



North Adriatic Sea
Port Authority
Ports of Venice and Chioggia





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"Lying at the head of the Adriatic, half-way between East and West, on the one great sea thoroughfare of medieval commerce; a Mediterranean seaport, yet set so far north that she was almost in the heart of Europe, Venice gathered into her harbour all the trade routes overland and overseas [...] But if geography gave Venice an unrivalled site, the Venetians did the rest."

(Eileen Power)

A THOUSAND-YEAR-OLD PORT SYSTEM



The gulf, the islands, the lagoon and the coastline. Salt and spices. With the benevolent complicity of a fortunate geography and an innate commercial vocation, **Venice and Chioggia's** raison d'être has always been their relationship with the sea, starting from the maritime trade routes traced by the great navigators.

Leading actors of a long and rich history in which culture, knowledge and strategic trade combine with a deep-rooted ability to build international relations, the ports of Venice and Chioggia are part of a single port system that continues to define the history of Northeast Italy thanks to specialisations and complementarities tested over more than a thousand years.



FORWARD LOOKING THE EARLY DAYS

Located at the top of the Adriatic Sea, the Veneto Port System - which includes the ports of Venice and Chioggia - is the closest access to Europe's main manufacturing centres for goods coming from the south and a key resource for the area: on a total surface of 2,500 hectares, over 1,200 companies operate to serve supply and export chains of industries based in Northern Italy and Central Europe.



At the crossroads of two **European transport corridors**, the Veneto Port System is an efficient **'intermodal hub'** which serves as a terminal of the **Motorways of the Sea of the East Mediterranean Sea** and as the outlet to the sea for the inland waterway of the Po Valley. Investments in digitisation and process innovation are aimed at both tangible and intangible connections and are the key to provide top quality and increasingly efficient freight, ship and passenger services.



A **multipurpose** port system, capable of handling all types of cargo - from containers to dry or liquid bulk, from steel products to oversize and overweight cargoes - not to mention passengers: tailor-made facilities and services are available for all tourists arriving by sea attracted by the charm of the two historic cities and the uniqueness of the lagoon habitat.



The Veneto Port System is committed to the **green transition** with projects and interventions to turn Porto Marghera into a new clean energy hub where cutting-edge green production processes and investments in hydrogen and other alternative fuels are already reality.



Established under a specific Government Decree, the **Simplified Logistics Zone "Porto di Venezia - Rodigino"**, is another important step forward for developing the logistics-port hub of **Porto Marghera**: tax credit schemes and simplified administrative and regulatory procedures will make the area more attractive for national and foreign investors.





EXCELLENT ACCESSIBILITY

Connections from the Ports of Venice and Chioggia



Railway connections

TEN-T CORRIDORS

- Scandinavian - Mediterranean
- Mediterranean
- Baltic - Adriatic

FULLY INTERMODAL

MOTORWAYS OF THE SEA

- daily connections with Greece and weekly connections with Mediterranean destinations;
- 3 terminals with 7 available berths directly linked to the railway;
- large yards and availability of warehouses.



INTERMODAL RAIL-ROAD CONNECTION

- fast connections with the whole of Europe;
- large availability of yards and covered warehouses;
- repair and maintenance services for container trailers.



INTERMODAL RIVER-SEA CONNECTION

- connections to Mantua and Cremona;
- class V barges for bulk freight and containers carrying up to 70 intermodal units;
- warehouses in industrial areas and connected freight villages.



MAPS & FIGURES



**MARGHERA
PORT**



ENERGY AND RECYCLING PLANTS



FUTURE ENERGY AND RECYCLING PLANTS



COMMERCIAL TERMINALS



FUTURE COMMERCIAL TERMINALS

- 1 CARBONES
- 2 INTERPORTO RIVERS VENEZIA
- 3 MULTI SERVICE
- 4 TRANSPED
- 5 PSA VENICE - VECON
- 6 EUROPORTS - TERMINAL RINFUSE VENEZIA
- 7 TIV - TERMINAL INTERMODALE VENEZIA
- 8 DECAL
- 9 VENICE RO-PORT MOS
- A SO.RI.MA
- B IMPREPORT COOP.
- C K-LOGISTICA



