



# GENERAL OVERVIEW OF THE INFRASTRUCTURES FOR TRANSPORTS IN VENETO REGION

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Venice, 10th June 2011



Veneto Region is composed by 7 provinces differentiated also because of their geographical location: both in plane and in mountainous areas.



These morphological features bring different availabilities in terms of transports connections and in terms of potential infrastructures

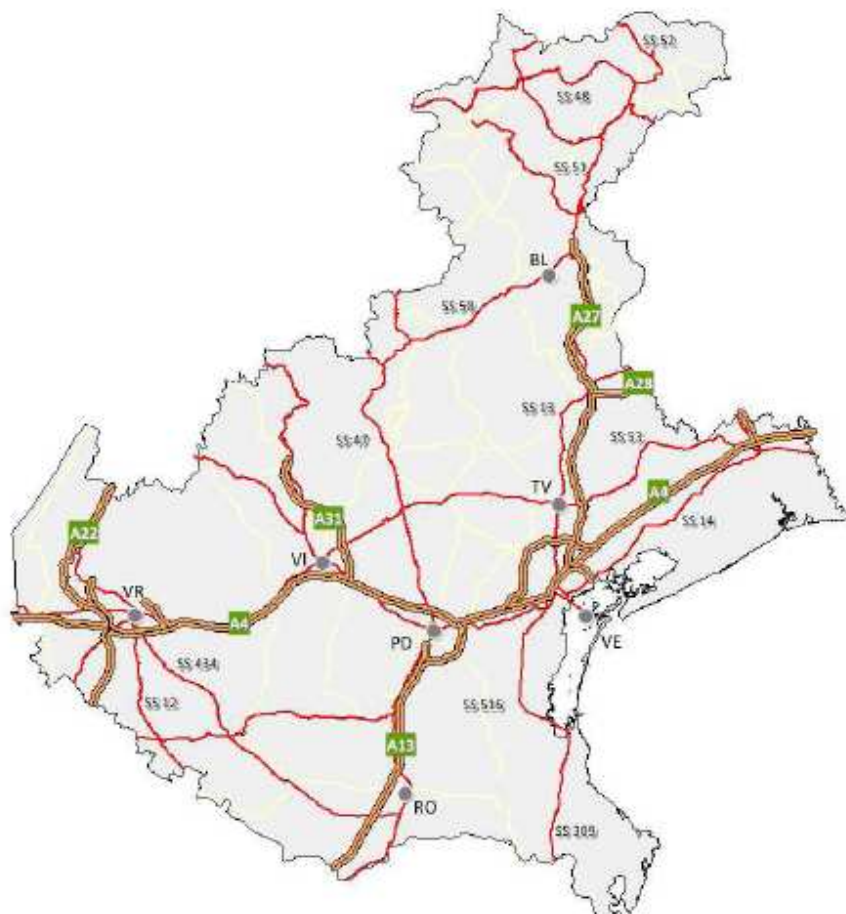
Veneto Region's equipment in terms of infrastructures for transports it's the highest in the North East part of Italy.



- Venice is the province with the highest index for economical infrastructures (324,3) and with the highest harbors (1.244,5) and airport (362,7) indexes thanks to its strategic position.
- Belluno on the contrary performs the lowest index, especially concerning railways (14,0) and airports (15,9) infrastructures



# Veneto region road's equipment (2009)



More than 10.000 km of roads,  
as 33% of the entire  
infrastructural equipment of the  
North East part of Italy :

- 493 km of highways
- 9.517 km of regional and provincial roads
- 808 km of national roads

The average index of highways  
density is higher than the  
national one (2,68 vs 2,2)





# Veneto region railways equipment (2009)



Veneto railway net is about 1.192 km long.  
61 of these belong to the metropolitan area of Venice.

