VENICE MOTORWAYS OF THE SEA TERMINAL

Venice Port Authority, Granting Authority
Venice Ro-Port MoS, Concessionary
The rediscovered centrality of Venice in the Mediterranean
Natural corridor of penetration towards the European continent’s most dynamic regions, the Adriatic represents the interface between the Mediterranean and Central and Eastern Europe. The Port of Venice is in a unique position with respect to the merchant routes as it represents the south-eastern Mediterranean gateway to the Motorways of the Sea, making it a crucial interchange for shipping between North Africa, Middle East and the new European economic centre of gravity. Venice in fact straddles Corridor V Lisbon-Kiev, is in a central position with respect to Corridor I Berlin-Palermo and is at the end of the Adriatic-Baltic Corridor.

Competitiveness
Venice is today a port of excellence in the Adriatic in numerous traffic segments from containers to general project cargo and ferries. It is also the most important Mediterranean home port for cruise ships. Directing traffic towards Venice means taking the shortest and most sustainable route, on one hand limiting consumption and emissions and on the other reducing total journey times (by sea and by land).
A new **Motorways of the Sea Terminal** is being built at Venice. A Ro-Ro and Ro-Pax terminal specifically dedicated to commercial and passenger traffic with an embarkation/disembarkation area, new infrastructure and cargo storage warehouses: **36 hectares at the service of logistics** with warehouses, hard-standing and a full four wharves.

The platform will provide road and rail connections with Europe’s primary network. The total investment amounts to about **250 million euro**. The Schengen disembarkation and embarkation area of the platform will be fully operational from June 2013, while the main infrastructure will be completed by the end of 2012. The project will be completed in an estimated 24 months.

The terminal will have separate clearly distinct entrances and exits for means of transport and people coming from or departing for Schengen member countries or for/from non-Schengen countries.

**Port services**

The port area associated with the platform has **10 ha of water surface**, **1,250 m of wharves** and the possibility for **four ships** to berth at the same time, two 210 m ships and two 245 m ships. The water is 12 m deep. Both Ro-Ro and Ro-Pax ships will spend an average of about six hours in the terminal. The average time for mooring, dismooring and manoeuvring in the turning area outside the basin is estimated at about two hours between entrance and exit. It will be able to cater for a theoretical **1,200 merchant ships** a year.

With a large 290 m wide area of water, the platform will be usable **round-the-clock 365 days a year**.

There will also be two railway sections with a loading area of **18,000 m²** each and more than 600 m of straight track. The north branch will serve the Schengen area and the south branch the non-Schengen area. The platform will also enable convoys of any length to be formed, including mixed Schengen and non-Schengen.
Other services
There will be a management area of 13,000 m² for operational logistics support, together with extensive uncovered areas for the handling, storage and processing of goods and trailers (more than 55,000 m²), covered areas (more than 25,000 m²), temperature controlled warehouses and cold ironing service for trailers, lorries and containers.

The dry port includes 26 ha divided between Schengen and non-Schengen areas and 10 km of run-up track.

The south area is dedicated to non-Schengen transport with standard logistics modules in 11,000 m². Here there will be a multipurpose three-story building with, on the ground floor, 15,000 m² of controlled temperature warehouses; on the first floor a 350-space car park, technical rooms and 2,600 m² of commercial and management space and on the second floor, logistics support offices in a 12,000 m² area.

A raised structure in the hard-standing area will accommodate offices and refreshments for the drivers of vehicles waiting for customs controls and/or embarkation.
The Motorways of the Sea Terminal

Among the most important projects defined in Venice Port Authority’s substantial investment plan of recent years is construction of the new Motorways of the Sea Terminal. The Terminal-project involves constructing a logistic platform connected to two new docks in the 36 ha former industrial area of Fusina at Marghera-Venice. The four wharves to be constructed here will provide facilities for Ro-Ro (exclusively cargo) and Ro-Pax (cargo and passengers) ferries.

A regulated port

Ship entry into the lagoon for access to the terminal will be along the Malamocco-Marghera channel through the Malamocco inlet. Here work to construct Mose, the system of mobile barriers to protect against high waters, is nearing completion. Entrance to the port will be guaranteed at all times, even when Mose is in operation, thanks to the lock.
The Project Company Venice Ro-Port MoS (concessionary) is responsible for constructing the new Motorways of the Sea Terminal, a logistics and commercial platform specifically designed and constructed for Ro-Ro and Ro-Pax shipping traffic.

Among the activities entrusted it by Venice Port Authority (the granting authority), the company is responsible for:
- detailed final design of the Terminal;
- construction;
- functional and financial management of the logistics platform.

Venice Ro-Port MoS consists of a group of engineering companies with experience of similar projects in Italy and abroad.