



**FORMAT FOR THE SUBMISSION OF STATE OF
CONSERVATION REPORTS
BY THE STATES PARTIES
(In compliance with Paragraph 169 of the Operational Guidelines)**

Venice and its Lagoon (Italy) (394)

**State of Conservation Report
in compliance with the Decision 44 COM 7B.50
of the World Heritage Committee**

1 December 2022

1. Executive Summary of the report

Recommendation no. 3

For the **safeguarding of Venice and its Lagoon**, the efforts of the State Party and the authorities in charge of the protection of the property have continued through numerous interventions in heritage safeguarding, conservation, redevelopment, urban regeneration and innovation for which substantial resources from european, national and local funds have been earmarked.

In particular, inter institutional synergy showed particularly effective in achieving a long-standing goal: **the installation of temporary glass barriers to protect the Basilica di San Marco from high water and the commencement of permanent interventions to protect the entire San Marco's insula from flooding** for a total expenditure of **47.5 million euro** (the project will last 5 years). The MoSE system, although not finally tested, plays an essential role in defending the City from exceptional high waters.

Recommendation no. 4

The summer of 2022 marked the restart of tourism after the pandemic and Venice was one of the most popular destinations. The Venice Tourism Territorial Governance Project is **implementing the strategy for tourism management and for the improvement of the residents' life quality**. The Entry Fee together with the implementation of the relevant Venice booking system is planned to come into effect. An international information campaign will be launched for proper disclosure of these tools. In parallel, the **EnjoyRespectVenice** campaign and the **Detourism** editorial line will continue, while the **veniceandlagoon.net** portal has recently been supplemented with 54 in-depth fact sheets related to the 9 municipalities of the Site.

The City of Venice, with the municipalities of Chioggia and Mira, have also participated in the **call for proposals of the Ministry of Tourism** for the enhancement of Municipalities with a tourist-cultural vocation in whose territories World Heritage properties are located with a joint project proposal submitted in August 2022 for **€ 7.7070.000,00**.

Recommendation no. 5

During 2021, the Government intervened on the issue of **Large Ships transiting Venice** with two emergency legislative measures: one provides for a competition for ideas to propose **docking points outside the lagoon** (Law Decree 45/2021), the other declares the **Giudecca Canal, San Marco's Basin and Canal a national monument**, banning the transit of Large Ships (Law Decree 103/2021).

During 2022, the **Extraordinary Commissioner** – appointed by the Government for the realization of **up to five temporary docking points in the Marghera area** for ships of 25,000 tonne gross tonnage and above – achieved important results. Within the summer **three landings have been built**. A technical and economic feasibility project is currently being drafted to equip the **quay for two berths and a passenger terminal** at the North Canal, North bank, in **Porto Marghera**. In parallel, the Port System Authority is developing a **hydro-dynamic study on the effect of the passage of ships in the Malamocco - Marghera canal on the environment**.

Recommendation no. 6

The **updating activities of the Management Plan of the World Heritage Site "Venice and its Lagoon"** are in **full swing**. Based on the monitoring of the 2012-2018 Management Plan, the Decisions formulated by the World Heritage Committee and the results of the Missions carried out by the World Heritage Centre, ICOMOS and the Ramsar Secretariat in 2015 and 2020, **five challenges were identified (Planning and development,**

Environment and climate, Protection and enhancement, Sustainable Tourism and Communication and Training). To return the elements of value and the critical points of the site, 5 individual SWOTs and one overall were developed. The elements that emerge will be verified and explored through 5 thematic workshops in spring 2023. The participatory activity will see the involvement of the Steering Committee bodies and the main stakeholders with the aim of defining the overall action plan. **The conclusion of the activities - including the Management Plan monitoring system and the site management system and its future Buffer Zone - is expected in the spring of 2023.**

Recommendation no. 7

Two years after the exceptional high tide of 12 November 2019, interventions to **restore public assets for 57 million euros** have already been carried out and in addition the Commissioner Office has recognized compensation of over **32 million euros to private citizens and social activities, cult, economic and productive.**

In February 2022, the Extraordinary Commissioner also signed a Decree for the **implementation of interventions to reduce the residual risk in the areas affected by natural disasters for a total value of over 62 million euros. A further 4 million euro was earmarked for the restoration of the (submerged) sea defenses at Pellestrina.**

In parallel, **work on improving and increasing risk prevention systems** has been done. The Tidal Forecasting and Reporting Centre implemented the forecasting modelling systems and, thanks to the European project Interreg STREAM, it is also carrying out **activities for evaluation of storm surge risk for the Veneto coast** and subscribed an agreement with the National Research Council for the experimental application of Artificial Intelligence technologies for the recognition of critical weather configurations for the tidal phenomenon in Venice. In addition, the Technical Table for the Tidal Forecasting in Venice with Ispra has been confirmed for another 3 years and, starting with the 2021-2022 tidal season, an additional Technical Table related to the operation of MoSE system has been established with the participation of Consorzio Venezia Nuova, the Office of Public Works and the Extraordinary Commissioner for MoSE.

Recommendation no. 8

The **MoSE System came into operation in October 2020 and guarantees - although not yet complete - the effective protection of the City of Venice, the islands and lagoon settlements and the entire Lagoon from exceptional high waters, as demonstrated by the recent tidal event of 22 November 2022.** In order to allow the MoSE to be fully operational, the project to **install security and control systems** (area and underwater video surveillance and computer security), coordinated by the Prefecture of Venice in cooperation with the Police Headquarters, the Guardia di Finanza and the Harbour Master's Office, is nearing completion. At the same time, **the maintenance of the barriers commenced**, starting with the one in Cavallino Treporti. The Italian Government has allocated **538 million euro for the completion of the MoSE** and has **also undertaken to guaranteeing a series of interventions to compensate for the direct or indirect impacts of the work on habitats and species.** In particular, the Office of Public Works is currently working on the construction of the bicycle and pedestrian path in Cavallino Treporti, the restoration of Forte San Felice in Chioggia, and the securing of some sections of the Porto Marghera canals (west bank of the Canale Industriale Ovest - Idromacchine section, north bank of the Canale Lusore - Brentelle section, and north bank of the Canale Industriale Nord - ex Simar settlements, Alutekna and Immobiliare Veneziana).

Recommendation no. 9

With regard to the **governance for the management and protection of the Lagoon**, a series of measures is currently being approved to make the **Lagoon Authority - the new Water Authority** - operational (the appointment of the President, the approval of the statute and regulations, the recruitment of personnel and the establishment of the in-house company to manage the MoSE). A important instrument such as the **Lagoon Morphological Plan**, envisaging a series of interventions aimed at controlling the negative evolution of the lagoon environment (loss of mudflats and salt marshes, flattening and deepening of shallow waters, silting up of canals, impoverishment of flora and fauna) **has been updated and is currently awaiting the final SEA procedure**. At the same time, the revision of the **Sludge Protocol** - which contains the criteria for the re-use of dredging sediments - **is currently being assessed by the competent Ministries** (MITE and MIMS), in agreement with the Veneto Region.

The **Sustainable Energy and Climate Action Plan (PAESC)** comes from the transformation of the **Climate Action Plan**, which has been adjusted to also meet the commitments undertaken following the adhesion to the Covenant of Mayors for Climate and Energy. The **Water Protection Plan** of the City of Venice, which has already been transmitted previously, consists of the implementation of the necessary hydraulic interventions by the competent players.

Numerous resources for the **mitigation of interventions on the lagoon ecosystem** derive from important **European projects** such as: **REST -COAST** (morphological interventions aimed at counteracting the loss of sediment from the lagoon and the disappearance of typical lagoon habitats such as mudflats and salt marshes - 18 million euro), **LIFE LAGOON REFRESH** (restoration in the SIC "Laguna Superiore di Venezia" of the typical ecotonal environment of microtidal lagoons - € 2,436,286), **LIFE FORESTALL** (recovery and conservation of the habitats 7210 and 91E0 in the WWF Oasis of Valle Averte - € 1,350,396.00).

The municipal administration supports the commencement of new investments and new economic initiatives in "green" sectors in order to favour a **highly innovative and environmentally friendly industrial reconversion of Porto Marghera**, promoting concrete examples of circular economy also in cooperation with international players (ENI, Toyota) and its owned companies.

In addition, work is underway to strengthen the road system and accessibility of Porto Marghera and to solve the hydraulic problems of the first industrial zone, as provided for in the **Programme Agreement between the Ministry of Economic Development, the Veneto Region, the City of Venice, and the Venice Port Authority**. The Port System Authority of the Northern Adriatic Sea has also planned a series of investments aimed at strengthening the infrastructure network and improving the port's nautical, road, and railway accessibility. In fact, in its **Three-Year Operational Plan (TOP) 2022-2024** it has planned investments for a total value of more than **1.5 billion euro**.

The **"Venice World Capital of Sustainability"** project was conceived with the aim of making Venice an international laboratory of experimentation and innovation, a place of cultural and technological avant-garde in a sustainable key, where energy transition, management of tourist flows, protection of residential areas, educational regeneration and cultural resilience meet to face the challenges of the contemporary world: sustainable development and the fight against climate change.

The project will make it possible to optimise the use of the financial resources of the Next Generation EU Fund and to generate significant economic, social and environmental benefits for the entire metropolitan area of Venice with positive effects and impacts also in wider areas. **The project represents a virtuous alliance between local authorities, institutions, the academic, cultural and entrepreneurial world, united by the innovative instrument of the Participation Foundation.**

Recommendation no. 10

The **Heritage Impact Assessment (HIA)** project was commenced at a particularly sensitive time for the area, subject to the consequences of the pandemic and energy crisis. Numerous meetings of the Steering Committee were held in the period October 2021-November 2022 to share the HIA methodology, define the list of plans/projects to be assessed and select consultants. In parallel with the activities to verify the Site's attributes and the conditions of integrity and authenticity, the participatory process with stakeholders began, in order to share the scoping phase and the preliminary assessment of the potential positive and negative impacts of the plans and projects submitted to HIA. Context analysis is also currently underway in terms of the cultural, landscape, environmental, planning and socio-economic legislative framework. Following the analysis phase, grading tables will be developed and mitigation actions and recommendations will be proposed for individual and cumulative impacts that may have been identified. **The assessment is expected to be completed in spring 2023. The State Party's commitment to maintain an ongoing dialogue with the World Heritage Centre and its advisory bodies to ensure that the actions undertaken are progressing smoothly is confirmed.**

Recommendation no. 11

The State Party has devoted its full attention to the issue of the construction of the Liquefied Petroleum Gas (LPG) Storage Facility in Chioggia. On 7 May 2021, Decree-Law no. 173 was issued, identifying the Chioggia plant of the company Costa Bioenergie Srl, as the beneficiary for the recognition of compensation. **In order to dismantle the Chioggia storage and move it to an alternative location outside the Site, the Decree provides for an initial verification conducted by a Commission on the costs duly documented by the company Costa Bioenergie Srl.** In the event of a positive outcome, it will be possible to proceed with the payment of compensation. **Once this phase is completed, a further regulation will be needed to establish the modalities for dismantling and relocating the storage facility.**

Recommendation no. 12

This Report shows the progress of the many actions conducted to address the critical issues found. It is worth noting that **considerable joint efforts have been made by the authorities responsible for the protection and management of the Site who are continuing to work in synergy to safeguard Venice and its Lagoon**, as set forth in response to the Recommendations of this Decision and the Recommendations of the Advisory Mission 2020.

