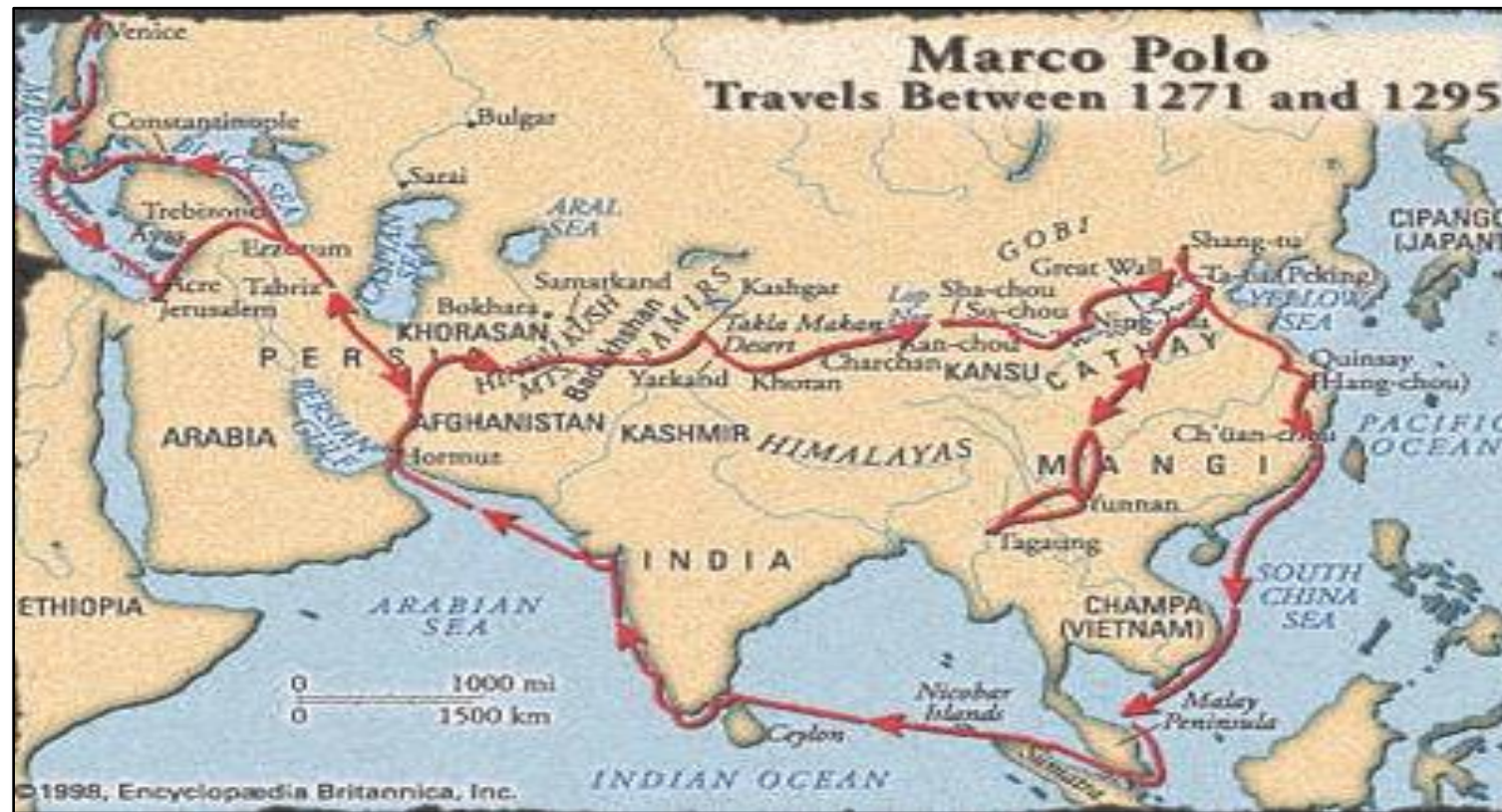


The port of Venice in the OBOR strategy framework: challenges and opportunities



- What role can **Venice** and the North Adriatic ports play in the **21st Century Maritime Silk Road** framework?
- How **suitable** are these ports for the **OBOR initiative** purposes?

- **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:**
 - **longest maritime leg** with bigger and cleaner vessels (18.000 TEU and more);
 - **shortest land leg** to “manufacturing Europe”;
 - **innovative port** and logistics handling of mega-cargoes.

MARITIME LEG: The shortest sea route to the heart of Europe





The Venice Offshore Onshore Port System: a concrete project for Paris Cop 21

- Radical innovations in the transportation system** to reduce global warming. These innovations should aim at **constantly choosing the shortest and most efficient transportation paths;**
- The port of Venice can significantly contribute to reduce greenhouse gases with its innovative Offshore-Onshore Port System (VOOPS), **ensuring the minimum transport cost on the maritime China-Europe maritime route;**
- The port of Venice ensures the minimum transport cost on the inland-leg of the logistic chain as it is, geographically, the closest port to the center of European manufacturing industry. **Min CO2 emissions.**

VOOPS as the Ultimate Innovation in Maritime Industry in the Last 60 years: its **REPLICABILITY**

*“A very interesting initiative with **replicability** possible with other ports with insufficient water depths”*

*OECD International Transport Forum
Innovation in Transport Award, 2014*

*“(VOOPS) could serve **as a model for ports worldwide struggling with accommodating massive container ships**, protecting local environment, and maintaining port security”*

*“Venice Offshore Onshore Port system: building the Venice Offshore Port”,
Maritime Reporter and Engineering News, New York, September 2015*

Thank you for you kind attention!

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