

New Terminal for Cruise Vessel at Bocca di Lido, Venice



# Venis Cruise

New Venice Cruise Terminal – Bocca di Lido



## New Terminal for Cruise Vessel at Bocca di Lido, Venice

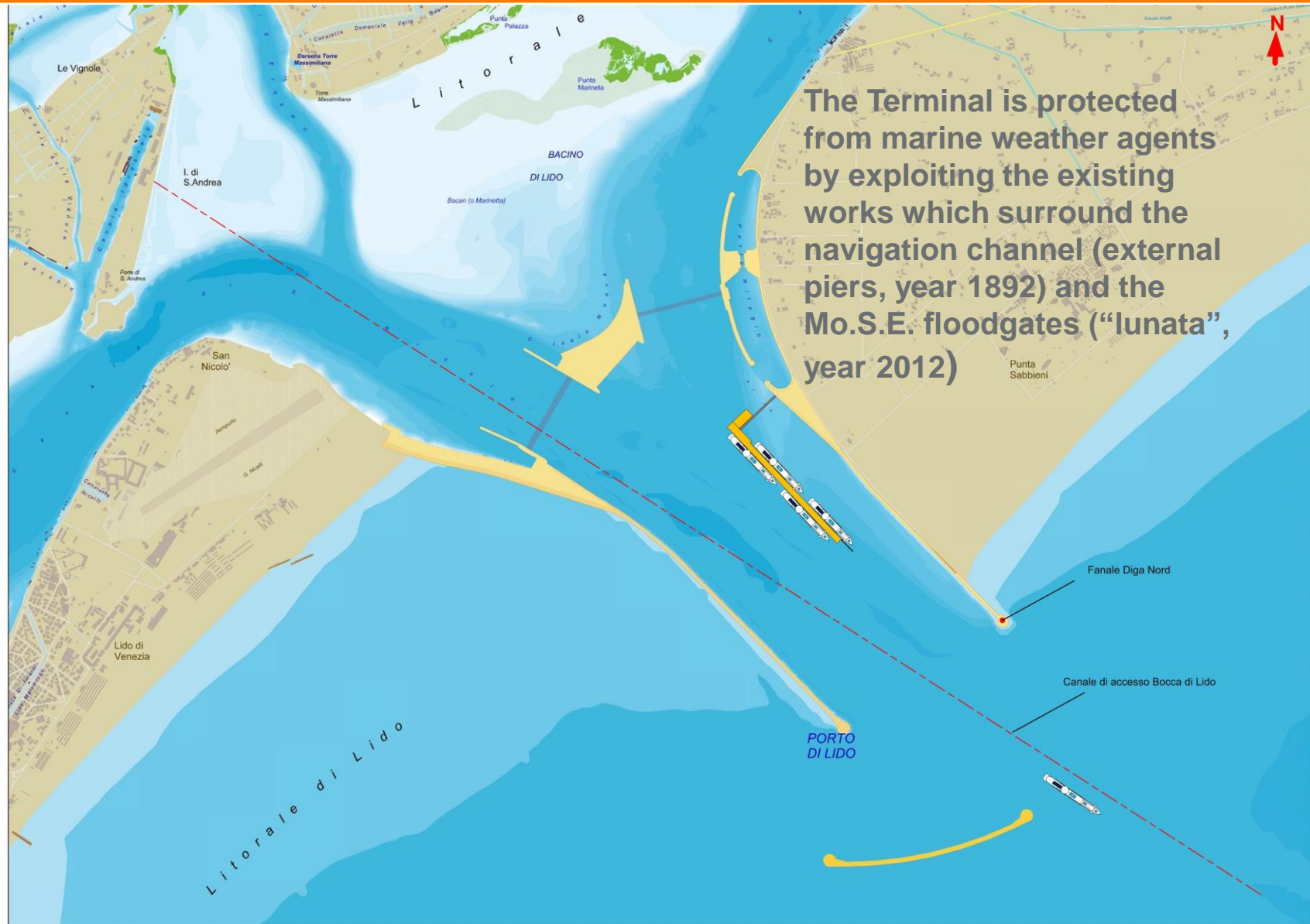


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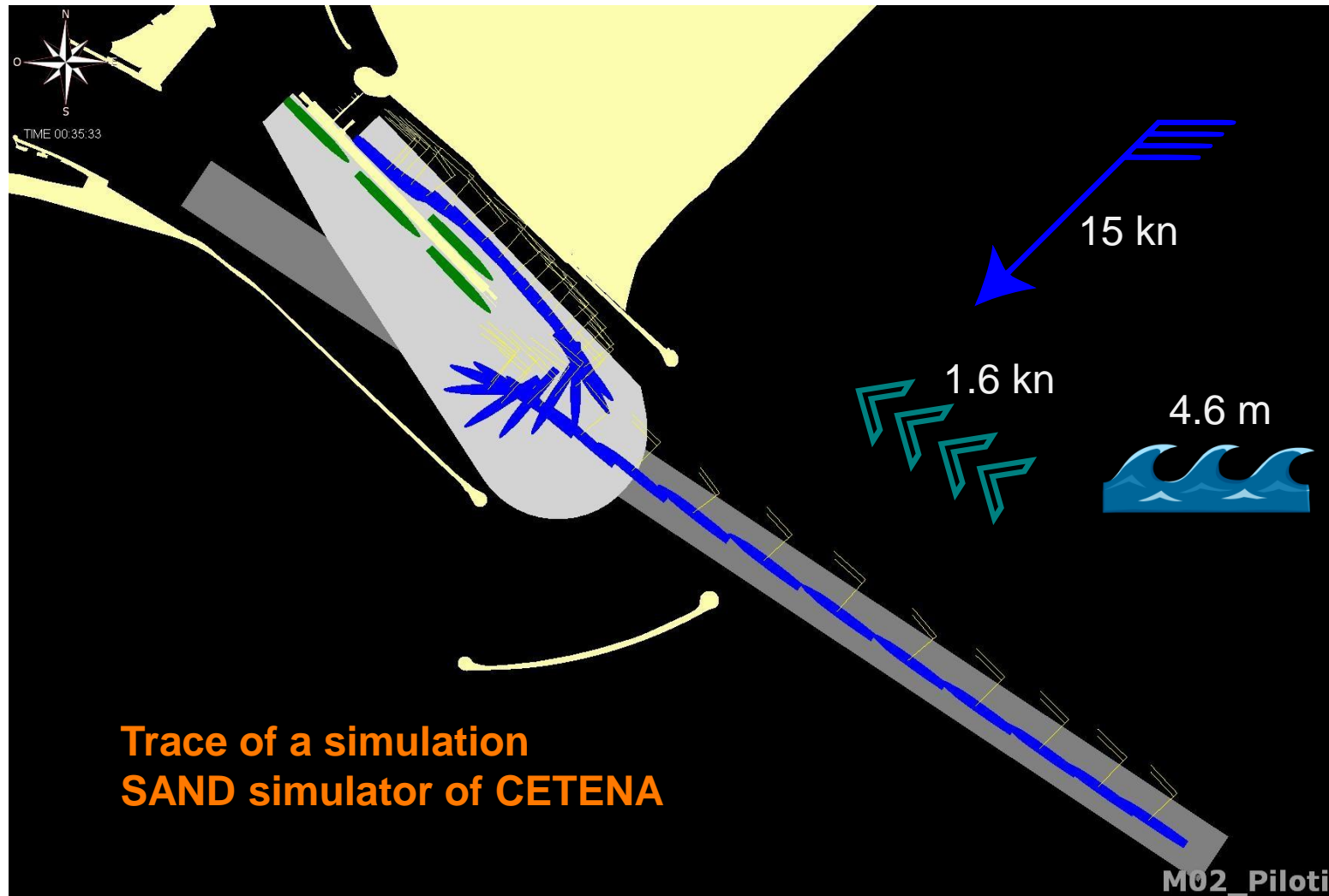
