Venice and the North Adriatic Ports as European Gateway of the Greenest XXI century Maritime Silk Road

Issues discussed yesterday:

1. Land versus Maritime Silk Roads as transport issues within the OBOR geopolitical strategy/initiative

2. The XXI Century Maritime Silk Road as a variation of the ancient Silk Road (Suez canal)
Issues discussed yesterday:

3. Athens (Piraeus) and Venice as western terminals of the XXI Century Maritime Silk Road

4. Athens as the Mediterranean transhipment port of the Maritime Silk Road “And” Venice (better: the North Adriatic Port System of Ravenna, Venezia, Trieste, Koper and Rijeka) as its European destination gateway?

5. Why Venice and the North Adriatic ports (Ravenna, Trieste, Koper and Rijeka) can become the best Maritime Silk Road’s European gateway destination gateway
Issues discussed yesterday:

6. Venice and the North Adriatic Ports are at the “right place” to make the Maritime Silk Road the greenest and with the best time/cost ratio due to:

-- longest maritime leg with bigger and cleaner vessels (18,000 TEU and beyond) carrying megacargoes
  -- shortest land leg to “manufacturing Europe”
-- innovative port and logistic handling of megacargoes allowing a throughput of at least 6 million Teu by 2030
Issues discussed yesterday:

7. North Adriatic Ports' Container throughput doubled from 2007 to 2015 in spite of the "Great Recession"

8. North Adriatic: One sea, two market (West Adriatic for Western Europe and East Adriatic for Eastern Europe)

9. Combining traditional and innovative terminal operational schemes
Issues discussed yesterday:

10. Adding Traditional and Innovative Port Infrastructure Developments

Major Traditional Development in Trieste, Koper and Rijeka
The Innovative Offshore Onshore Port System for Venice and Ravenna
Further Issues to discuss:

11. Compliance of North Adriatic Ports as the greenest and most cost effective Gateway of the Maritime Silk Road with the EU Ten-T Infrastructure Strategy

12. Port areas as the new "best location" for a global manufacturing, quasi-manufacturing and logistics