Venice Port Authority

Multimodality through the implementation of the Core Network National and regional developments: Po inland waterways as an asset for NAPA

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• Part two: The Port of Venice as a Gateway to the Po inland waterways – Key Investments
Productive Growth Along Multimodal Axes: The Role of the PO Inland Waterways

Source: Tolomeo Studi e Ricerche su dati Istat, 2010
The PO inland waterways as a core connection for NAPA

New/Improved cargo catchment areas for Northern Adriatic Ports
Linking Core NAPA ports to key markets (Central and Eastern Europe) through priority railway axis

THE NORTHERN ADRIATIC RAILWAY SUBSYSTEM OF EU INTEREST

LEGEND
- Core urban nodes
- Dry Port
- Port

PP 1
Berlin - Palermo

PP 23
Gdansk - Wien (proposed extension Venezia - Padova - Bologna - Ravenna/ Trieste - Koper)

PP 24
Genova - Rotterdam

PP 6
Lyon - Ukrainian border
Unleashing NAPA Potential: the opinion of a leading industry consultancy firm

“Opportunity 3: Direct Adriatic Calls ex FE “

- North Adriatic natural gateway into central Europe, especially Austria, Hungary and Slovak Rep
- Demand within Adriatic to expand steadily
- Significant investment in regional ports
- Strategic position for development of Med/NAF – average growth rate of 4.5% in Med Basin (2010/11)
- Save total transit time and road distances – 5 days transit time reduction at sea
- Save 135kg of CO2 ex Suez to Munich via Venice instead of Rotterdam
- Direct calls by Maersk (AE12) and JCS of UASC, Hanjin, HMM and YML (AMC3)
- NAPA – cooperate internationally ; compete internally
  - Short-sea shipping ; motorways of the sea ; hinterland connections
  - Technology – common ict platform to exchange information
  - Shared marketing and promotion
NAPA as a Core European Multiport Gateway: investments to increase the capacity

Total: 10 MLN TEUs

Horizon 2020: To reach 10 millions of TEUs with NAPA Ports

NAPA (2010) = 1.471.908 TEUs

The PO inland waterway is part of an overall strategy of NAPA to reach 10 MLN TEUs traffic
Investing today for today capacity: Port of Venice new cranes serving also the Po inland waterways

Thursday 12th of May 2011
Investing today for tomorrow capacity: the new port of Venice
Investing today for tomorrow capacity: Venice’s Motorways of the Sea Terminal

- Terminal operator: Venice Ro-Port Mos
- 4 wharves to accommodate ro-ro and ro-pax vessels
- 36 hectares for logistics with warehouses and yards
- Road and rail connections with the primary European network
- It will be operative from summer 2013
- Total investment of 250 million euros, of which 196 MLN financed through project financing
The goal is to turn the Port of Venice from a regional port to a European Hub, in competition with North European Ports, able to reach 30% of EU market share. Furthermore, OECD recognized the common environmental benefit of maritime trade shift from Northern to Mediterranean Ports, as shown in a recent study.

“A shift towards the Mediterranean gateway ports?”. In OECD, Inland hubs: Austria Switzerland case study, Bern Workshop, 24 June 2010 (under publishing)
The Venice offshore terminal & the PO inland waterways
Synergies between Venice’s Offshore Terminal and Po Inland waterways - Chioggia terminal

Chioggia Mainland Terminal is located in the southern side of the lagoon of Venice (8 m draft) and it is connected to inland waterway.

In Val da Rio area, the realization of a container terminal (up to 200,000 TEU’s per year) is foreseen. This terminal will be equipped with special quay infrastructures, able to accommodate the pontoons coming from the Offshore Terminal and to handle the transfer of containers to V Class barges dedicated to inland navigation.

Chioggia Terminal is connected to:
- Romea Highway;
- New commercial Highway Romea (provision)
- Railway to Verona;
- Railway to Bologna, with access in Rovigo.
Synergies between Venice’s Offshore Terminal and Po Inland waterways- Porto Levante

Porto Levante Container Terminal is located at the gateway of the “padano-veneto” inland waterway network, 20 miles from the Offshore Terminal. It provides freight transfer from the Offshore Terminal to productive districts located along the waterway up to Mantova and Cremona (Western Veneto, Lombardia, Emilia)

Connected to:
- Roma-Orte –Venezia Highway (provisional)
- Mantova and Cremona (via inland waterway)

The Terminal (designed to handle up to 200,000 TEU’s per year) is provided with a special quay equipped for handling pontoons coming from the Offshore Terminal by special infrastructures (transtainers), in order to perform a quick and effective transfer of the containers to V Class barges headed to Mantova and Cremona along the inland waterway.
Synergies between Venice’s Offshore Terminal and Po Inland waterway: the Port of Mantua

Mantova Inland Terminal is located in eastern Lombardy, the richest and most populated productive district of North Italy. It stands on an artificial basin and it is connected to Adriatic Sea by Po River, as well as by Fissero-Tartaro-Canal Bianco inland waterway, granting adequate accessibility (365 days per year).

Mantova Inland Terminal, provided with 2 docks, has storage yards and warehouses.

An expansion area of 140.000 sm is foreseen, equipped with a railway link, mainly dedicated to container handling.

It is connected to:
- Berlino-Palermo European Corridor I
- A22 Brennero Motorway.
- national railway network.
Thanks for your attention!

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