## The Terminal fully operates even when the Mo.S.E. gates are raised





## Navigation Safety

Approval issued by Venice Harbour Master's Office

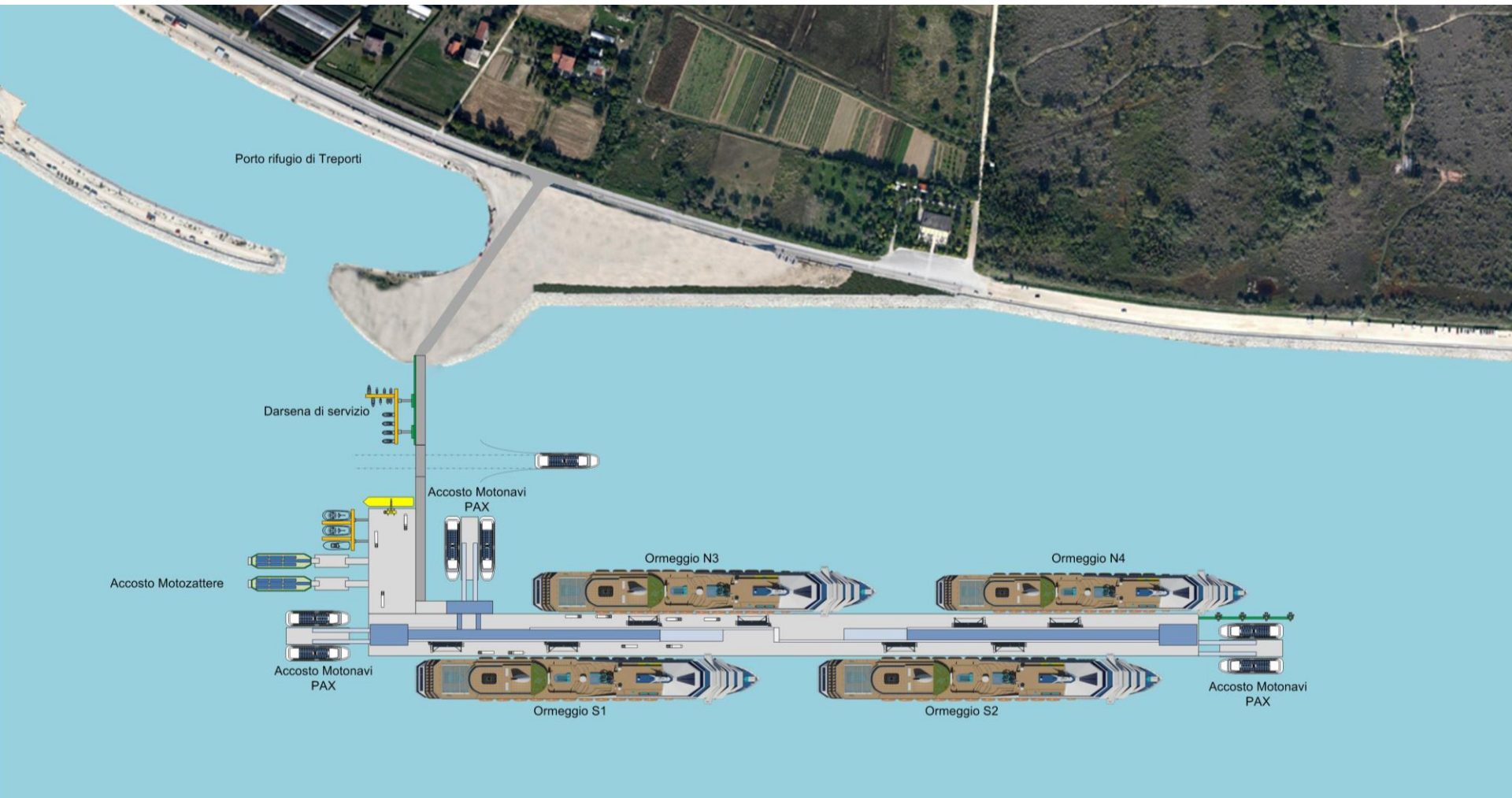


Trace of a simulation  
SAND simulator of CETENA

M02\_Piloti

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**The Terminal is sized to moor 4 homeport cruise vessels (> 40,000 grt) and maintains the Maritime operation**