Special attention will be paid to the issue of the **crowding-out of residents, common to all historical cities and post-pandemic urban centres in general.** The negative effects of the financial and employment crisis are still significant. Therefore, a wide-ranging systemic vision is **needed more than ever, one that can attract (old and new) citizens to bring new lifeblood to nourish the future destiny of the Venice and its Lagoon, starting with new families and university students.**

The survival of Venice and its Lagoon, a World Heritage Site, is everyone's responsibility. In the face of climate change, whose effects are evident and dramatic, it is urgent to take decisive action at a global level.

Once again, on the morning of **22 November 2022**, an exceptional meteorological sea event occurred, with sea level values recorded along the Upper Adriatic coastline among the highest in history. The combined effect of the local set up and high wave heights led to sub-coastal tide levels exceeding 200 cm (204 at the Malamocco Dam Nord station). At the Bocca Lido station, due to the accumulation of water above the MoSE barriers, a peak of 209 cm was recorded at 9.40 am, **the highest recorded level in the Adriatic in history.**

An event of equal, if not greater, magnitude - considering the maximum levels reached - to 12 November 2019 and probably also to the event of 4 November 1966, although on that occasion a measurement network with less geographical coverage was available.

The closure of the moving barriers of the MoSE prevented the flooding of the City with catastrophic consequences, however, **it is urgent to be prepared for the long-term increase in the frequency and magnitude of the tides with the commitment of the international community.**

Recommendation no. 13

In response to the Recommendations of the 2020 Advisory Mission and the subsequent Decisions of the World Heritage Committee, the State Party, the Municipality of Venice and the relevant authorities have demonstrated that they have implemented the commitments set out in the previous SoC Reports, as detailed in this document. In fact, it should be noted that **crucial issues have been positively addressed and resolved for some time (Large ships, MoSE operation, protection of St. Mark's Basilica, and others) while intense work is still being done on others.** The individual recommendations of the Advisory Mission 2020 have been punctually correlated to the responses to the recommendations set out in this Report in the table in Annex no. 4.

Recommendation no. 14

In view of the many activities underway and planned as corrective measures to fulfil the recommendations of the World Heritage Committee and the outcomes of the Advisory Mission 2020, a timetable for their implementation is attached (see Annex no. 5).

Recommendation no. 15

This SoC Report represents an **overall picture of the many activities introduced and the results achieved by all the relevant institutional players at a national and local level that demonstrate significant and tangible progress in ensuring the maintenance of the Site's state of conservation.** Considering the progress achieved it would be desirable to update the World Heritage Committee in accordance with the timetable envisaged to complete the corrective measures outlined in Recommendation no. 14, with a 2023/2025 timeframe (see Annex no. 5) to concretely illustrate the actual measures undertaken, in line with the planning tools provided by the legislation of the Local Authorities. In conclusion, **the State Party's commitment is confirmed to maintain an ongoing dialogue with the World Heritage Centre and its Advisory Bodies to ensure that the actions undertaken proceed according to the proposed schedule.** Further updates on the state of conservation of the Site will also be provided as part of the Third Cycle of the Periodic Report. The numerous actions taken to address the critical issues identified are the result of important joint efforts by the authorities in charge of protecting and managing the Site. In the immediate future, however, it will be necessary to continue to focus on issues that are crucial to the survival of Venice and its Lagoon, such as **the increase in the number of permanent residents in the City, the transformation of the fabric of the historic city from residential to accommodation, and the impact of climate change,** which is seeing a worrying increase in the frequency and magnitude of tides (see marine weather event of 22/11/22).

2. Response to the Decision of the World Heritage Committee

Recommendation no. 3

3. *Notes the joint World Heritage Centre/ICOMOS/Ramsar Advisory mission of 2020, which reviewed the progress in implementing previous Committee decisions, and to assess the state of conservation of the property, and the State Party's efforts to start implementing the mission recommendations;*

With the commitment and intense cooperation between the State Party and local authorities, also thanks to the planning capacity and reliability of the agencies in charge, the Municipal administration in primis, substantial resources have been allocated for the safeguarding of Venice and its Lagoon. The main interventions in heritage conservation, urban regeneration and innovation are outlined below (see Recommendation no. 3 of Advisory Mission 2020). Of particular importance is the active involvement of private players, who have been able to seize the opportunity to invest in the City and the islands, according to the principles of sustainability. One example of this is the opening of the Procuratie Vecchie palace in Piazza San Marco in Venice after a complex five-year renovation project, commissioned by Generali and curated by architect David Chipperfield. Five centuries later, this iconic palazzo also recaptures part of the Procurators' original mission: to help the weakest in society. It has become a place for dialogue and exchange of ideas, a space open to all, which also fully supports the project to make Venice the world capital of sustainability.

MAJOR PROJECTS OF URBAN REDEVELOPMENT AND REGENERATION, OF INNOVATION AND SOCIAL COHESION (PON METRO, PSC-FORMER PACT FOR VENICE, PNRR)

The City of Venice has resources worth over 130 million euros thanks to the PON Metro (Metropolitan Cities National Operational Programme). Priority objectives include increased ease of use and accessibility of digital services of the Public Administration, improved mobility for residents and city users and support for the weaker categories of citizenship through the activation of inclusive services. The total financial allocation is as follows 8 Axes provided by the Programme for a total of 101:

INTERVENTION AXES	Financial Resources
AXIS 1 Metropolitan Digital Agenda	€ 7,215,550.11
AXIS 2 Sustainability of public services and urban mobility	€ 10,934,316.70
AXIS 3 Services for social inclusion	€ 10,103,341.87
AXIS 4 Infrastructure for social inclusion	€ 11,046,448.75
AXIS 5 Technical support	€ 1,055,485.72
AXIS 6 REACT- EU Green, digital and resilient recovery	€ 67,210,000.00
AXIS 7 REACT- EU Social, economic and employment recovery	€ 7,790,000.00
AXIS 8 REACT-EU Technical support	€ 6,910,519.88
Total resources	€ 133,312,111.78

- **Development and Cohesion Plan (DCP) - former Pact for Venice**

The projects financed under the Venice City Development Pact, already explained in previous SoC reports, were conveyed into the Development and Cohesion Plan (DCP), following joint consideration with the Presidency of the Council of Ministers - Department of Cohesion Policies, the Territorial Cohesion Agency and the Ministry of Economy and Finance. These are resources obtained under the Development and Cohesion Fund (FSC) which, together with the European Structural Funds, represent the main financial instrument through which policies for the development of economic, social and territorial cohesion are implemented.

The Development and Cohesion Plan is at an advanced stage of implementation and will be completed by 2023. Overall, **planned and implemented interventions have brought major improvements in life in Venice, both as a city of water and a city of land.** In fact, the implemented interventions have enabled a revitalization of the image of the city of Venice even at an international level through careful management of resources aimed at **enhancing the historical/cultural heritage and the natural resources, at urban and environmental regeneration.**

The procedural progress of each of the 119 funded interventions is as follows:

- no. 86 works appear to be completed with balance reporting procedures in progress;
- no. 27 works appear to be in progress;
- no. 5 works appear to have ongoing awarding procedures;
- no. 1 work appears to be in the planning phase

Financially, during the entire implementation of the Plan, the City of Venice has already collected a total of €80,097,622.19 out of the € **110,000,000.00 of the entire programme.**

- **National Recovery and Resilience Plan (PNRR)**

Significant resources have been allocated to the City of Venice under the PNRR. The total allocation is **169.5 million euros**, under an agreement signed by the City of Venice, the Ministry of Culture and the Ministry of Defence. About 105 million euros will be allocated for **rehabilitation of the Arsenal area** under concession to the La Fondazione la Biennale di Venezia and about 65 million for other **interventions in the City, including at the Lido, Forte Marghera, Parco Bissuola and other places in need of major renovation and maintenance.**

Recovery of the Arsenal area: at the Arsenal, the planned interventions involve perimeter embankments on Rio della Tana and Rio San Daniele and the rehabilitation of Rio delle Galeazze to allow the passage of Actv public transport. The final design, including the technical and economic feasibility project, for the restoration work on the South Isolotto Tesa and the Northern portion of the Artiglierie building was recently approved.

The goal of the complex project will be the complete **redevelopment and conservation** of the entire Isolotto building, also including the "triangle" portion of the building", for an exhibition use which places this building as the central node of the Exhibition route during the events. For the Artiglierie building, **restoration and conservation work** is planned for the West-side wall face and structural work required to diffusely support the approximately 50-meter section of masonry located in the final portion of the Artiglierie building, which currently has an out-of-plumb of up to 37cm.

Interventions at the Venice Lido: the interventions **are earmarked for work on the Palazzo del Cinema and Sala Darsena and Sala Perla inside the former Casino.**

Interventions at Forte Marghera which is a 19th-century fortress located on the gronda lagunare (lagoon eaves) within the World Heritage property, where the dedicated InfoPoint/Visitor Center will be established. The compendium covers a land area of 385,000 square meters (excluding canals) and consists of 79 buildings with a total of 21,000 square meters of covered area. For some years now, the Fortress has been undergoing

a major **redevelopment**, aimed at transforming it into a new cultural centre, where La Fondazione la Biennale di Venezia and other important cultural institutions such as the Fondazione Musei Civici di Venezia are already located. The main interventions (implemented and ongoing for a total amount of **15.8 million euros**) in the 2021-22 period include: **the Building 29, the Casermetta 8, the Casermetta 9, underground utilities and urbanization**. For more details on all the interventions in the compendium, see Annex 1.

Interventions at the Ex Manifattura Tabacchi: **40 million euros of PNRR funds have been earmarked to complete the restoration of the Ex Manifattura Tabacchi in Venice** and to merge the city's judicial offices. In early November 2022, the final design was approved for the restoration of the building to ensure that the staff can operate in adequate and functional space, **recovering disused buildings that belong to the cultural and historical heritage of the Historic City**.

CONSERVATION OF CULTURAL HERITAGE

It is noted that **all heritage protection activities are carried out in full cooperation with the peripheral agencies of the Ministry of Culture**. In particular, **the constant commitment of the Superintendence of Fine Arts and Landscape has continued in the current institutional protection activities**, with particular reference to the **procedures of Verification and Declaration of Cultural Interest, disposal and concession, cataloguing, work authorisation and their high surveillance, the expression of opinions in the context of landscape authorisation and EIA-SEA procedures, and participation in the activities of Institutional Commissions, including in particular the Commission for the Safeguarding of Venice**. Additionally, as already mentioned in previous SoC reports, the activity related to the financing of the **study and protection of the bell towers in the old city** continued, with the activity of satellite monitoring and verification of the health of Venice's bell towers, activating numerous monitoring and structural improvement interventions. This activity has been accompanied by the above-mentioned activity of **repairing and restoring the installations of the buildings in use by a number of Institutes**. **Protection activities are also carried out on a daily basis by the export office and exhibition office**.