OPERATIONAL PORT AREA



NORTH ADRIATIC SEA PORT AUTHORITY AREA



INDUSTRIAL TERMINALS



FUTURE INDUSTRIAL TERMINALS

- 10 FINCANTIERI
- 11 SIMAR - SOCIETÀ METALLI MARGHERA
- 12 GRANDI MOLINI ITALIANI
- 13 CEREAL DOCKS
- 14 IDROMACCHINE
- 15 ACCIAIERIE D'ITALIA
- 16 PILKINGTON ITALIA
- 17 ENI
- 18 VENETA CEMENTI
- 19 PETROVEN
- 20 IES-ITALIANA ENERGIA E SERVIZI
- 21 VERSALIS
- 22 SAN MARCO PETROLI
- 23 COLACEM
- 24 GENERAL SISTEM
- D HOLCIM (ITALIA)



OPERATIONAL PASSENGER TERMINALS



FUTURE PASSENGER TERMINALS

- 25 VENEZIA TERMINAL PASSEGGERI
- E CHIOGGIA TERMINAL CROCIERE

**OIL PORT
SAN LEONARDO
(ENI)**





VENICE

total value
of infrastructure

€ 6.4 B

2,500 hectares
total area

channel depth

max -12 mt

22 km

total length
of the quays

40 km

road network

65 km

rail network



PORT
OF CHIOGGIA

Saloni Island

Val da Rio



DISTINCT MULTIPURPOSE VOCATION

The Veneto Port System has a distinct multipurpose vocation: a multifunctional system where no area prevails, but the different sectors and supply chains are equally balanced.

The ports of Venice and Chioggia, in particular, serve a variety of supply chains both in the industrial sector (agri-food, iron and steel, chemical and energy) and in the field of trade and tourism whose reach extends beyond the Veneto region to include Northern Italy. In addition, Chioggia is a primary fishing port at national level.



AGRI-FOOD

The availability of rail and river intermodal links, good nautical accessibility and unified control procedures make Venice the port of choice for handling agri-food bulk.

The demand for raw materials from the port and hinterland area is strong due to the presence of food and feed processing plants in the area. In particular, the milling industry has mills for the production of flour for human consumption and animal feed intended for poultry, cattle and pig farms. Added to this is the oilseed processing industry for the production of oils and flours.

PROJECT CARGO

It is often said that for the ports of Venice and Chioggia 'exceptional cargo is not an exception', but a daily challenge. Indeed, every year, thousands of project cargo items are handled in Venice and shipped to more than 50 countries around the world.

Some of the world's largest industrial components have transited through the port of Venice on their way to the Far and Middle East, Russia and the Americas.



IRON AND STEEL PRODUCTS

Its location, infrastructure and services make the Veneto Port System the perfect hub for handling steel products on their way to and from the manufacturing centres of Northern Italy. Venice is one of the main ports for the transport of ferrous products.