The Terminal is connected to the mainland for emergency issues



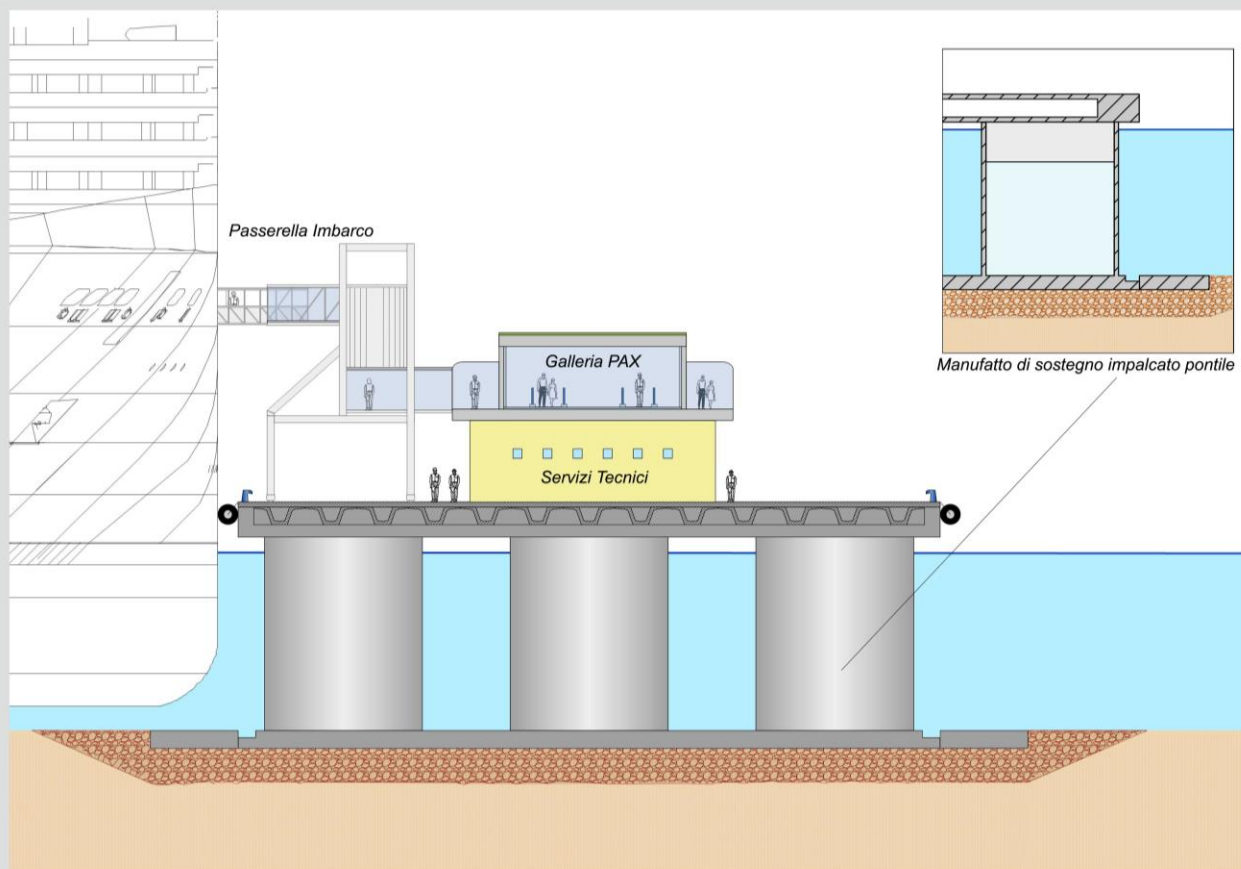
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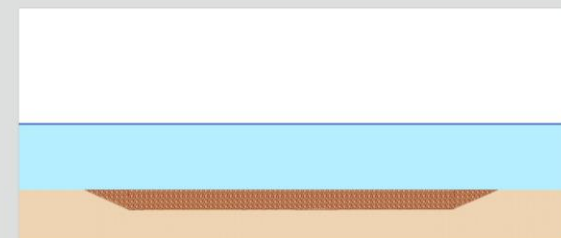
The Terminal ensures the cruise development

Length 760 m - width 40 m - 2 levels

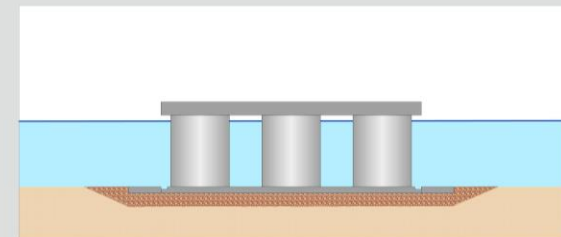
## Modular and Prefabricated Pier: Reversible, Gradual, Flexible and Fast in Execution