Institutional activities continued, in particular high surveillance, with respect to the interventions undertaken thanks to the constant **financial commitment of the International Private Committees for the Safeguarding of Venice**, which this year saw the completion of, among others, the **restoration of Titian's Assunta and the Cenotaph Canova in the Basilica of Santa Maria Gloriosa dei Frari**. As far as the planning of interventions aimed at the conservation of cultural heritage is concerned, the Superintendence has also worked in various sectors over the past two years, thanks to the substantial funding provided by the Ministry of Cultural Heritage (MiC), as contracting authority and as commitment of technical experts in relation to the contracting authority at the Regional Secretariat. In particular, mention should be made to the **funding provided in the Large-scale Cultural Heritage Project sector** (which this Report accounts for with respect to Recommendation no. 9), ordinary and extraordinary planning funding, including the recently started work site for the restoration of the **arcades along Piazza San Marco**, the recently completed work sites for the **restoration of the wooden ceiling of the Libreria Marciana**, the **recent work sites commenced or completed at the Archivio di Stato of Venice**, the **work sites commenced at the Arsenal at the tesa Bucintoro**, and the work site currently being commenced at **Tesa 31**, also at the Arsenal, the completed work site for the **restoration of the Vivarini Stained Glass Window in the Church Santi Giovanni e Paolo**, the work related to the **conservation of archaeological heritage storage and the maintenance of related sites**, the commitment supported by the Veneto Regional Museums Department, with the collaboration of the Superintendence, in the **Altino Museum and Archaeological Area aimed at preparing the site for transformation into a true national archaeological park** (the latter work is also part of the Large-scale Cultural Heritage Projects). The Superintendence is also **resuming work on the Grandi Gallerie dell'Accademia Project**, and is **collaborating**

with the Prefecture on the management of PNRR funds for the restoration of heritage in the Buildings of Worship Fund (five projects financed in the relevant area between Venice and Chioggia, among which an important grant will make it possible to **complete the restoration of the decorated surfaces of the splendid Gesuiti church in Cannaregio**). Lastly, a project to restore the San Felice Fortress for museum purposes is about to be launched with the contribution of Superintendence experts. Finally, a grant is being provided to the Regional Secretariat within the framework of the MiC funding for the Assessment and Reduction of Seismic Risk of the Cultural Heritage, with the commencement of the necessary inspections for particularly important monuments (e.g., the Palazzo Ducale - Basilica di San Marco complex, Palazzo delle Prigioni, Palazzo Reale). Reference should also be made to the activity carried out by the Superintendence with the Veneto Region for the definition of the Veneto landscape plan, which recently saw the signing of an update to the agreement already signed in 2009 between the MiC and the Veneto Region for the purposes of its completion, in the framework of the provisions of the 'Code of Cultural Heritage and Landscape' (Legislative Decree 42/2004)¹. Thanks to the collaboration between the ministerial structures (Regional Secretariat and Superintendencies for Architectural Heritage and Landscape and Archaeological Heritage) and the regional structures involved, the activity carried out so far has led to the **recognition of almost all the landscape heritage located in the regional territory**. Following the current update of the agreement, the activities will continue in line with what has been carried out so far. As a corollary to these concrete protection and safeguard activities, we would like to emphasise the **importance of the dissemination of the results achieved and, therefore, of raising public awareness on issues related to the active conservation of heritage, through the commitment to the planning and holding of conferences, study days and publications by the various institutional bodies**. On this front, the Superintendence has carried out numerous activities, also in cooperation with the city's professional associations and cultural institutions.

SAFEGUARD OF THE SAN MARCO'S BASILICA AND OF THE MARCIANA AREA

The construction of the high-water defence barriers to protect the Basilica di San Marco represents an extraordinary achievement accomplished after many years for the conservation of one of the property's most symbolic attributes. The planned work consists in the construction of a transparent glass barrier in order to protect the Basilica from high-water phenomena not managed by the MOSE system. The structure is temporary and reversible and it will be maintained until the elevation of the entire San Marco's insula is completed. A minimum diaphragm with wooden sheet piles is provided below the foundation. A special drainage network directly connected with the adjacent "gatolo" and connected to a filtration water booster pump system is planned. The total amount is **€ 3.700,000.00**. The intervention is completed, the effectiveness of the barriers was first tested on **6 November 2022** with a tide standing at +95 cm.

¹More specifically, following the ratification of the European Landscape Convention by the member states of the Council of Europe and the enforcement of Legislative Decree 42/2004, containing the , the Region started the joint landscape planning between State and Region (articles 135, par. 1 and 143, par. 2 of the aforementioned decree) and in July 2009, an agreement was entered into between the Ministry of Cultural Heritage and Activities and the Veneto Region aimed at the "joint drafting (...) of the Regional Territorial Coordination Plan (...) to the extent necessary to attribute to the PTRC the quality of urban-territorial plan with specific focus on landscape values".



Fig. 1 Interior of the Basilica's narthex, dry thanks to the barriers in operation (06.11.22)

Fig. 2 Exterior of the Basilica, with a view of the barriers in operation (06.11.22)

Fig. 3 Exterior of the Basilica, with a view of the barriers in operation (06.11.22)

- **Construction Sites in Piazza San Marco**

On 15 November 2022, once the construction site for the glass barrier around the Basilica di San Marco was completed, work began to protect Piazza San Marco from the average high waters affecting it when the threshold for the operation of the MoSE is not exceeded. The intervention will last **5 years** for a total expenditure of **47.5 million euros**. Construction sites will be opened at 4 locations: two for the Basilica, one for the Procuratie arcades, and one for the Piazza San Marco's museums maintenance.



Fig. 4 Map with location of construction sites (Source "Work on Piazza San Marco starts on 15 November," Corriere del Veneto)

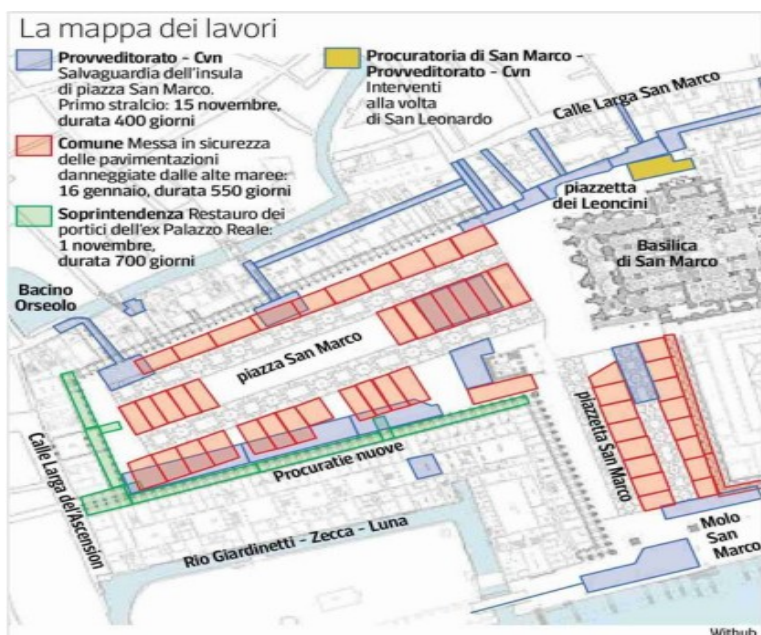


Fig. 5 Map of work and relevant authorities (Source: "Stop high water, in 2023 works on the whole Piazza San Marco" Il Gazzettino Venezia-Mestre)

The Ministry of Infrastructure and Sustainable Mobility has activated an **ad-hoc technical coordination table** to coordinate activities with the Interregional Office of Public Works, the City of Venice, the Procuratoria of San Marco, the Superintendence of Cultural Heritage, the companies involved in the works, and the companies managing the underground utilities. In particular:

- **The City of Venice** is to take action to fix the **stone blocks** (*masegni*) in **Piazza San Marco** and to check the condition of the sand underneath; intervention will begin in **January 2023**.
- The **Consorzio Venezia Nuova** will work on insulating the Piazza from water, restoring the underground passages and building a pump to extract rainwater; the intervention will last a total of **244 days**.
- The **Superintendence** will restore the arcades of the Palazzo Reale.
- The **Patriarchate** will intervene in **piazza dei Leoncini**, where work is expected to begin in late March 2023.
- The **Procuratoria** will work on securing the area behind the Basilica and restoring part of the narthex coverings and altar flooring.

Recommendation no. 4

4. *Also notes that the State Party is working towards refining tourism management tools, improving public spaces and public housing and urges the State Party to work towards a sustainable tourism model for the property and to develop strategies and policies that will result in reducing the number of visitors to the property, in significantly enhancing the quality of life of residents and the requalification of urban areas to their former residential use, as well as in a more diverse resilient economic basis for future of the property and its inhabitants;*

The summer of 2022 marked the restart of tourism after two difficult years, and Venice was, as usual, one of the most popular destinations with tourist attendance almost equal to the pre-Covid period.

SUSTAINABLE TOURISM STRATEGY OF THE WORLD HERITAGE PROPERTY “VENICE AND ITS LAGOON”

The strategy for managing tourism in Venice and improving the quality of life for residents is taking shape. Compared to what was illustrated in the previous State of Conservation Report (hereinafter SoC Report), **significant results have in fact been achieved in the establishment and regulation of the entry fee and the regulation of tourist rentals**, as well as other numerous actions planned here reported as follows:

- **Establishment and regulation of the entry contribution**

The entry fee is a tributary measure integrated with the Venice visit booking system, which, taken together, constitute a **flow management tool, a disincentive to day visits to the old city and islands of Venice that do not involve advance planning (day trippers)**.²

The **revenues obtained from the entry fee will benefit the community** as they are earmarked to finance waste collection and disposal interventions, environmental recovery and safeguard interventions as well as interventions in tourism, culture, local police and mobility.

The measure was established by the State in order to **reduce the excesses of daily tourists and seasonal peaks**, seeking a **balance between the needs of residents, overnight tourists and those who visit the city in a day**. A balance that is lacking in some periods of the year and that **it is necessary to guarantee a better quality of the visit** and, at the same time, make sure that **the city is able to give visitors all the services they need**.

Currently is under discussion in the City Council, through the relevant committees, the Implementing Regulation, with the expectation of entry into force from 4 to 6 months after its final approval. A participatory process with citizens and stakeholders is also initiated.

- **Introduction of booking systems and tourist cards for the fruition of Venice’s historic centre**

The city's booking system, which is integrated with the entry contribution, is reported to be in an advanced state of implementation and will be accessible before the summer of 2023, the period when the entry contribution is scheduled to take effect. The project doesn't only integrate the **city entry booking system**, but also the **payment of the entry fee** (where provided for under the regulations) and **the evolution of the e-commerce system of the Venice tourism portal, called Venezia Unica**. The aim of the booking system is to **monitor tourist presences and discourage visits during busy periods**.

In order to provide maximum visibility and understanding of the tourism management tools mentioned above to be put in place by the City of Venice together with the enhancement interventions from the digital platform Venezia Unica and the activation of a dedicated digital APP, a specific **information campaign will be launched at an international level**.

Since September 2022, an incentive system has been introduced to encourage the "bookability" of the City. In particular, those who book at least 30 days in advance can enjoy a discount of 5 euros for the visit to the Palazzo Ducale or a discounted rate for local public transport on water.

- **Regulation of tourist rentals**

A further significant achievement for the **protection of residents** aimed at ensuring the **quality of life of residents** is the establishment of regulations for **the discipline of tourist rentals, which has been awaited for several years**. As pre-announced in the previous SoC Report, in December 2019, the City Council approved a motion entitled "Urgent Intervention in the **regulation of tourist rentals** for the City of Venice". In early 2020,

²The primary rule is pursuant to art. 1 paragraph 1129 of Law n. 145 of 30/12/2018 as amended and supplemented.