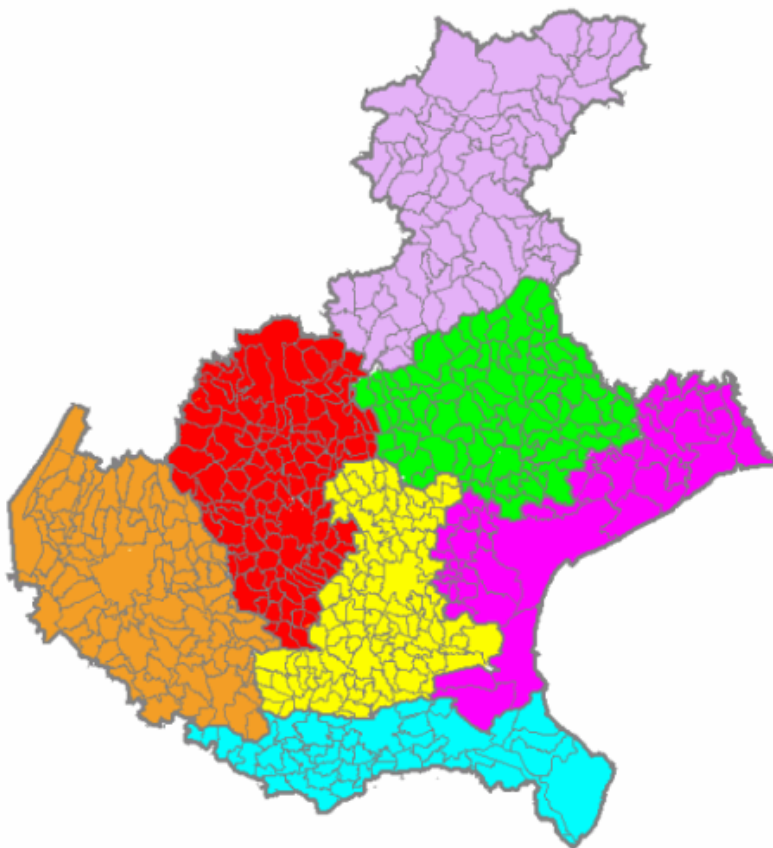
The total length of rails is of 1.809 km. Just 57 km are high speed rails.

66% of railways is electrified

The ratio between inhabitants and railways extension is lower than the national average (2,43 vs 2,76).



## Veneto region airport equipment (2009)



There are 9 different airports in Veneto.

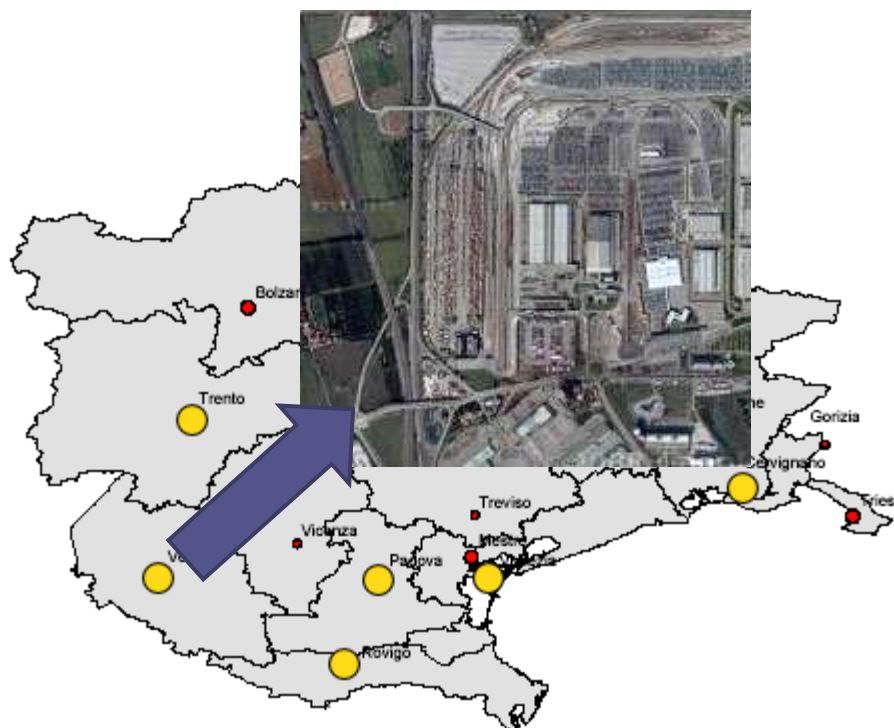
Venice airport is the biggest airport of Veneto Region: it moved almost 7 million people in 2010, two times more than Verona airport (3,5 millions) and 3 times more than Treviso airport (2 millions).