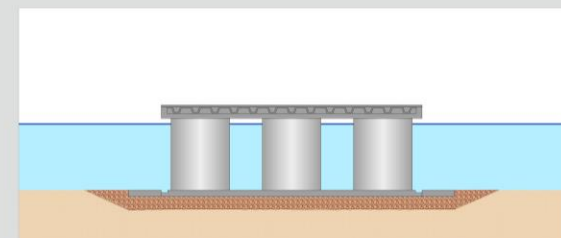
FASE 4 - Montaggio sovrastruttura e attrezzature del pontile



FASE 1 - Predisposizione scanno di imbasamento con pietriscone di cava



FASE 2 - Posa dei manufatti di sostegno impalcato pontile



FASE 3 - Posa impalcato per la formazione del pontile

The works are just resting on foundation benches

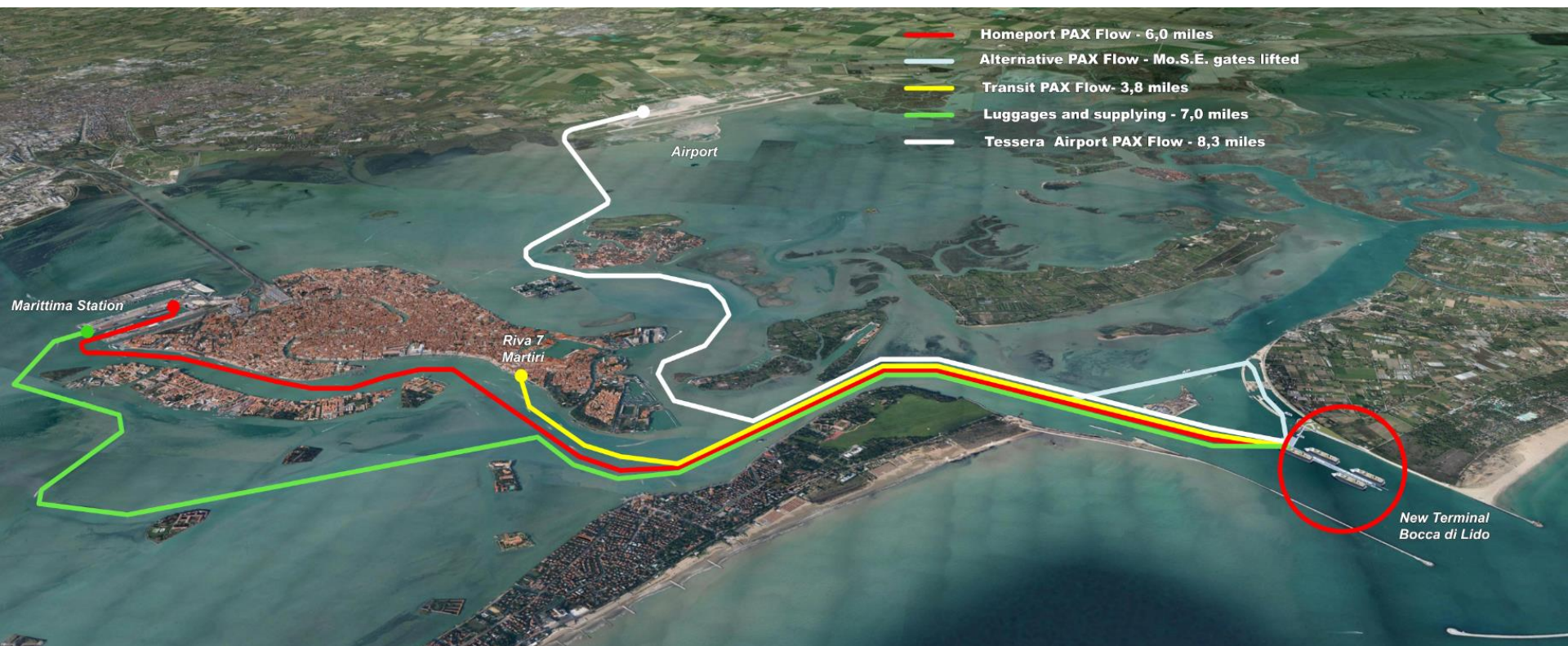


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## Connections between terminals