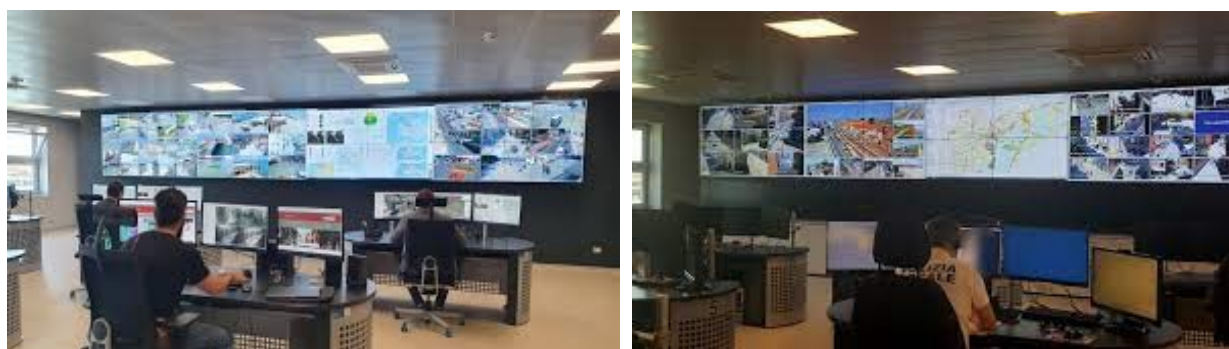
a request was sent to the Government to amend the Special Law for Venice April 16, 1973, no. 171 (see Recommendation no. 1 of the Advisory Mission 2020). This request was evaluated and, as a result of intense inter-institutional collaboration, in **July 2022 Law No. 91 was passed**, which provides for **measures to encourage an increase in the supply of rental housing for long-term residential use in the historic city of Venice**.

The regulation therefore recognizes to the **Municipality of Venice the possibility to integrate the urban planning instruments with specific provisions that regulate the short rentals for tourist purposes and is the outcome of the joint efforts between the competent authorities at national and local level**, to specifically respond to the Recommendations of the Advisory Mission 2020 n. 32, n. 36, n. 38. Subsequently, in September 2022, an inter-directional working group was set up within the Municipality of Venice to collect and analyse the data needed to **take concrete measures to regulate tourist rentals in the historic centre and in the islands of Venice to encourage residents, with a participatory process**.

The adoption of the restrictive provisions set forth in City Council Resolution no. 11 of 12 April 2018, is confirmed. This resolution ended the possibility of changing the intended use of buildings in the old city to make new hotels with a simple building permit (already explained in previous SoC reports in response to Recommendation no. 35 of the Advisory Mission 2020). The decision is now on the City Council for case-by-case evaluation **regarding interventions in the requalification of certain accommodation facilities in the historic city** that are deemed consistent with the needs for improved quality of facilities and services and adequate safety conditions (see Recommendation no. 37 of the Advisory Mission 2020).

- **Smart Control Room (SCR)**

As highlighted in the previous SoC Report, the **Smart Control Room**, which was officially launched in June 2020 and opened in September 2020 as a **tool for tourism management and territorial control**, continues to **monitor in real time** information from the territory (people counting system, wave motion etc.) and keep the direct line with citizens open at all times, both by phone and through the DIME portal. (www.dime.comune.venezia.it) While the monitoring system for water traffic control and water mobility (MoMA) is proceeding in the Artificial Intelligence preliminary phase. Also active is the **Sanctioning System (SiSa)** for **measures to suppress behaviour in breach of the navigation code and municipal regulations**. **The system has become fully operational thanks in part to the purchase of 4 new telelaser cams for national police forces operating within the Venice lagoon**. The assignment, preceded by an ad-hoc training course, was made with a view to a greater involvement of other police forces in **countering wave motion**, for more effective and incisive action (see Recommendation No. 43 of Advisory Mission 2020).



Figs.6 -7 Smart Control Room in the Tronchetto Island

- **Installation of people counting systems**

Consistent with the strategy of real-time flow monitoring in the City of Venice, 39 detection sensors have been activated, 5 of which are located at the City's inbound and outbound access hubs. The data, which flow in real time at the **Smart Control Room**, is used for the **management of flows** as well as for the **processing of statistical and predictive studies**. Statistical data can be accessed in real time and aggregated according to purpose.

The definition of the entry contribution, together with the booking system and flow management through the Smart Control Room, represents an **experiment that is in line with the requirements of the Advisory Mission 2020 Report, Recommendations No. 32 and No. 33**.

- **Communication and promotion of the WH property and promotion of sustainable tourism**

The implementation programme of the official portal of the World Heritage property "Venice and its Lagoon" veniceandlagoon.net is part of the broader context of the project Strategy for Sustainable Tourism in Venice and its Lagoon: management, mitigation, awareness raising.

The primary goals of the project are to develop a long-term sustainable tourism strategy, to preserve the city, its heritage and the quality of life of its inhabitants from the effects of a massive human presence, and to raise awareness among travellers and local communities about the Site Outstanding Universal Value and the delicate balance of the lagoon environment.

The portal veniceandlagoon.net has been enriched with 54 in-depth fact sheets related to the 9 municipalities of the Site, producing for each territory 2 Itinerary fact sheets, 1 Event fact sheet, 1 Food and Wine Product fact sheet and 2 Point of Interest fact sheets.³

For the City of Venice, during 2021, 6 itineraries have been created, 5 of which are dedicated to the historic city of Venice to let people discover some unusual and less visited places; a bicycle route is being developed on the islands of Lido and Pellestrina, with the aim of publicizing the potential of the islands' territories and also promoting lesser-known activities such as fish tourism.

In the 2021-2022 period, the **communication campaign #EnjoyRespectVenice** continued through social media in order to orient visitors toward the **adoption of responsible behaviours that respect the environment, landscape, artistic beauty and identity of Venice and its inhabitants**. Social, web communication and collaboration with ENIT also include the promotion and dissemination of itineraries developed by the tourism sector with the editorial line **#Detourism** (newsletter and Facebook, twitter, Instagram).⁴

- **Territorial information service of visitor tutoring**

During 2021 and 2022, in continuation of what has been initiated since 2017 and envisaged by the *Tourism Territorial Governance Project*, **territorial tutoring, information and tourist reception services have been implemented in areas with the highest presence of visitors such as, in particular, Piazza San Marco and Rialto area**.

In **2021** the service was implemented from 11 June to 31 October for a total of **more than 9,000 hours**, employing 12 staff and a service manager, including 10 in the San Marco's area and 2 in the Rialto area.

In **2022** the service was implemented from 15 April to 5 September for a total of **more than 10,000 hours**, involving 10 staff and a service manager, and continued until 1 November with an additional **6,000 hours of**

³ <http://www.veniceandlagoon.net/web/itinerari/> - <http://www.veniceandlagoon.net/web/en/itineraries/>.

⁴ <https://www.veneziaunica.it/it/content/detourism-venezia>

service, with an additional 3 staff members carrying out the service in the Rialto area. Also in the next years this service is planned to be implemented.

Through the **annual implementation of this service**, the city administration aims at **pursuing the goal of maintaining the city's decorum through the dissemination to the visitor of good practices** subject of the #EnjoyRespectVenice awareness communication campaign for the proper use of the territory and services offered.

- **Pilot Projects in Sustainable Tourism**

The City of Venice takes part in various European projects to share policies, strategies and projects on mass tourism as suggested in the Report of the Advisory Mission 2020, Recommendation No. 34.

Thanks to the **European project S.L.I.DES**. (Smart strategies for sustainable tourism in Lively cultural DESTinations)⁵, aimed at improving tourism governance, managing anthropic pressure on natural, cultural and territorial heritage, and promoting the sustainability and competitiveness of the local tourism-based economy, the city of Venice has created **10 itineraries aimed at promoting local craft activities in the historic centre and islands discovering the priceless creative heritage of Venice in the places of artistic and traditional Venetian crafts**, ten walks to meet **artisans at work and immerse oneself in the most authentic Venetian tradition**. Twenty-eight artisans have joined the project, and the routes have been identified along the paths where excellent craftsmanship is found, involving the historic centre, Giudecca Island, Lido Island and Murano. The itineraries were produced in collaboration with the Cooperative of Licensed Tourist Guides of Venice, and were published on the institutional pages of the City of Venice website and VeneziaUnica.⁶

Thanks to the **European project Tourism Friendly Cities**⁷, the City of Venice has been able to develop a **better communication to tourists about high water with the aim of providing a correct perception of the phenomenon and promoting the visit of the city in autumn, promoting the seasonal adjustment of flows**. **The project ended in August 2022 and with the funding obtained by the City of Venice, 6 short videos describing high water**, available in five foreign languages besides Italian at the following link, have been produced and published on the City of Venice tourism portal <https://www.veneziaunica.it/it/content/%E2%80%99acqua-alta>

- **World Heritage property Infopoint/Visitor Center at Forte Marghera**

As anticipated in the previous SoC Report, the City of Venice has obtained funding from the Ministry of Culture to set up a **Infopoint dedicated to the communication and dissemination of information related to the Site Outstanding Universal Value**. The project is currently **under completion**. The InfoPoint location - an approximately **100-square-meter exhibition space located at the entrance to the Forte Marghera complex within the property** - has been completely renovated and set up. Funding from the Ministry, combined with funds provided by the City of Venice, made it possible to renovate the spaces and custom design the

⁵ The S.L.I.DES project, which began in 2019 under the European Interreg Italy-Croatia programme and ended in May 2022, involved five cities bordering the Adriatic Sea (Venice, Ferrara, Bari, Dubrovnik and Sibenik). With a total budget of 2.5 million euros, the project developed innovative strategies and policies supporting cultural destinations in the Adriatic area to improve tourism management, reduce anthropogenic pressure on local cultural and natural heritage by enhancing the exploitation of resources that most characterize the identity of places (crafts and creative industries), and to promote the sustainability and competitiveness of the local tourism-based economy.

⁶ <https://www.veneziaunica.it/it/content/percorsi-dellartigianato-e-della-creativita-veneziani>
<https://www.veneziaunica.it/en/content/venetian-craftsmanship-and-creativity-routes>.

⁷ The Tourism Friendly Cities project, funded by the URBACT programme, began in September 2019 and ended in August 2022. 10 small and medium-sized European cities were involved: Genoa, Venice (Italy), Braga (Portugal), Dubrovnik (Croatia), Krakow (Poland), Cáceres (Spain), Druskininkai (Lithuania), Utrecht (Netherlands), Dun Laoghaire Rathdown (Ireland) and Rovaniemi (Finland). The project, with a total value of €749,850.50, aimed at raising awareness of the impact of tourism and spread a responsible way of travelling.

furniture. The permanent exhibition will be dedicated to **illustrate the UNESCO Site and the importance of its conservation and transmission to future generations**. A first phase was dedicated to the definition of the wide range of contents (from the UNESCO Mission to the excellence of Venetian tradition) and the collection of iconographic material, carried out with the collaboration of multiple stakeholders (WWF Oasis of Valle Averso, Gallerie dell'Accademia, Public Works Office for Veneto, Trentino Alto Adige and Friuli Venezia Giulia etc.). **The graphic design is now underway of the 14 boards (201x120 cm) to which videos and other communication products will be added** to be realized with funds requested under the Ministry of Tourism's call for proposals for World Heritage Sites, the details of which are provided below.

Given its location between Venice and the mainland, the Infopoint is aimed not only at **visitors** but also at **citizenship** and **schools** (a series of dedicated educational itineraries will be activated). The aspiration is to make it a prototype for other Infopoints to be placed within the property, such as, for example, in Chioggia and Mira where new spaces are planned to be realized to promote the UNESCO World Heritage property.

- **Ministerial project for the enhancement of the territory**

In March 2022, the Ministry of Tourism published a public announcement regarding the identification of projects aimed at the enhancement of Municipalities with a tourist-cultural vocation in whose territories UNESCO World Heritage Sites and of municipalities belonging to the UNESCO Creative Cities Network are located. The **City of Venice, the Site management body**, together with the municipalities of **Chioggia and Mira** which met the participation requirements defined by the call for proposals, joined the initiative by preparing a **joint project proposal** submitted in **August 2022** to the Ministry of Tourism for a total amount of **€ 7,070,000.00**.⁸

The main objectives of the project concern the unified communication of the territory of the UNESCO site "Venice and its Lagoon" through an international information campaign aimed at attracting a **conscious tourism, the promotion of visit experiences to be carried out in a prolonged time compared to the average currently dedicated to Venice**, and the definition of proposals to **adjust the seasonality and spread the presence of visitors in the territory of the Site**. The Communication Plan will include a section specifically written for the dissemination of the information campaign dedicated to the Entry Fee and the Booking System, tourism management measures that will **take off in the summer of 2023**.