CHEMICAL PRODUCTS

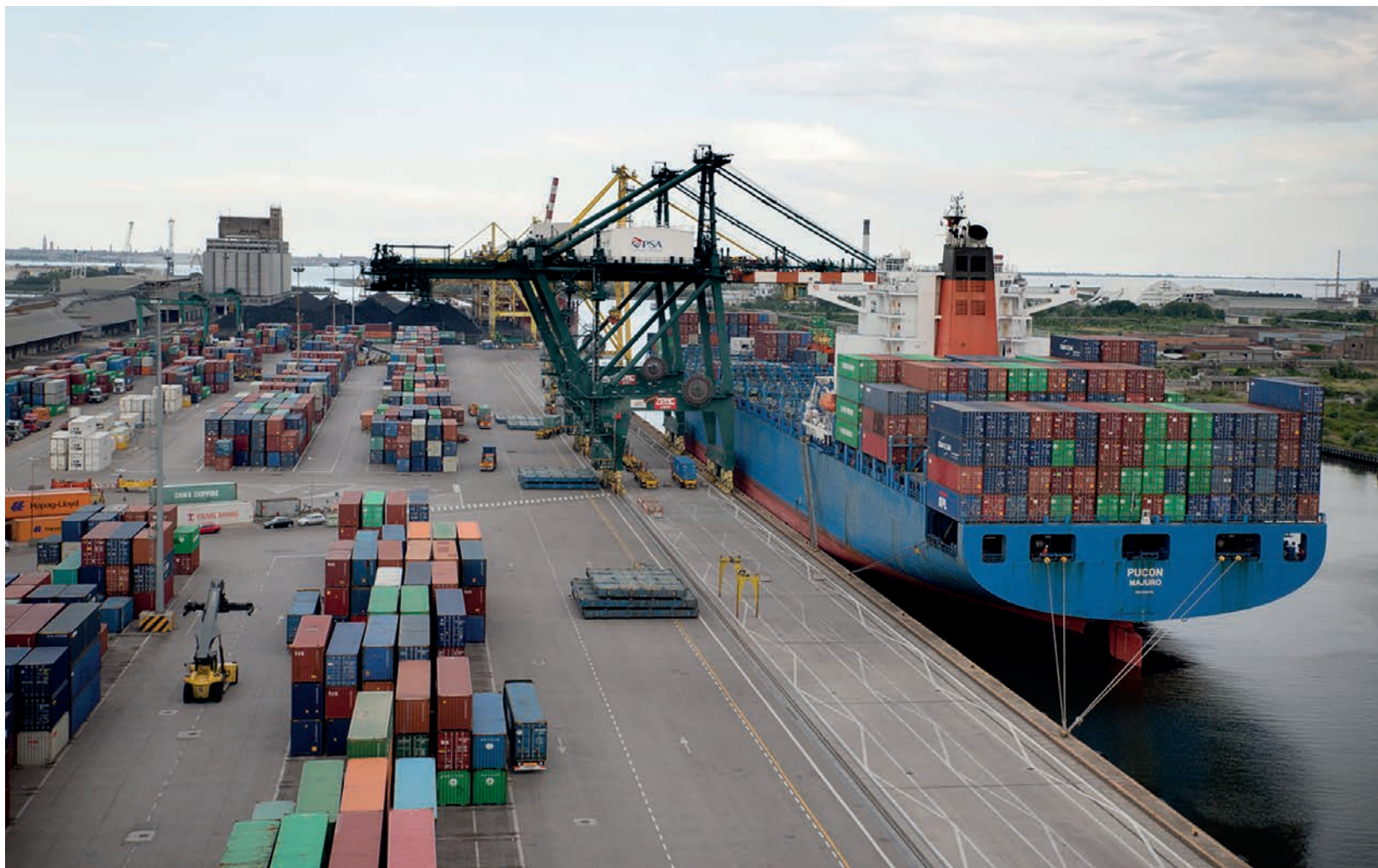
Availability of areas, facilities and ancillary services (tanks, pipelines), combined with consolidated know-how and high safety standards are the fundamental assets that make the port of Venice a European-level hub in the chemical sector.



FISHING

With an excellent supply chain recognized at European level, Chioggia has a long tradition as one of Italy's fishing capitals and can boast Italy's largest fishing fleet in terms of tonnage and total engine power, which ensures excellent deep-sea fishing performance. Moreover, Chioggia excels in fish farming, with many fish and shellfish farms located in the area. It also hosts the largest fish market of the Adriatic region.





MODES OF TRANSPORT

Container

All major container companies call at the port of Venice and offer connections to the whole world. In recent years, more than 500 million euro have been invested to upgrade infrastructure and operations, improving standards as well as rail, road and nautical accessibility. Two terminals at the port of Venice are specialized in handling container traffic.

Ro-Ro

The port of Venice has a terminal reserved for Ro-Ro and Ro-Pax ships: it offers logistics and integrated services for traffic between Europe-North Africa and the Middle East including loading/unloading and warehousing/temporary storage of goods in transit. The terminal covers an area of 36 hectares and can serve 1,200 ferries per year.

Bulk cargo

Venice and Chioggia are among the leading Italian ports of call for dry bulk: their dedicated terminals ensure that raw materials are regularly supplied to the manufacturing districts of Northeast Italy, to which the ports are connected not only by an efficient road and rail network, but also through inland waterways.

CRUISES

The passenger sector features prominently in the Veneto Port System. This is unsurprising given Venice's ability to attract visitors from all over the world who wish to discover the artistic, architectural, cultural, landscape and natural heritage of the city and its lagoon.

To protect the local heritage, regulatory provisions have been introduced by Italy's central government which call for a more sustainable cruise business model in the medium-long term. In this context, the President of the North Adriatic Sea Port Authority has been appointed as Special Cruise Commissioner with the following tasks:

Creation of temporary moorings

- No more than 5 temporary moorings shall be built, to be used also by passenger ships with a gross tonnage equal to or greater than 25,000 GT.

