



## KEY MESSAGES

- The Northern Italian region is of great economic and productive importance, acting as a potential hub, intersection and junction between the main trans-European corridors that cross the Italian territory.
- The Po navigable waterway system provides a vital link in the heart of Europe's major development areas and an invaluable asset for increasing sustainable transport.
- The necessary upgrading works for the waterway system are a solution for decarbonising mobility and increasing climate resilience in the region.

## Corridor background

The Po river valley is Italy's largest and most important economic region, home to a third of the Italian population and accounting for 40% of its national GDP. Crossing Lombardia, Emilia Romagna and Veneto, the Po river basin is the centre of Italian industry and its agricultural heartland. High levels of CO2 emissions pollution in the cities and areas in the Po valley stress the importance of investment in sustainable transport solutions.

## Waterway infrastructure

Upgrade works are necessary on the Po river, Fissero-Tartaro Canal Bianco, Casale Monferrato-Pavia-Piacenza sections and the Trieste-Litoranea Veneta in order to create a homogeneous navigable network and to comply with the new TEN-T regulation by 2030, achieving overall class V. The investments will create new opportunities, including new ways to support regional and cross-border supply chains, sustainable logistic concepts, better cooperation between multimodal transport players and to enable the take-off of innovative technologies.

Climate change has hit the Po basin hard. Annual temperatures are increasing. The region faces long dry periods alternated with extreme meteorological phenomena such as heavy rain that increase the possibility of flood events. Investment in waterway projects with an integrated, multi-disciplinary approach on water management lands opportunities to deliver cross-benefits for transport, biodiversity and water users such as industry and agriculture.

## Inland ports

The Northern Italian inland waterway system connects the inland ports of Cremona and Mantua to Ferrara/Porto Garibaldi and Venice/Porto Nogaro/Monfalcone. The ports Cremona, Rovigo and Valdaro require urgent upgrading to effectively take up their multimodal role.

**€1 billion**  
are required to make the inland waterway network of the  
Mediterranean corridor bottleneck-free and to increase climate  
resilience

# Critical waterway locations