The project proposal also includes the **multi-annual continuation of the above mentioned visitor territorial tutoring service** already implemented by the Municipality of Venice for direct visitor awareness, to be carried out through stewards in the historic centre of Venice, with particular reference to the areas of greatest tourist appeal. The proposed services are therefore aimed at **targeted visitor management, which contributes to improved reception, with positive effects on the direct management of flows that, in turn, affect the raising of the quality level of demand**.

In the framework of these financial resources requested to the Ministry of Tourism, the project envisages the creation of two InfoPoints, one in Chioggia and one in Mira, to be networked with the Venice Infopoint in Forte Marghera described above. **Additional digital tourist itineraries to enhance and promote the UNESCO Site will be designed and implemented as routes worthy of extended experiential time**. A visit proposal with connections between different points of interest located in the Site, together with the environmental and territorial factors that constitute its heritage, implies **experiential modes that can determine both increase in days to be devoted to the visit and their improved quality level**.

⁸The unified project proposal for the enhancement of the UNESCO Site "Venice and its Lagoon" was approved by Resolution of the City Council of Venice no. 148 of 07/13/2022. The project was structured on the basis of the following 4 axes: A) Implementation of digital tourism enhancement and promotion tools; B) Marketing and event organization projects; C) Housing, structural plant works; D) Creation of tourist itineraries.

The project also includes the creation of a coordinated system of innovative signage integrated with the creation of **routes and the launch of communication and marketing campaigns**, to encourage better flow management in time and space. **The goal here is to develop widespread accessibility to relieve both tourist pressure on specific areas and pedestrian pressure on the most heavily used thoroughfares.**

The outcome of the call for proposals is expected by 12/31/2022 (expected project start-end: 01/01/2023-30/11/2024).

OTHER ACTIVITIES TO SAFEGUARD AND PROTECT THE WORLD HERITAGE PROPERTY

- **Control activities to combat urban decay and strengthening of the local police**

Services aimed at sanctioning anti-decency behaviour introduced by the Police and Urban Security Regulation, approved on 05/16/2019, **have been increased. Services in areas affected by the so-called "nightlife" were also intensified to improve the quality of life for residents.** Controls were also carried out during the period of health restrictions, including using the Local Police's canine units (a new unit was purchased in 2022 and is being trained).

By 12/31/2021, no. 1856 violations, compared with no. 1089 violations detected in 2020 (increase by at least 15% per year of sanction procedures). In 2021, no. 933 "Urban" DASPO removal orders were put in place (no. 410 in 2020). Between 2021 and 2022, 108 new local police officers were hired.

- **Regulation of the operation of commercial activities for the purpose of their compatibility with the needs of protection and enhancement of cultural heritage and reorganization and rationalization of the Rialto fruit and vegetable market**

As explained in the previous SoC Report, the City of Venice, in consultation with the Superintendence and with the approval of the Veneto Region, starting in 2019 adopted **measures to regulate the operation of commercial activities for the purpose of their compatibility with the needs of protection and enhancement of the cultural heritage of the area of Piazza San Marco and the Rialto Bridge.** The **permitted merchandise categories for window display** in the two areas are precisely identified, both with regard to existing and newly opened businesses, and measures are also **established to adjust the aesthetic/visual impact of the merchandise display with respect to the urban context (lighting, window frames etc.).** Consistent with its previous provisions, the City of Venice recently **extended the validity of the prescriptions introduced in 2019** for the protection of the San Marco's area and the Rialto area by three years, **extending the bans to other areas of the old city while identifying the types of products allowed in these areas.** Said measure was sent to the Veneto Region, which approved it, and the above bans became effective from 2/05/2022.⁹

In the **2021-2022 period, the implementation of public area planning continued with the adjustment of concessions of bar and restaurant stalls and the adjustment in the size and type of structures of public-area trading stalls.** As anticipated in the previous SoC Report, **the reorganization of additional planned areas related to Calle Larga San Marco, Campo San Giovanni Grisostomo and Fondamente Nove was indeed defined.**

As part of the planning process aimed at defining regulatory criteria for establishing the possibility to grant public spaces and areas, measures for the re-entry of public land occupations within the limits were arranged, opening up the possibility that eligible parties could apply for the transformation of such concessions obtained for emergency reasons into ordinary occupations. For planned area occupations, the **process of approving the commercial planning of the first 17 stalls** was further initiated: Campo San Gallo, Campo Santa Maria del Giglio, Campo San Maurizio, Zattere (Ponte Molin - Ponte Longo), Campo SS. Philip

⁹Veneto Regional Council Resolution no. 509 of 3 May 2022.

and James, Campo San Bartolomeo, Riva del Ferro, Campo San Lio, Campo San Canzian, Campiello de la Cason, Strada Nova Est, Strada Nova Ovest, Rio Terà San Leonardo, Lista di Spagna-Sabioni, Area Realtina, Riva del Vin, Campo dei Frari. The process of reaching an agreement to **reorganize an additional 10 areas** is currently underway and the **recognition of urban areas of exceptional historical or artistic value is underway where the occupation of public land by commercial or restaurant activities must be subject to authorisation.**¹⁰

During 2022, the **reorganization and rationalization of the Rialto fruit and vegetable market has been prepared** which constitutes a significant part of the Venetian market system due to **historical tradition and its role as a retail reference for the city's consumers**. The reorganization of the market will also entail a new infrastructure at the conclusion of ongoing planning by the public works sector of the City of Venice and in cooperation with the Superintendence. **The market reorganization will be completed by early 2023.**

The City Council is also working on **reforming the old regulations for street vendors in St. Mark's Square**, dating back to 1994. The aim is to set new standard dimensions, larger and more comfortable, for the souvenir stalls, to establish a product list of items allowed and forbidden to be sold, new ways of displaying products, and also new dress codes for vendors.

Currently the new regulation is under review by the City Council Committees, introducing measures to decisively address the issue of urban decorum, an essential aspect for a city of Outstanding Universal Value and inscribed on the Unesco World Heritage list. The text, which introduces innovative measures at a national level, was prepared with the collaboration of the Trade Sector's experts, the legal opinion of the Civic Lawyer's Office (to resist possible appeals) and the Local Police, so that controls can be simple, timely and incisive. The new regulation aims at tightening up the measures, with harsher actions against those who, despite having a licence to carry out their business activity on public land, do not comply with the rules.

RESIDENTS PROTECTION

- **Renovation and housing allocation for residents**

Consistent with what has been put in place over the past few years, the Municipal Administration is committed to increasing and expanding public housing supply in the City of Venice.

As of today, the public housing heritage of the City of Venice has **5,429** owned accommodations plus **84** accommodations in other properties under management/convention.

Public housing renovation

Of the **170 accommodations** planned, in **2021** no. 155 accommodations have been **renovated**; for the remaining no. 15, works, given the pandemic as well, were completed in early 2022.

Of the **214 accommodations** planned to be recovered in **2022**, in the 1 January - 30 June 2022 period, no. 82 accommodations were completed; currently, no. 91 accommodations are being built, no. 41 remaining accommodations are scheduled for maintenance with completion expected in 2023.

Additional no. 68 accommodations to be renovated with delivery by 2023 were also added to these.

In addition to the above-mentioned housing rehabilitation activity, following allocation to the budget of the City of Venice of an additional **600 thousand euros for the fast rehabilitation of vacant accommodations, renovation work on an additional no. 70-80 accommodations** is planned to **start**.

Public housing allocation

During **2021** a total of no. 354 accommodations (156 in the historic centre and 198 on the mainland) were assigned.

¹⁰ According to art. 10, co. 5 of the Legislative Decree no. 76/2020-DM 30 November 2021 n. 426.

During **2022** no. **14** rental accommodations in Murano, Burano and S. Erasmo and **no. 36** mainland accommodations were tendered. The procedure for the allocation of additional accommodations in Venice Historic Centre, the Islands and the mainland is currently underway.

On the northern part of the **Sant'Elena island, in the Castello district of Venice**, used during the 20th century as one of Venice's parade grounds, and until recently a yard for the storage and maintenance of ACTV S.p.A.'s local public transport vehicles, **a major urban redevelopment project with a residential purpose is in the process of being approved**. This is an area consisting of a large dockyard of about 70,500 square metres and a land area of about 56,500 square metres, of which more than 46,000 are owned by Invimit and the remaining part by the State Property Department, on which numerous abandoned warehouses, in a state of decay and devoid of architectural value, currently stand. Now, should the City Council decide to give its final approval, **the entire area will be converted to predominantly residential use with adequate public amenities of green areas, paths, and sports facilities**. An administrative procedure that the Administration has followed step by step to arrive, hopefully in a short time, **to see the commencement of works that will bring new citizens to live in the city's historic centre**. And it is precisely with this objective in mind that it has been established that **the spaces dedicated to residents are to be used solely for permanent residence, including rentals pursuant to Law no. 431 of 9 December 1998, as amended and supplemented, with the exclusion of any activity of a tourist-accommodation nature, including complementary activities, and rental for tourist purposes**. Approximately 1,200 people will live there, who will be able to count on ample green spaces, a gymnasium that will be used in the morning by schools and in the afternoon by the various associations or sports clubs in the area, and a series of craft activities and small neighbourhood shops.



Fig. 8 Location of intervention in St. Elena-Venice



Fig. 9 View of the preliminary project in St. Elena-Venice

Further achievement in September 2022 concerns the approval by the City of Venice of the final project for the construction of sublagoon sewage pipelines that will connect the entire Eastern part of insular Venice (Castello-Sant'Elena), Certosa Island and Vignole Island to the Lido sewage network via two sublagoon pipelines serving about 10 thousand inhabitants. The intervention involves an expenditure of **2.200,000 euros** funded by a State aid as part of the Development and Cohesion Plan mentioned earlier in reply to Recommendation no. 3. The intervention, which is the result of a study by municipal engineers, Veritas engineers and the Basin Council, **will not only improve the city from a sanitary point of view, it will also help to prevent discharges from homes from ending up in the waters of the canals and the Lagoon** (Recommendation no. Advisory Mission 2020). **Work will begin in 2023.**

ENHANCEMENT ACTIVITIES OF OTHER ASSETS AND PARTICIPATION

- **Enhancement and promotion of traditional and cultural productions in the UNESCO Site**

As anticipated in the previous Report, in support of the Site's protection activities, the project funded by the Ministry of Culture for the Site **"Enhancement and promotion of traditional and cultural productions present in the UNESCO Site"** was also launched during 2020. The project is ongoing, and in order to draw a complete picture of the situation of craft and cultural productions after two years of the pandemic, the repercussions on the sector related to the current energy crisis, which particularly affects energy-intensive activities such as art glass processing, were also taken into account.¹¹ After the first survey phase, the research focused **on six excellences that are particularly representative of the Site: glass mosaic, glass beads, art glass, needlepoint and bobbin lace, fine fabrics and traditional boating crafts. For each production, bibliographic and documentary items (53 items), key stakeholders in the area (160 subjects mapped), events (21 proposals), training courses (26 proposals) and tourism offerings (64 proposals) were mapped. All the information found has been compiled into a continuously updated database. The evaluation of the online positioning of pages related to cultural productions and craft excellence, with special attention to Wikipedia and YouTube platforms, was also carried out to check the relevance and reliability of the pages. Based on the information gathered, a SWOT analysis was first conducted for each of the six excellences, then a summary SWOT analysis was carried out to highlight the relationships among the different cultural productions and to obtain an initial assessment of the state of the art of the peculiarities in terms of state of conservation, vulnerability, development, enhancement and promotion. All activities were carried out with the constant involvement of the Site Steering Committee bodies and stakeholders; in particular, 6 key stakeholders were interviewed (Committee for the Safeguard of the Art of Venetian Glass Beads, Promovetro, Orsoni, MUVE, Tradition Protection Sector of the City of Venice, and IUAV). Upon completion of this first phase of analysis, actions will be defined to support decision-making to ensure the knowledge, safeguard, revitalization and promotion of the excellent craftsmanship at the Site and the development of a marketing study to be concluded in the spring of 2023.**

In parallel, a **legal study is underway to address the issue of protecting original products and the local market compromised by competition with low-cost items manufactured elsewhere.** Activities are underway and, after an initial analysis phase, appropriate tools for the protection of cultural productions and craftsmanship excellence at the Site are being defined. Activities were carried out in close and constant synergy with the City of Venice and with the constant involvement of stakeholders and Site Steering Committee bodies. **The study will be completed in spring 2023.**

¹¹After the summer break in August 2022 in Murano of the 60 first-processing factories about 80 percent have not restarted their furnaces, and the remaining are working at reduced capacity.