Maintenance of existing canals

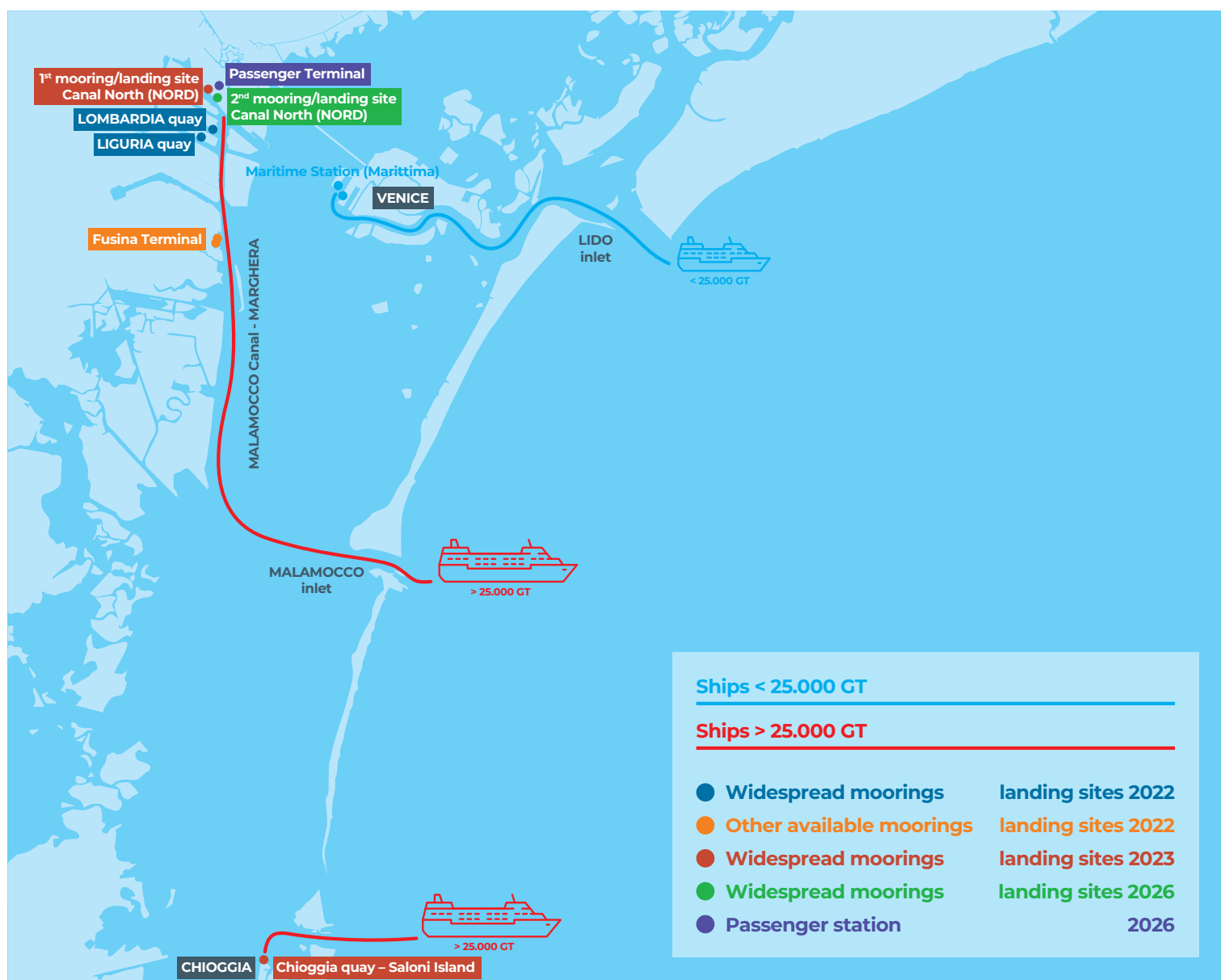
- Maintenance works and excavations of existing canals shall be performed to allow navigation.

Execution of ancillary works

- Ancillary works shall be carried out to improve nautical accessibility, navigation safety and the usability and safety of temporary moorings in Marghera.

Promotion of studies

- Hydrogeological, geomorphological and archaeological studies aimed at safeguarding Venice and its lagoon shall be promoted.



The two ports of call of Venice and Chioggia offer infrastructures and tailor-made services for the needs of different types of users, including cruises, river cruises, ferries, hydrofoils and yachts.