Venice moves also more than 37.000 tons of goods per year classifying at the 4<sup>th</sup> place in the national ranking for goods movements.

There are also 6 other minor airports such as Belluno and Vicenza.



# Veneto region inner ports equipment (2009)



Inner ports of Veneto are able to communicate using all transports systems: road, rail, air and water connection area available within these infrastructures

Inner ports of Veneto are present in the majority of the provinces but the most important are the ones of Verona, Padova, Rovigo and Venice.

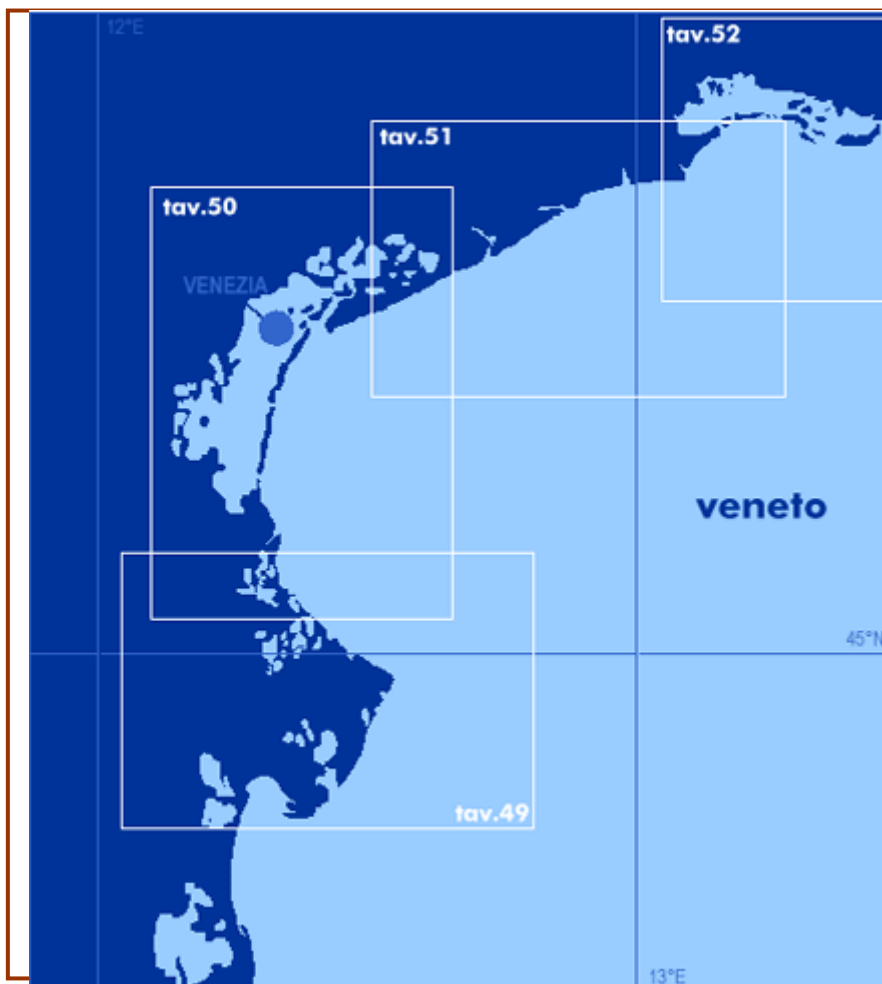
Verona is the most important because of its location easily accessible from the north and because it is comprehended within several TEN-T nets.