- **Community networks - intangible cultural heritage projects**

Alongside the activities carried out for the protection of the Site, activities to safeguard the intangible dimension of the cultural heritage have been intensified over the years with the involvement of the communities of holders and artisans and in synergy of the cultural bodies and institutions in the City. As explained in the previous Report, in 2020, **the Art of Glass Beads** was included among the elements of intangible cultural heritage (UNESCO Convention 2003) as an excellent example of a living art, practiced, safeguarded and transmitted by a community that identifies with the founding values of its culture. The prestigious award triggered a virtuous circle, giving rise to numerous national and local promotion initiatives: awards (Rosetta Prize, "Your Bead for Venice" international competition), live performances ("Beads of Music"), exhibitions ("Its Excellence Venetian Craftsmanship"), workshops and participation in events such as "The Italian Glass Week" and the "World Tourism Event". Also, **the nomination process for UNESCO ICH of the Art of Lace** has triggered interesting processes of enhancement, including for example the 3rd edition of the Lace Biennial, the 8th edition of the "A Lace for Venice" Competition and the national conference "Art, Knowledge and Intangible Cultural Heritage. Itinerary of Knowledge and Know-How of Lace Making in Italy".

- **Campus City**

In 2017, the Ca' Foscari University of Venice, the IUAV University of Venice, the Benedetto Marcello Conservatory and the Accademia Belle Arti di Venezia, with the commitment of the Municipality and the Metropolitan City of Venice, promoted the "Study in Venice" project with the aim of collaborating in a number of areas of common interest such as, among others, the attraction of foreign students and the provision of services for them: promotion, international marketing, and the offer of Italian language and culture courses. **There is a shared need to implement the presence of post degree students in the city of Venice and in the relevant metropolitan area until reaching a stable quota twice the number of enrolled students compared to the current numbers**, through the implementation of a joint training project between the city's cultural institutions that will be completed over a period of about 15 years, accompanied by a progressive growth of the higher education offer, of recreational, cultural and sports activities, of student beds, of logistic, transport and territorial marketing support services and of connections. A 'Campus City' project is being realised in harmony between the City and educational institutions.

Recommendation no. 5

5. Welcomes the updated information provided by the State Party with reference to the measures adopted to ban ships over 25.000 gross tons, from 1st August, from the San Marco Basin, San Marco and Giudecca channels, and acknowledges the measures approved for a temporary mooring of the large ships and for a long-term solution to the maritime traffic, prioritizing the option outside the Lagoon altogether and redirecting them to other, more suitable ports in the region as a final solution;

The Government has intervened to resolve the issue **of the passage of Large Ships in Venice**, with two emergency legislative measures, as also requested in the Advisory Mission 2020 Report, Recommendations no. 26, no. 27 and no. 30:

- **Law Decree 45/2021** provided that the North Adriatic Sea Port System Authority would launch a **competition of ideas** for proposals and designs for **docking points outside the lagoon**, which can be used by ships over 40,000 gross tonnes and container ships used for transoceanic transport.

-**Law Decree 103/2021** declared the **urban waterways (Bacino and Canale San Marco, Giudecca Canal)** a **national monument** and introduced in said waterways the **ban on transit of Large Ships**.

It also appointed an Extraordinary Commissioner-the President of the Port System Authority-with the task of proceeding with the design, contracting and execution of the following interventions:

1. Realization of up to five temporary docking points in the Marghera area, also intended for passenger transport ships of 25,000 tons gross tonnage and above;
2. Maintenance of existing canals;
3. Interventions for the improvement of boating and boating safety.

Meanwhile, **three temporary landings in the Marghera area** have been built on schedule (by the 2022 tourist season), **and for an additional landing in Chioggia, the selection of the design firm is underway.**

A technical and economic feasibility project is currently being drafted to equip the quay for two berths and a passenger terminal at the North Channel, North bank, in Porto Marghera.

Law Decree 68/2022 has provided for additional funding for the functional and structural upgrading of the docks at the ports of Monfalcone of Trieste.

In addition, the Venice and Chioggia Port System Authority is developing a **hydro-dynamic study of the effect on the environment of the passage of ships in the Malamocco - Marghera canal** as part of a European project in collaboration with the Danish Hydraulic Institute, expert in ship and hydraulic simulations. This research also responds to the request by the Advisory Mission, Recommendations no. 28 and no. 29.

More information on the outcomes of the research will be available in February 2023.

For the **long-term scenario**, in order to reconcile the conduct of cruise activity in the territory of Venice and its Lagoon with the safeguard of the uniqueness and excellence of the cultural, landscape and environmental heritage of the said territory (see Advisory Mission 2020 Report, Recommendation no. 26), the **Port System Authority has called for an open competition of ideas**¹² in an open procedure, divided into two phases, having as its object the **drafting of proposals and projects of technical and economic feasibility relating to the construction and management of docking points outside the protected waters of the Venice Lagoon**, which can be used by **passenger ships of more than 40,000 gross tonnage and container ships used for transoceanic transport**. The end of the procedure is scheduled for 30/06/2023. As per the procedures, the project will undergo environmental assessment, responding to Recommendation no. 31 of Advisory Mission 2020.

Recommendation no. 6

6. Also acknowledges that the Management Plan of the property is being updated, and also urges the State Party to ensure that, in order to protect the Outstanding Universal Value (OUV) of the property, the updated Management Plan is based on a systematic value assessment, including the identification and mapping of attributes that convey the OUV of the property, and that it will serve as an integrated plan for the property and its planned buffer zone;

Based on the policy document presented during the Advisory Mission 2020, sent with the previous SoC Report, the activities to update the Management Plan of the UNESCO Site "Venice and its Lagoon" have gone into full swing. **Starting from the identification and mapping of the property's attributes, which represent the reference base for the Management Plan**, the analysis phase continued with a bibliographic and documentary survey aimed at reconstructing data on the evolution of the territory and its dynamics connected from 2010 to today.

¹² Decree-Law no. 45 dated 1 April 2021, converted into Law no. 75/2021 dated 17 May 2021, art. 3.

Further insights were then developed, articulated according to the main sectors of analysis identified as fundamental for updating the Management Plan, and in particular:

- Environmental system analysis
- Demographic and socio-economic analysis
- Infrastructural analysis
- Analysis of the regulatory-planning system
- Analysis of cultural attractors

For all the elements of the analysis, functional to identifying the critical issues to be compared with those indicated by UNESCO in the various reports, and identified in their relationship with the five identified challenges, **5 thematic SWOTs** were developed together with an overall one that illustrates the values, the pressures and the critical issues that affect the protection, conservation, promotion, enhancement of the areas of the Site.

At the end of the preparatory analysis activities for updating the Management Plan, **5 participatory meetings will be held as thematic workshops and will take place between January and February 2023**, with the involvement of the Steering Committee bodies and the main stakeholders active in the area.

The comparison and verification of the critical issues and potentials of the Site also through the planned participatory activities, will allow the definition of an **overall action plan which will be divided into specific action plans with Objectives, Actions, Funding, responsible authorities, timing and implementation indicators**.

The main challenges that the Plan will address are identified **as a result of the monitoring of the 2012-2018 Management Plan, the Decisions and related recommendations made by the World Heritage Committee on the state of conservation of the Site, and the outcomes of the Missions accomplished by the World Heritage Centre, ICOMOS and Ramsar Secretariat in 2015 and 2020**.

The five challenges are:

1. Planning and development (including the following topics: integration of the Management Plan into the planning system, impact assessments, finalization of the Buffer Zone and definition of the governance system of the Site and its BZ);
2. Environment and climate (including the topic of renewable energy and disaster risk);
3. Protection and enhancement (of tangible and intangible heritage);
4. Sustainable tourism (including the following themes: residents, trade, mobility and accessibility);
5. Communication and training.

This will be followed by the definition of a **Monitoring System** to monitor, on the one hand, the state of conservation of the property and, on the other hand, to verify the proper implementation and effectiveness of the Management Plan with respect to the achievement of the set strategies and objectives; the **output** of this phase of activity will be the definition **of a methodology and set of indicators for monitoring implementation and effectiveness**, as well as indications of a clear process for revising and updating the Annual Plan (in response to Recommendations no. 10, no. 11, no. 12 of the Advisory Mission 2020).

In addition, it is planned to **develop a monitoring system of plans and projects with potential impacts on the Site's OUV and its attributes at their preliminary stage to define which of them should be submitted to HIA or integrated into the environmental assessment procedure**. In this regard, it will be important to **make use of the Vademecum that will be developed as part of the drafting of the HIA** (see response to Recommendation no. 10).

Useful **communication activities will then be implemented**, aimed at presenting the "Complete Draft Site Management Plan Update," at a **public meeting where stakeholders may suggest additions or changes and highlight any synergies between the proposed projects**. A presentation meeting will then take place to the Steering Committee for the assessment of the Management Plan and the **final approval of the Plan**, which will then be sent to all relevant parties.

These actions help identify a **specific communication strategy aimed at locally disseminating and promoting the natural, cultural and historical values underlying the World Heritage designation in order to involve the local community and visitors in their protection, promotion and development**.

As part of the Management Plan update activities, the issue of the Site governance and the site management system and its future Buffer Zone will be addressed through the sharing of a **memorandum of understanding that brings out the roles and commitments of the members of the governance structure**, including the **definition of the manners of engagement and the commitments of the parties to the Site Buffer Zone** (in response to Recommendations no. 3, no. 4, no. 5, no. 6, no. 7, no. 8, no. 9 and no. 13, no. 14 of the Advisory Mission 2020).

Site management activities were carried out with the involvement of the authorities of the Steering Committee and the UNESCO Office of MiC. During the period between **October 2021 and November 2022**, five technical meetings of the Site Steering Committee were held. There is an average of about 30 participants and 15 authorities, demonstrating the utmost focus **on contributing to the update of the Management Plan and addressing - according to an overview - the main challenges involving the Site, in response to the recommendations of the World Heritage Committee and the Advisory Mission**.