PORT OF VENICE

TODAY MAXIMUM PERMITTED SHIP SIZES PER BERTH

Length:

- 180 m (Marittima), 305 m (Marghera), 250 m (Fusina)

Width:

- 45 m (Marittima), 41 m (Marghera), 41 m (Fusina)

Draught:

- 9 m (Marittima), 11,5 m (Marghera), 9,2 m (Fusina)

QUAYS

Total number of quays:

- 8 (Marittima), 2 (Marghera), 2 (Fusina)

Total length of quays:

- 3,400 m (Marittima), 720 m (Marghera), 540 m (Fusina)

Passenger terminals:

- 6 (Marittima), 2 (Marghera), 1 (Fusina)



PORT OF CHIOGGIA

TODAY MAXIMUM PERMITTED SHIP SIZES PER BERTH

Length:

- 228 m

Width:

- 29 m

Draught:

- 7 m

QUAYS

Total number of quays:

- 1

Total length of quays:

- 280

Passenger terminals:

- 1



YACHTING

The Saline Marina in Chioggia and the marinas located in Venice, Porto Marghera, Malcontenta and Lio Grande are all easily accessible both by land and water, with fully equipped facilities and all-round services for every type of vessel.

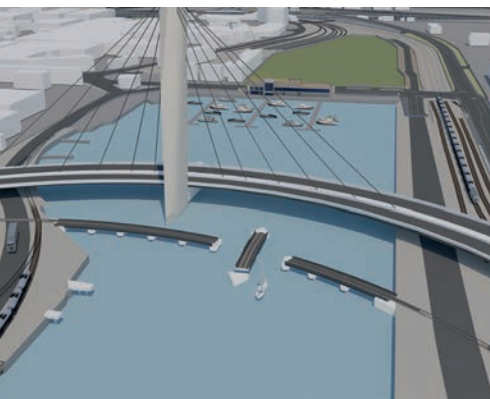


INFRASTRUCTURAL AND ENVIRONMENTAL INVESTMENTS

Environmental sustainability is a priority for the Veneto Port System: that applies to all activities that take place within the port area as well as to the construction and use of infrastructures.

In particular, the ports of Venice and Chioggia are investing heavily in the design and execution of works to upgrade railway transport, improve air quality, protect the Venice lagoon, regenerate port areas, promote alternative power sources (electricity, LNG, hydrogen) and reduce energy consumption.

FOCUS ON RAILWAY UPGRADING



PROJECT: NEW RAILWAY BRIDGE OVER THE INDUSTRIAL CANAL WEST IN PORTO MARGHERA.

Goal: more efficient rail connection of the port terminals to the national network.

Expected results:

- shorter railway shunting times;
- no interference of shunting convoys with the Venice-Mestre station and with the road system;
- safer railway traffic;
- increased capacity of the railway system.

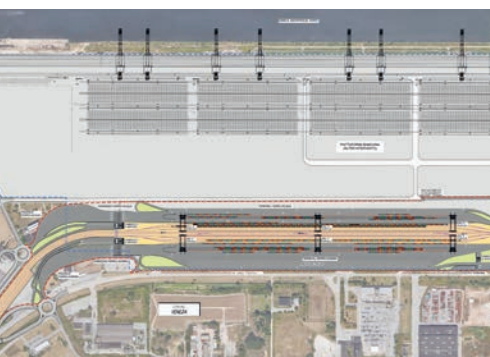


PROJECT: NEW MULTIMODAL CORRIDOR IN PORTO MARGHERA.

Goal: to build a new road and railway access to Porto Marghera, including a new station located in the peninsula where the petrochemical plant is based, which will connect the port railway to the national railway network with a double-track line; a new motorway connection will be added to this line.

Expected results:

- increased rail and road capacity;
- shorter shunting times;
- less traffic impacts on the areas of the port where human activities are concentrated.



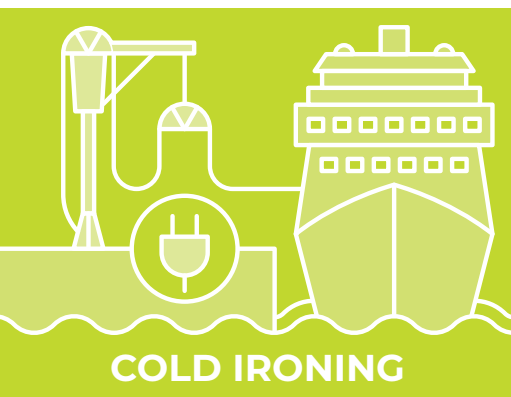
PROJECT: NEW INTERMODAL PLATFORM IN THE SOUTHERN PART OF THE MONTESYNDIAL AREA.

