

# 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 **transshipment** 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**

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