Homeport and transit passengers, luggage and supplies flows

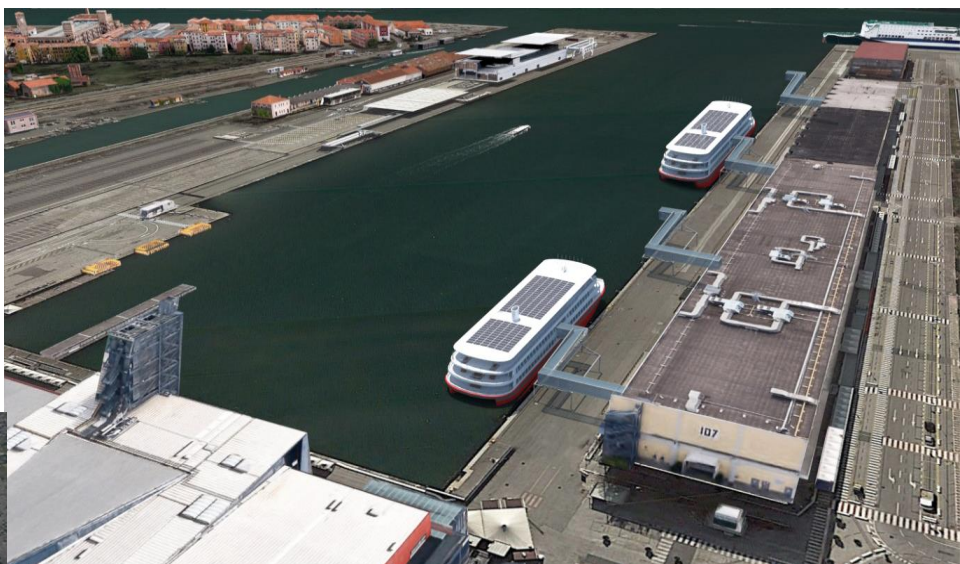
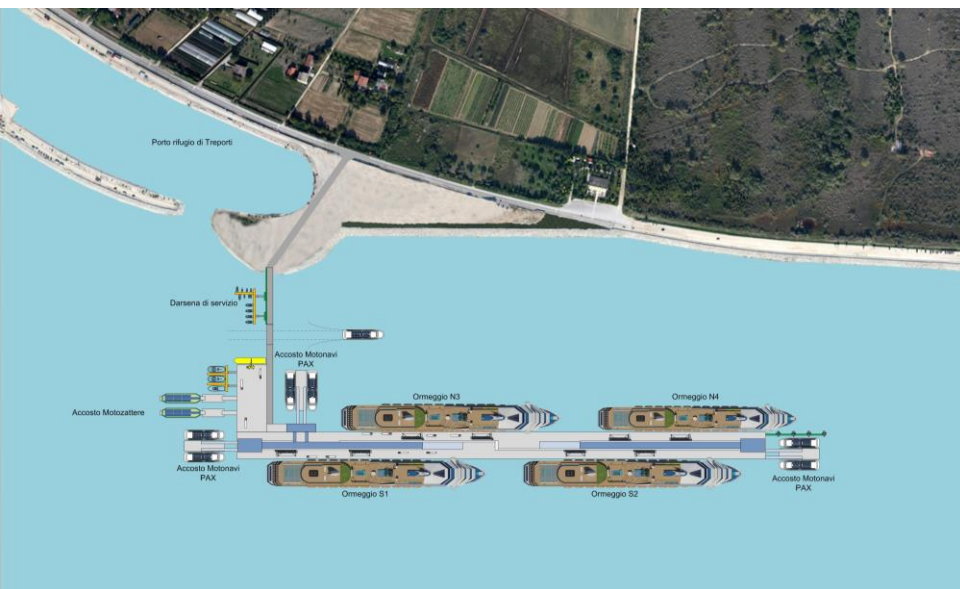
Routing flexibility: Marittima Station, Airport, Riva 7 Martiri



## Two Terminals of the same logistics system

### Maritime Station

- ❑ Easy land accessibility
- ❑ Reception and check-in services
- ❑ Receipt and return of luggage
- ❑ Landing and boarding on vessel



### Terminal at Bocca di Lido

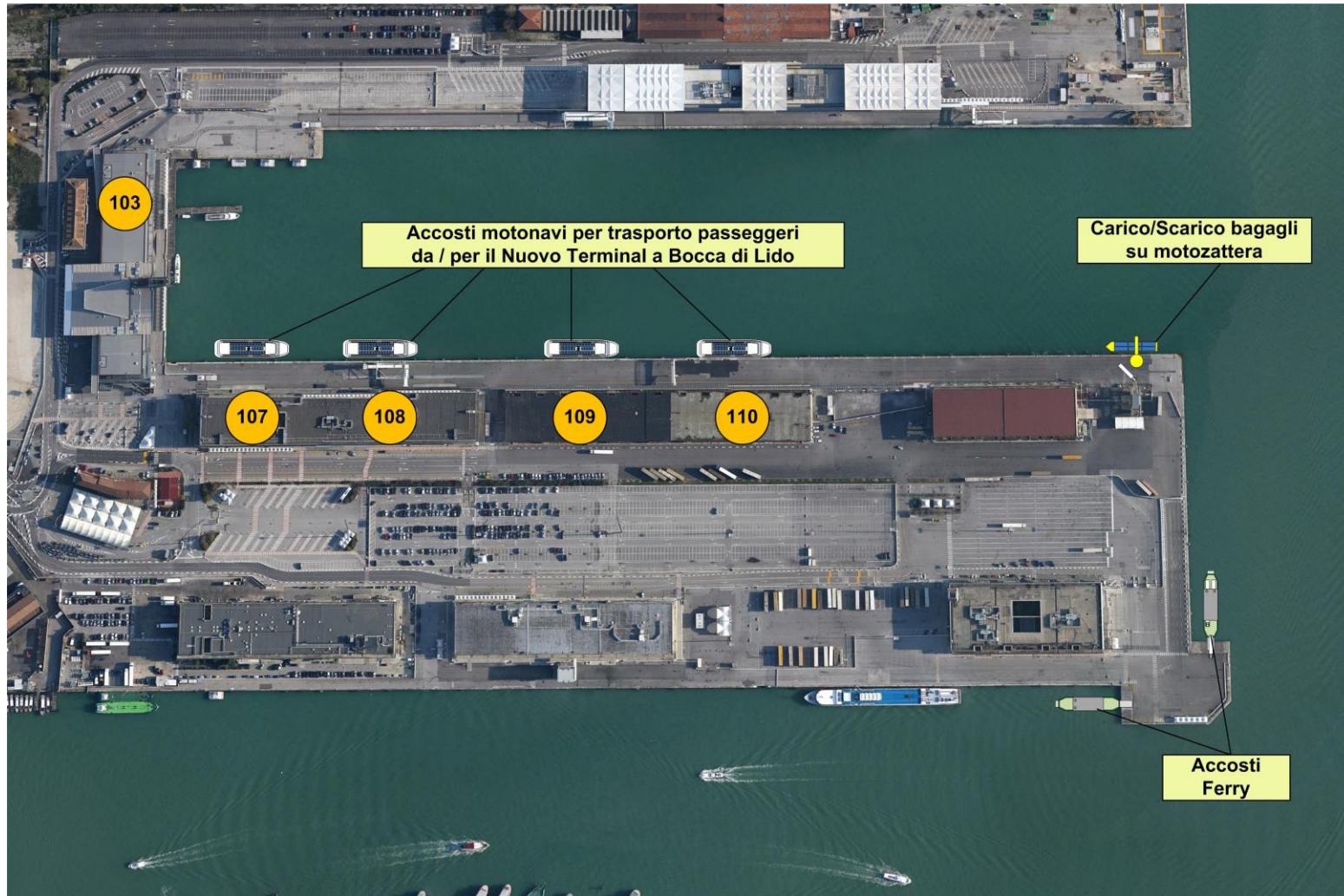
- ❑ Departure - arrival of cruise vessels
- ❑ Ship services: luggage, shipboard stores, supplies and disposal



