**NAME OF CASE**
- Upgrading of Ferrarese waterway to Class V -

**Key Words:**
Access to transport networks; infrastructure and nodes; Freight consolidation and transshipment; Innovative operational solutions; Value added services, development (or extension) of services

**Description**
The Ferrarese Waterway forms the southern link between Po river and the Adriatic Sea with a 70 km route between the bank of the Po river in Pontelagoscuro and its marine outlet in Porto Garibaldi. It stands as an important potential transit route between the Port of Ravenna and the Po Valley, particularly linking the seaport of Ravenna and inland port of Mantua-Valdaro.

The project considers the adaptation of existing section from the lock of Pontelagoscuro along the Boicelli up to the Po Volano. Main interventions consist of the construction of new bridges and realignment of the IWW layout to meet the navigation section provided by the regulations for the navigation of vessels of class Va.

**Benefits**
The main benefits of the waterway Ferrara combine high-level goals and local objectives:

- Developing a system of water mobility compatible with the environment and alternative to those of road and rail
- Increasing the capacity and performance of inland navigation
- Improving the operating conditions of inland navigation
- Creating the conditions to encourage private investment

**Success factors**
- The waterway Ferrara will integrate maritime and inland waterway transport, covering all components of traffic in which the means of transport may be constituted by the tidal vessel, without making transhipment.
- The practice involves several public partners in the form of a Steering Committee aimed at improving the IWW both from the infrastructural and the service point of view.

**Supported strategic targets**
The main aim is to extend as much as possible the relationship between inland waterways and short sea shipping.
- For public actors: competitive logistics and transport system
- For private actors: increased company profitability
- For both: reduced emissions.

**Starting point/objectives/motivation:**
Main idea consists of developing a system of environmental friendly mobility system alternative to those of road and rail, increasing the transport capacity by upgrading the vertical clearance of bridges. The combination of short sea shipping and inland navigation provide an efficient alternative, facilitating the international as well as the local transport needs.

The infrastructure is at the moment of Class 3 (according to the Classification of European Inland Waterway), limiting the transport capacity to barges up to 1,000 tonnes and 80m length. The development of a short sea – inland navigation system is expected to bring financial benefits (lower travelling times, lower transport costs) and a prospective increase in demand.

Therefore, the total aim of the practice is to extend as much as possible the relationship between inland waterways and short sea shipping, as well as establishing permanent relations with the ports of the Adriatic and with that of Ravenna in the first place. The waterway, once completed, will integrate maritime and inland waterway transport, increasing the capacity and performance of inland navigation, attracting more demand and new types of services.

**Solution**
The project considers the adaptation of the existing section from the lock of Pontelagoscuro along the Boicelli up to the Po Volano. For the connection to the Port of Ravenna the chosen solution involves the use of the tidal (sea-river) vessels connecting the port of Ravenna, which is the southern end of the whole Northern Italy Waterway System, with Porta Garibaldi and Porta Levante (Venice).
The main project consisting of the new infrastructure system for waterway transport from Mantua to Ravenna, once completed, will lead to a reduction of the kilometers for the connection between the Po Valley and the Port of Ravenna, reducing the travel times and consequently the environmental impact and, at the same time, offering the opportunity to serve the area to the east of Ferrara with the companies located there.

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