It moves more than 21 million tons of goods per year.

The second biggest inner port is Padova with just 4,5 million tons.



## Veneto region harbors equipment (2009)

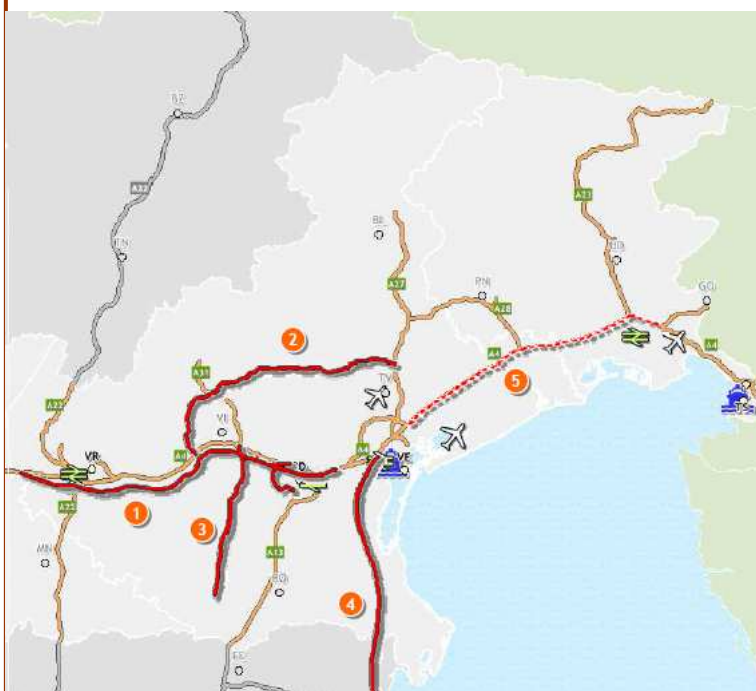


On Veneto coastline there are two major harbors both in the province of Venice: **VENICE** and **CHIOGGIA**. **VENICE** is the biggest one and it is more related to sea transports and passenger movement. It is in fact divided in two: Venice (passenger terminal) and Marghera (goods terminal). It moves more than 25 million tons of goods per year and almost 2 million passengers. **CHIOGGIA** is also related to the inner water transport system and it moves 2,5 million tons of goods per year.





# Future of infrastructures



Road development:  
5 major axis of intervention for  
an estimated investment of  
more than 17,5 billion euro.



Rail development:  
3 major axis of intervention for  
an estimated investment of  
more than 14,2 billion euro.



# SWOT on Veneto transport infrastructures

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Good equipment in terms of infrastructure;</li> <li>• International importance of transport nodes already available on the territory;</li> <li>• High potential of the economic texture of the area very dynamic and export oriented;</li> </ul>	<ul style="list-style-type: none"> <li>• Railway extension non <u>omogeneous</u>;</li> <li>• Non <u>sistemi</u> vision of infrastructures;</li> <li>• Low diffusion of railway transport for goods;</li> <li>• High traffic density for some highways</li> </ul>
Opportunities	<u>Treaths</u>
<ul style="list-style-type: none"> <li>• TEN-T networks implementation;</li> <li>• European projects development possibilities in order to experiment several different solutions to problems</li> </ul>	<ul style="list-style-type: none"> <li>• Delays on infrastructures realization should penalize the entire area at European level;</li> </ul>



## Conclusions

- ➔ Veneto Region extend its territory from Alps to Adriatic sea where several productive infrastructures were export oriented developed.
- ➔ Veneto Region represents an important crossroad for goods traffic towards Balkans and North Europe thanks to the several nodes available on its territory
- ➔ The major problem is represented by the non homogeneous distribution of railway net on the territory which it is clearly under dimensioned if compared to the potential requests, in particular in some areas of the region (Belluno, Vicenza ...).
- ➔ This limit could effect on the potentialities of inner ports and of harbors.



**Thank you for your kind attention**

**Any questions?**