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## Maritime Station

### Maintenance of all jobs in the Cruise line chain



## The environmentally friendly Motonave for PAX transfer

Design developed by DUFERCO ENGINEERING

with contribution of Cetena (Fincantieri Group), UNIGE, Vienna Model Basin and Voith



Lunghezza fuori tutto	60 m
Larghezza massima	15 m
Passeggeri	1.200 PAX
Velocità	6 - 11 nodi

## The cruise goes on ....



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**Six 1200 PAX Motonavi,  
capable to transfer up to 21000 PAX on the peak day**

### Motonave main characteristics

Length Over All	60 m
Breadth Over All	15 m
Scantling Draft	3,4 m
Speed	6 – 11 kn

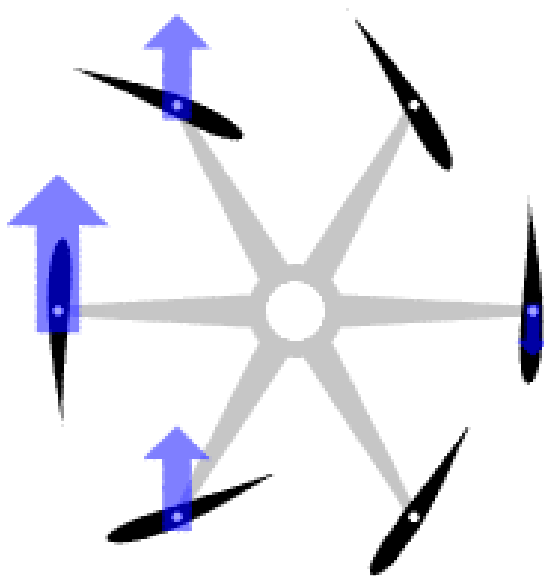


### Low environmental impact

- ❑ Doble hull shape as catamaran
- ❑ Cycloidal Propulsoris
- ❑ Diesel-electric navigation and zero emission sailing on batteries
- ❑ Photovoltaic panels on top deck.

## Cycloidal Voith propulsors

do not create turbulence on the seabed, generated by traditional propellers, being the former composed by vertical blades rotating around their axis





## Tank test of hull prototype in Vienna model basin



PROTOTIPO MOTONAVE  
PROVE IN VASCA  
Vienna 15 settembre 2017



The Motonave operates even when the Mo.S.E. gates are closed, passing through the refuge harbor



