships every year. The port serves Tuscany, Emilia-Romagna, Umbria, and Marche regions, primarily through its natural harbour located on the Ligurian sea in north-western Tuscany. Porto Mediceo was established under Cosimo I, with Bartolomeo Ammannati as the lead architect, in 1572. However, its completion occurred after his reign. Over the years, multiple contributors worked on the project, including Claudio Coporano, Antonio Cantagallina, and Robert Dudley. The original wharf, Molo Ferdinando, stretches 348 meters along the Vecchia Darsena, while the subsequent wharf, Molo Cosimo, is 240 meters long but was halted due to the Sassaia reef. A third wharf, Molo Mediceo, extends from the Sassaia reef towards north-west, parallel to the coastline, with a length of 470 meters and a width of 250 meters. Molo Mediceo features a fortress, *Fortezza del Molo*, which houses 27 guns and 200 soldiers to defend the port entrance. The harbour was designed to accommodate 140 vessels and had significant military and strategic importance. The railway line connecting Pisa to Rome was first opened. The project was put on hold during World War I but resumed in 1922. A new plan was proposed, which included expanding the port in the north near Bacino Santo Stefano with canals and docks. The port was rebuilt after World War II, and a new plan was approved in 1953. The new plan involved reconstructing quays and their equipment, building Darsena Petroli to accommodate tankers, and creating a new wharf named Santo Stefano. Over the years, several variants were approved to improve the port facilities and docks. The Navicelli Channel connects Pisa to Livorno, built between 1563 and 1575 for small boats called navicelli. The Diga della Vegliaia was built from 1888 to 1900 to protect the southern entrance of the port from prevailing winds. It has a rectilinear structure and a length of 490 meters. The Diga Curvilinea, also known as Molo Novo, was ordered by Leopold II in 1852 and completed in 1863. It's a massive construction that delimits the Avamporto to the west. The Diga della Meloria is an extension of the Diga Curvilinea towards the northwest, approved in 1906. The Fanale dei Pisani is a lighthouse built on an emerging rock in 1303 by Giovanni Pisano and his master builders Rocco Entello De Spina and Bonaggiunta Ciabatti. It has 11 floors with a spiral connection between each floor and a polygonal basement of 13 sides. The Fanale Lighthouse was built using Verruca stone from San Giuliano cave near Pisa and initially used oil lamps, then compressed oil, before being electrified in the late 1800s. It was constructed on top of warehouses ordered by Grand Duke Ferdinando I de' Medici in 1584 and later became a shipbuilding facility. The tower was damaged by German troops in 1944 but was rebuilt in 1954 using original plans and materials recovered from the ruins and cave. The new lighthouse was inaugurated in 1956 and is still operational today, featuring a reinforced concrete structure with stone coverings. There are three Diga Curvilinea breakwaters with lighthouses: one at each end and one that was connected to another breakwater in 1906. The southernmost lighthouse is the oldest, built in 1857, while the northernmost is no longer active due to the construction of a nearby breakwater. The Port of Livorno was built in 1895 and is operated by Marina Militare. There are three sector lights located at the entrance of Medicean Port: one cylindrical green metal tower (13 meters high), two compact metal structures similar to classic bottles (one red, one green). The port handled 32.9 million tonnes of cargo and 745,557 TEU's in 2007, making it one of the busiest cargo ports in Italy. The port has several terminals:
* Frozen food terminal: area 18,009 m2, storage capacity 35,000 m2, annual traffic capacity 200,000 tonnes
* Copper and non-ferrous metals terminal: storage capacity 95,821 m2, quay length 500 m
* Cereals terminal: area 63,000 m2, quay length 336 m, storage capacity 115,560 tonnes
* Automobile terminal: total length 1,741 m, land area 477,060 m2, storage capacity 6,000 cars, transshipment capacity 1,200,000 units per year
* Container terminal: area 658,000 m2, quay length 1,550 m
General statistics for the port from 2001-2019 show an increase in cargo and container traffic over the years. The Port of Livorno has an annual traffic capacity of 2,000,000 TEU's. The break bulk cargo terminal focuses on timber, non-ferrous metals, cellulose, paper, sand, clay, coal, bentonite and metal products. It features a 181,567 square meter area, 71,221 square meter storage space, and 160,000 cubic meter capacity. The terminal also serves as a multi-use facility with a 25,000 square meter storage area and a 96-meter quay length. Additionally, the port operates an LNG terminal with a four billion cubic meter capacity owned by Endesa and Amga, which was opened in 2007 after a US\$560 million investment. The Port of Livorno, located in Italy, offers various facilities including break-bulk terminals I, II, and III, as well as a multi-use terminal. Additionally, Endesa has joined an LNG project in the area. For more information on the port, visit the official website or consult the map provided by Marina Militare.

Porto di livorno mappa. Porto di livorno 2000. Mappa porto di livorno. Porto di livorno corsica ferries. Porto di livorno traghetti. Porto di livorno telefono. Porto di livorno darsena toscana. Porto di livorno stazione ferroviaria distanza. Porto di livorno grimaldi. Porto di livorno indirizzo. Porto di livorno partenze per olbia. Porto di livorno sardinia ferries. Porto di livorno partenze. Porto di livorno arrivi. Porto di livorno imbarco grimaldi.