The Site Management Office is very active in the **networking and sharing of Site management practices through participation in site managers' networks** at an **international level** (World Heritage Site Managers Forum, World Heritage Cities Program/World Heritage City Dialogues, European projects promoted by the Venice-based Regional Office for Education, Science and Culture etc.), a national level (training activities promoted for Italian site managers by the MiC and the Italian World Heritage Association) and a local level (Veneto UNESCO Sites Network- UNESCO designation coordination table at the Veneto Region). In particular, a number of workshops were held during 2022 with site managers of World Heritage sites in the Veneto Region on topics of common interest: monitoring of territorial transformations-local and regional experiences (14/03/2022), the relationship between management plans and structures: strategies, tools and players involved (04/04/2022), integrated enhancement of UNESCO designations: synergies between Site Management and Sustainable Development Perspectives (11/04/2022).

Recommendation no. 7

7. Notes with concern the exceptional high tide events that affected the property at the end of 2019, and commends the joint efforts of the stakeholders, including the local communities, for managing the disaster in an efficient way and taking actions and measures for repairing and mitigating the damage;

It has been about three years since that tragic night of 12 November 2019, when high water reached 187 cm at Punta della Dogana in Venice. As explained in previous SoC reports, the Civil Protection was immediately set in motion from that day, with the appointment by the Government of the Extraordinary Commissioner. To date, already **57 million euros of public works have been carried out** for the immediate **restoration of public property**, and the Commissioner Office has issued 25 instalments of indemnifications giving more than 6 million euros to 2.242 **private citizens** and more than 26 million euros to **2.796 social, religious, economic and productive** activities, totalling **32.047,311 euros**.

- **Recovery interventions**

After two very challenging years, despite the pandemic, it has been possible to both restore the damage caused to the City by High Water and to provide relief to citizens and businesses through an innovative model that has allowed for a sharp reduction in timelines. **Thanks to joint efforts at the state and local levels, 130 interventions have been carried out** including, for example, the raising of the protective wall in Pellestrina and S. Erasmo, at Vignole Island or the rehabilitation of the bank facing the Giardinetti Reali in Venice, or even all the interventions to **restore the full functionality of the sewers** both in the historic centre and in the Islands, including the securing of the Ex Pescheria complex in Burano.

The Head of Civil Protection has entrusted the Mayor of Venice, as Extraordinary Commissioner, with the coordination for the conclusion of the plan of restoration work related to the damage and consequences of the exceptional high-water phenomena of November 2019.

In February 2022 the Extraordinary Commissioner then signed a **further decree to initiate another 48 interventions** for a total value of **62.717,792,99 euros** for the **implementation of interventions, including structural ones, for the reduction of residual risk in the areas affected by the calamitous events, closely related to the event and aimed primarily at the protection of public and private safety**, in accordance with existing programming and planning tools (see Report of the Advisory Mission 2020, Recommendation no 46).

Additional interventions funded under the "Exceptional weather events that occurred since 12 November 2019 in Venice" concern the restoration works of the sea barriers in Pellestrina - Restoration of the underground barriers by the Interregional Office of Public Works.

The primary objective of the interventions is to rehabilitate the sea barriers in Pellestrina, consisting of a stone underground barrier (*soffolta*), for a length of about 4 km. The Pellestrina shoreline suffers from particularly intense erosive phenomena at some of the cells most subject to the actions of coastal currents caused by both the insistence of strong sea storms and the presence of littoral solid transport phenomena. Currently, the submerged works show in places various damages caused by the lasting action of storm surges. **It is therefore urgent to intervene by restoring the barrier, especially to prevent greater damage there where the work is weakened by the action of storm surges.** The project to restore and maintain the coastal defence works of Pellestrina must necessarily start with the restoration of the submerged works, this is to ensure the best protection of the beach nourishment sand pours along the beach. **The total cost of the intervention is €4.000,000.00.**

- **Improvement and increase of risk prevention systems**

In April 2022 the Management and Control System prepared for the management of funds in euros recognized under the European Union Solidarity Fund and designation of the governance system was also approved by Decree of the Mayor no. of 177483 dated 21/04/2022.¹³

At the same time, the **Regional Secretariat of the Ministry of Culture** continued to follow up and cooperate with the procedures implemented at the time by the *Regional Crisis and Coordination Unit* (UCCR) established at its headquarters, carried out through coordination between the Ministry's technicians involved in the **survey and estimation of the damage and planning of the interventions** made following the disastrous flooding of November - December 2019, with particular reference to the procedures for financing the consequential works.

¹³ For more detailed information, see <https://www.comune.venezia.it/it/content/struttura-supporto-le-iniziative-capo-al-comune-venezia-finalizzate-al-superamento>.

Regarding **tidal forecasting activities**, the efforts of the **Tidal Forecasting and Reporting Centre** of the City of Venice, in collaboration with CNR-ISMAR and CNR-ISAC, continue in the implementation of their **forecasting modelling systems so that they are robust and reliable even in the current evolving climate situation**.

The Centre, through the **European Interreg STREAM project**, is carrying out some activities aimed at **storm surge risk assessment for the Veneto coast**, with the collaboration of the University of Trieste; the main ones are:

- Creation of a catalogue of storm surges that occurred along the coasts of the Veneto region in the approximate period between 1980 and the current year;
- Production of marine and combined marine-river flood hazard and risk maps for the Veneto coast;
- Preliminary study for the implementation of a storm risk warning system for the Veneto coast;
- Data collection on active protocols in other regions with the aim of organizing useful information for the future design of a coastal early warning system in the Veneto Region;
- Proposed operational protocol for ordinary and post-event coastal morphological monitoring.

The assignment was made on 1 August 2022 so **results will be available in June 2023**

In addition, two wave buoys were placed off the Venetian coast in June 2022, aimed at calibrating the new forecasting modelling system for storm surge warning.

To cope with the more frequent floodings, banks and pavements are “raised” in the lower urban areas. Flooding occurs in different ways: by overflowing from the banks, by infiltration, by rising up from drainage channels. The programme of interventions devised envisages works capable of coping with each of the different modes. The local barriers, integrating with the MoSE system, are implemented by "raising" banks and pavements in the urban areas lower on the water to cope with the more frequent high tides. **This requires complex works to prevent even the seepage of water from underground and to secure the ground floors of buildings. Since they are subject to constraints given by the urban, architectural and monumental context of the individual areas, the elevations in Venice can reach an average height of +110 cm. Overall, 100 km of reinforced and raised banks have been built (13 km² of defended areas).**

In addition, a wide programme of interventions consisted in the **reconstruction of beaches and coastal dunes and the consolidation of the breakwaters delimiting the inlets**. The defence works on the Venetian coastline cover approximately 60 km of coastline and are **aimed at counteracting erosion and defending the lagoon and the built-up areas near the sea from storm surges, while also improving the landscape and environment of the coastal strip**. This is the most important protected beach reconstruction work ever carried out in Italy on an eroding coastline, in line with the most advanced solutions of modern coastal engineering, which attaches great importance to the role of sandy shores for their ability to dissipate wave energy. This system of interventions, on the sea side, is integrated with the programme of works underway to defend, on the lagoon side, the coastal settlements from high tides.

The agreement, entered into in June 2022 between the City of Venice and Ispra, confirmed the **Technical Table for Tidal Forecasting in Venice** for another **3 years**, a committee that for several years has been meeting whenever there is a possibility of tidal events greater than or equal to 110cm on the zero at Punta della Salute.

In addition, starting with the 2021-22 tidal season, an additional Technical Table has been initiated with the participation of the Consorzio Venezia Nuova, the Office of Public Works and the Special Commissioner for MoSE, aimed at sharing data and forecasts in case of events that may affect the activation thresholds of the MoSE System.

In August 2022, the **Tidal Centre** signed an **important collaboration agreement** with the National Research Council - Institute of Computational Linguistics (**CNR-ILC**) and the CNR - Institute of Information Science and Technology (**CNR-ISTI**) for the **experimental application of Artificial Intelligence technologies for the recognition of critical weather configurations for the tidal phenomenon in Venice**.

With the Interreg I-STORMS and Interreg STREAM projects, the Tidal Centre has joined a network of partners from Italian regions and states bordering the Adriatic Sea, with the aim of sharing observed and forecast data and defining shared civil protection procedures for coastal risk management. This network will need to be confirmed and strengthened with a view to better responding and adapting to the pressures that Adriatic coastal communities will face in light of climate change.

Therefore, with the cooperation, expertise and professionalism of all relevant authorities at the national and local levels, the work will continue benefiting from the additional resources available.

Recommendation 8

8. Further acknowledges the efforts of the State Party to work towards the completion and operationalization of the MoSE high tide defence barriers system, and further urges the State Party to monitor closely the impacts of the construction and the operation of the system, and to develop appropriate measures for mitigating any negative impacts it might have on the ecosystem of the Lagoon;

The MoSE System has already gone into operation and ensures, even if not at full capacity, the effective protection of the City of Venice, the lagoon islands and settlements, and the entire Lagoon from exceptional high waters.

- **Defensive lifts of the MoSE**

After the first test lifting of all barriers at **MoSE on 10 July 2020**, the infrastructure, although not permanently complete, continued to operate in interim mode continuing to protect the city of Venice and its Lagoon during the **2021 - 2022 season with 20 cases of high waters above 130 mm above sea level**. Anticipating the operation of the MoSE's protective barriers has produced **benefits on the local economy**, allowed **minimizing the damage that occurs with tidal events** and also allowed different testing modes of the operation of this experimental work. Lifting tests continue regularly every 40 days.

- **Tools for plant safety**

To enable the full operation of the MoSE and, in parallel, **the securing of facilities**, barriers and operational sites in the lagoon and the Arsenal, a project is being completed for **installation of security and control systems**, coordinated by the Prefecture of Venice in cooperation with the Police Headquarters, Guardia di Finanza and the Port Authority. The project includes the installation **of sophisticated video surveillance systems** through aerial and underwater cameras, as well as the provision of appropriate control garrisons at the entrances to plant tunnels and control rooms. The project is also extended to **computer security of communication and monitoring systems**, as well as management software in the control room.

- **Commencement of interim maintenance of barriers**

The **maintenance issues were also addressed**, providing for the commencement of the activities entrusted through a tender to Fincantieri on the Cavallino Treporti barrier, **where the work has already begun**, and the technical and administrative documentation has been prepared for the work to be done on the additional three barriers. On 23 September 2022, Fincantieri submitted a proposal for a public-private partnership covering the **work and routine and extraordinary maintenance, conservation, modernization, and efficiency upgrading of the MoSE for the remaining three barriers**. On 26 September 2022, the Ministry of Sustainable Infrastructure and Mobility (Mims) set up a committee to evaluate the validity of the proposal. If successful, the proposal will be put out to tender.

- **Resources for the completion of the MoSE**

Ministerial Decree of 22 July 2022 allocated **538 mln euros** to cover all needs for **completion of the work** with a slight reshuffling from the initial allocation. As a result of this reshuffling the 538 mln euros are allocated as follows:

- **359 mln euro to works related to the completion and operation of the MoSE;**
- **180 mln Euro to complementary works, environmental compensation interventions.**

For more details, see Annex no. 2.