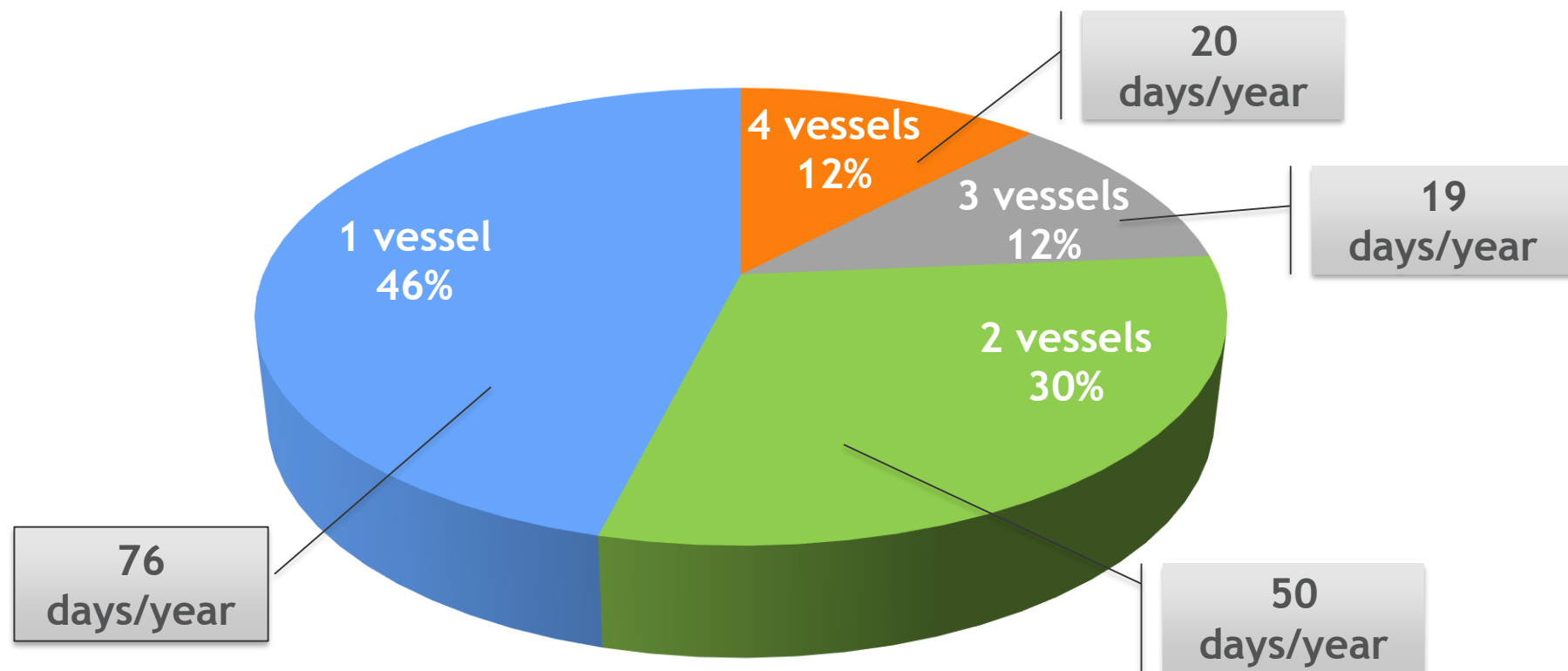
Self Propulsion  
Test No. 33392

$V_s = 7,0 \text{Kn}$





## "HOMEPORT" SHIPS MOORING ON THE SAME DAY



165 days/year with cruise vessels

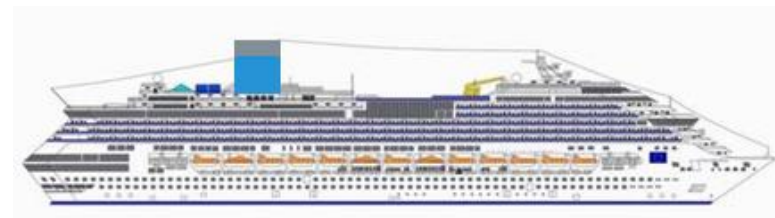
1.550.000 PAX/year

313 calls/year

from 2014  
Cruise Calendar

## The logistic study for the transfer of PAX

Ship	Name	PAX Homeport	Trip per Motonave
1	Splendor of the Seas	2.000	2
2	Costa Fascinosa	3.500	3
3	Disney	2.000	2
4	Norwegian Jade	3.000	3



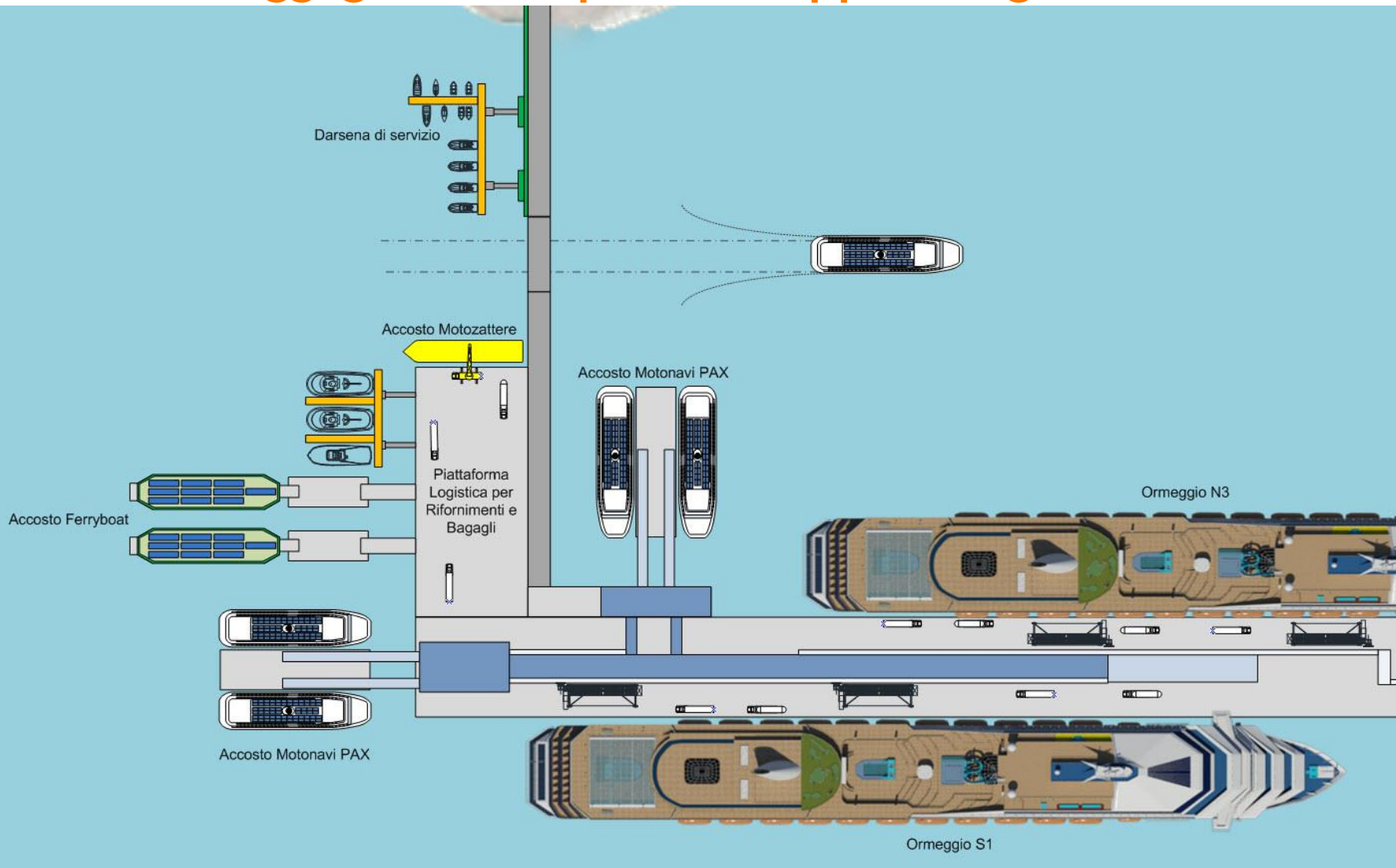
**Six 1.200 PAX Motonave,  
capable to transfer up to 21.000 PAX  
on the peak day.**