Goal: to meet the current and potential market demand for rail and road transport of maritime freight.

Expected results:

- enhancement of the port of Venice as a logistics hub;
- enhancement of the hinterland and improved modal shift from road to rail.

FOCUS ON GREEN INITIATIVES



ELECTRIFICATION OF QUAYS.

Port areas concerned:

- Venice: S. Marta, S. Basilio and Riva VII Martiri for yachts, mega-yachts and cruise ships (small-medium sized vessels);
- Marghera: Ro-Ro/Passenger Terminal, Cruise Terminal North Canal - assessment in progress for other commercial terminals.

Goal: to power ships and yachts from land.

Expected results:

- Reduced impacts of ships moored in the port and better port-city relations.



HYDRODYNAMIC STUDY OF THE MALAMOCCO-MARGHERA CANAL.

Goal: to ensure sustainable navigation in the Venice lagoon while respecting its physical limits and hydrodynamic balance.

Expected results:

- operational and design solutions for infrastructures and management strategies applicable to the Malamocco Marghera canal and surrounding areas.



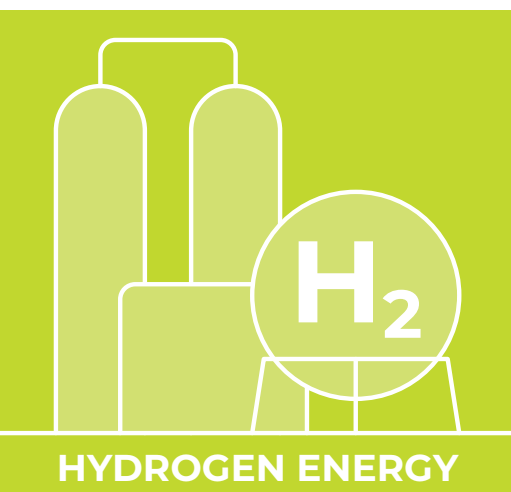
PLAN FOR AN LNG STORAGE WITH A CAPACITY OF 32,000 M³ AT PORTO MARGHERA. BUNKER VESSEL WITH A CAPACITY OF 4,000 M³ FOR THE TRANSPORT AND SUPPLY OF LNG TO SHIPS.



Goal: to develop a network for the supply and distribution of liquified natural gas (LNG).

Expected results:

- almost total elimination of sulphur oxides and particulate matter emissions and reduction of carbon dioxide emissions.



HYDROGEN VALLEY PROJECT.

Goal: to develop a hydrogen industrial cluster in Porto Marghera (Venice Hydrogen Valley).

Expected results:

- construction of a small production plant;
- creation of a fuel cell power generation plant.



SIMPLIFIED LOGISTICS ZONE

Established under Italy's Ministerial Decree DPCM of 6 October 2022, the Simplified Logistics Zone (ZLS) Porto Marghera-Rodigino is a valuable competitive asset for the Veneto Port System. Thanks to tax credit and regulatory simplifications, the ZLS will benefit the entire region as it is expected to trigger:

- private investments - expected increase of EUR 2.4 billion;
- industrial clusters - increased synergies;
- production volumes and consumption - expected to grow;
- real estate - economic revaluation of land and buildings in the ZLS and surrounding areas;
- employment - more than 177 thousand jobs over the next decade;
- exports - up to 40% more than the current level
- international traffic - container traffic is expected to grow by an average of 8.4% per year (against an annual average growth of 1.1% recorded in Italy in recent years)

Areas included in the Simplified Logistics Zone



CONTACTS

Venice Freight Forwarders Association

www.assosped.it

Shipagents and Shipbrokers Veneto Region Association

www.assoagentiveneto.eu

Venice Ship Agents Association

www.aammvenezia.it

Panfido Tugs

www.rimorchiatoripanfido.com

Mooring service of the port of Venice

www.ormeggiatorivenezia.it

Mooring service of the port of Chioggia

ormeggichioggia@gmail.com

Pilots of the port of Venice

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