**On each Motonave only PAX  
from the same Cruise ship.**



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## Luggage and shipboard supplies logistic



## Transshipment of baggage and provisions



Ferry for luggage



Ferry boat for provisions



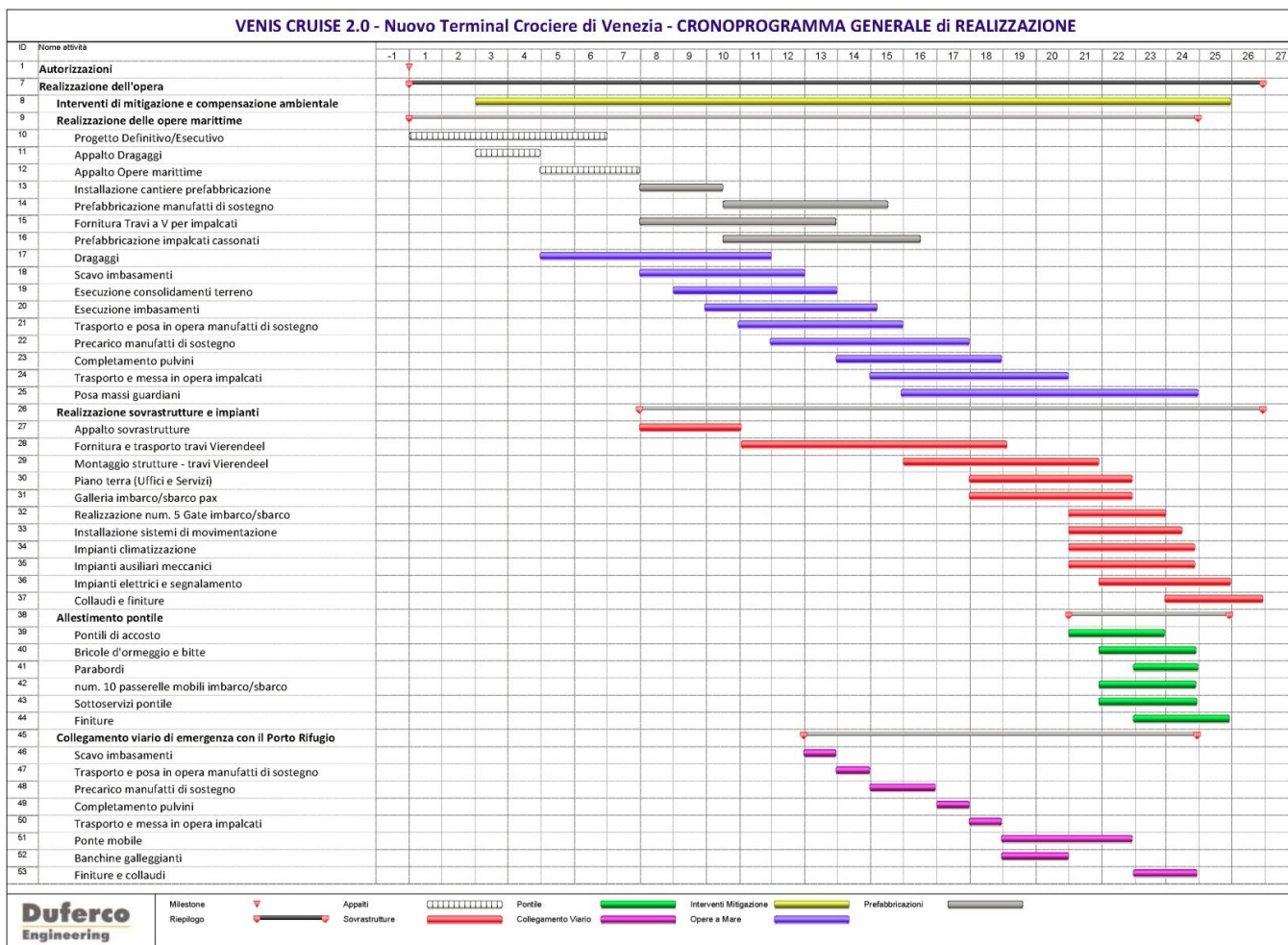
Warehouse for non-perishable supplies in the New Terminal supplies



## Times and cost

❑ Building time: 26 months

❑ Cost (Motonavi not included) 130 M€



## **Authorization Process**

- Apr 9<sup>th</sup>, 2015:** Application for environmental impact assessment to the Ministry of the Environment (ex Dlgs. 163/2006, Legge Obiettivo)
- Apr 23<sup>th</sup>, 2015:** Authorization granted from Venice Harbour Master's Office to safely moor to the New Terminal
- Nov 25<sup>th</sup>, 2016:** Positive opinion N° 2234 with requirements of the Ministry of the Environment
- March 7<sup>th</sup>, 2017:** Transmission of the «Environment Compatibility Measure» from Minister Galletti to Minister Delrio



## The advantages of the New Terminal

- ❑ Compatible with the historical uniqueness of Venice and with the cruise world
- ❑ Minimal environmental impact with the Lagoon
- ❑ Total autonomy from Mo.S.E. floodgates, which protect Venice from high tide
- ❑ To preserve all present jobs of the cruise industry and creation of new opportunity
- ❑ To ensure the cruise development (larger cruise ships in the near future)
- ❑ To confirm Venice as one of the main Mediterranean homeport
- ❑ Increased safety threshold (excellent nautical accessibility)
- ❑ Innovative terminal from a functional, energy and logistic point of view
- ❑ Connection to the mainland (in case of emergency)
- ❑ The project is compliant with the procedures of the D.Lgs. 163/2006 (Legge Obiettivo)

**Criticality: partial breakage of the payload**