Time schedule

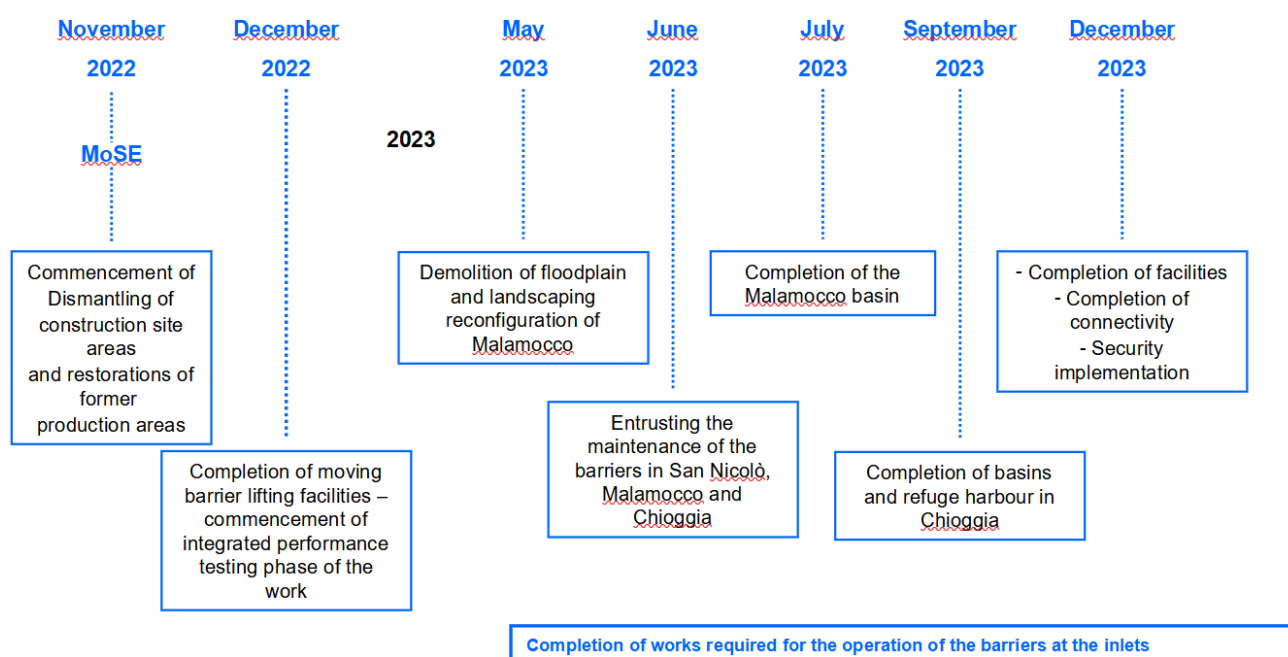


Fig. 10 Time schedule for completion of MoSE works

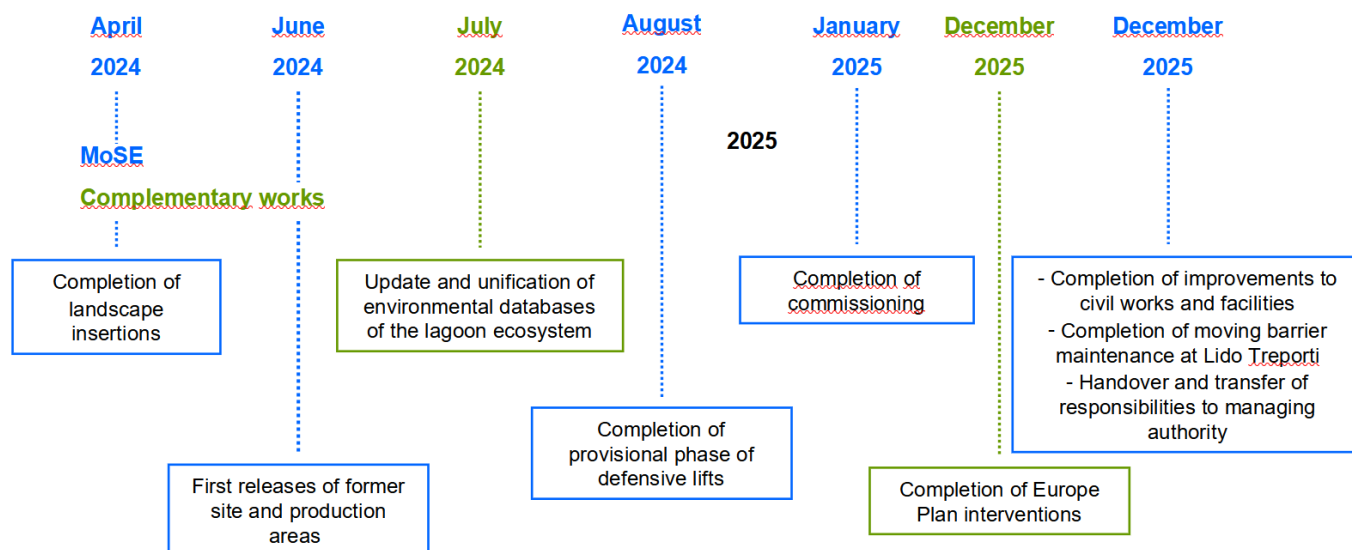


Fig. 11 Time schedule for complementary works

It should be noted that the **Superintendence** has followed the evolution of the mitigation and compensation projects alongside the institutional stakeholders, with the objective of a constructive comparison for the assessment of the territorial and architectural design choices to be adopted in the various contexts involved, within the participation as a member of the Commission for the Safeguarding of Venice, of which other members of the Steering Committee are also part. This activity is carried out within the competence of the Superintendence under the landscape profile (the environmental profile is the responsibility of other bodies).

Recommendation no. 9

9. Also requests the State Party to continue its efforts to mitigate the negative impacts of human interventions in the Lagoon ecosystem in a more strategic and coordinated way, and to develop further measures that will ensure the long-term protection and preservation of this unique and complex environmental area; and therefore, urges furthermore the State Party to progressively eliminate activities in the port of Marghera which have a damaging effect on the ecosystem of the property and implement a sustainable development approach to all future plans;

In view of the **attention and strategic interest** that Venice and its Lagoon represent for the entire State Party, a special technical table was **established for discussion and coordination with all the authorities of the territory concerned**, based in particular on the regulatory provisions prohibiting the passage of Large Ships within the Bacino di San Marco and the minimization of the impact of the MoSE and on port activities. **Since August 2021**, the table has operated with **periodic meetings** in which the **demands of all institutional and economic stakeholders in the area were collected** and **complex issues were discussed and shared solutions sought**.

• Governance for the management and safeguard of the lagoon

With **Law Decree 68/2022** of the Ministry of Infrastructure and Sustainable Mobility, the structure of the **Lagoon Authority has been redefined as new Water Authority** (Magistrato alle Acque), which will be in charge of the **safeguard of Venice and its Lagoon**.

In order to **make the Lagoon Authority operational**, several measures are in the process of being approved such as the appointment of the President of the Venice Lagoon Authority, the approval of the Authority's bylaws and organizational regulations, the transfer of employees in service at the Office to the Authority's staff and the recruitment of additional staff, and the incorporation of the in-house company to manage the MoSE (bylaws, regulations, staff actions etc.).

Consistent the provisions, in particular, of Recommendation No. 49 of the Advisory Mission Report, with the definition of the **Lagoon of Venice Authority**, specially established by Decree-Law 104 and Law 126 of 2020, progress has been achieved from the point of view of the governance relating to the **management, safeguarding of the lagoon and the maintenance of the lagoon hydraulic regime**.

- **Morphological Plan of the Lagoon**

As illustrated in previous SoC reports, the **Morphological Plan**, approved in 1993, draws its origins from the objectives of Special Law 798/84 concerning the **Safeguarding of Venice and envisages a series of interventions aimed at controlling the negative evolution of the lagoon environment, identified in its essential aspects, such as loss of mudflats and salt marshes, flattening and deepening of shallow waters, silting of canals, and impoverishment of flora and fauna**.

Currently, the **update of the Plan was officially transmitted by the Interregional Office of Public Works on 24 June 2021** (Note prot.n. 24556). **On 22 December 2021, the Administrative Technical Committee of the Office favourably reviewed the plan documents for approval as amended from time to time for the completion of the final process of the SEA procedure.**¹⁴

The interventions envisaged by the Morphological Plan are structural and management activities, divided in turn into priority and subordinate activities for the purpose of establishing conceptual and temporal precedence. Management interventions are also divided into two categories:

- related to the Plan: of responsibility of the proposer Interregional Office of Public Works;
- synergistic: under the responsibility of other entities and that contribute to the achievement of the objectives of the Plan.

With regard to the above, it is worthy to represent that **the implementation of the interventions envisaged by both the "Europe Plan" and the "Morphological Plan" is in any case conditioned by the criteria for the reuse of dredged sediments indicated in the so-called "Sludge Protocol 1993", of which the approval of the relevant review forwarded by the Office in February 2020 and prepared consistently with the new environmental, EU and national regulations that have intervened in the meantime is currently being evaluated by the competent Ministries, MITE and MIMS, in agreement with the Veneto Region**.

The **Lagoon Authority - new Water Authority** - in compliance with the principles of balancing environmental, economic and social sustainability of the lagoon territory, is **the authority entitled to draft and approve the new Lagoon Morphological Plan**. Pending the operation of the Authority, the Plan is approved by the Interregional Office of Public Works.

- **Sludge protocol**

The lagoon has a problem with silting up of inland canals that make it difficult for commercial traffic to navigate. Maintenance activities by digging canals are made difficult due to the near exhaustion of the capacity of sludge deposits, especially those classified by the old protocol as polluted. Pursuant to the issuance of the **new sludge protocol regulation**, which is **currently being examined by the Council of State**,

¹⁴ The SEA procedure is pursuant to art. 16 of Legislative Decree no. 152/2006.

Decree Law 68 of 2022 stipulated that excavations are carried out in accordance with the principles of the old order.

The Morphological Plan and Sludge Protocol, once available, will be sent to the World Heritage Centre (see. Recommendation no. 40 of Advisory Mission 2020).

- **Climate Action Plan of the City of Venice**

The drafting of the **Adaptation Plan and the Mitigation Plan**, which together constitute the **Climate Action Plan**, drafted according to the guidelines of the Deadline 2020 programme, was completed in December 2021 (energy and climate context reported to 2018). The declaration of compliance of the C40 network with the Deadline 2020 programme was submitted on 21 October 2021 with a communication signed by the European Regional Director of C40, and subsequent confirmation on 30 January 2021 on the minor updates made. **For the formalization of the document, it was decided to proceed with approval by the City Council only following the transformation of the document itself into a PAESC (Sustainable Energy and Climate Action Plan) so as to also target the commitments made as a result of joining the Covenant of Mayors for Climate and Energy.** The Covenant was joined under City Council Resolution no. 29 of 30 April 2020, and the commitment made was to approve a PAESC within 2 years (with the possibility of a 6-month extension). **On this occasion, it was deemed appropriate to update the emission and energy context to 2020.** The minimum climate gas reduction target for 2030 is 68.9 percent (minimum target under the Covenant is 55 percent), and by 2050 carbon neutrality and increased urban and land resilience are to be achieved.

The document consists of 22 lines of action (11 mitigation and 11 adaptation) and a total of 97 measures (47 mitigation and 50 adaptation). At the moment, **the document is being finalized and it will then be shared with government bodies before launching for the approval process in the City Council.** Plan drafts will be sent to the World Heritage Centre before its completion (see Recommendation no. 41 of Advisory Mission 2020).

- **Monitoring of Sustainable Energy and Climate Action Plan (PAESC)**

Regarding the development of a **climate adaptation policy for the Site and its wider context**, as of **October 2022 there are 43 municipalities in the Metropolitan City of Venice** - 7 of which belong to the UNESCO Site - that **adhere to the "Covenant of Mayors for Energy and Climate"**. The Covenant provides for the drafting of the Sustainable Energy and Climate Action Plan (SEAP), replacing the Sustainable Energy Action Plan (SEAP). According to the Metropolitan City of Venice database ("PAESC" area as defined in the GIS) accounted for in the previous SoC Report, as of **October 2022, already 42 municipalities in the CMVe-including 6 belonging to the World Heritage Site-have a Sustainable Energy and Climate Action Plan (PAESC).**

- **Monitoring of Water Protection Plan in the municipalities of the Site**

The Water Plan of the City of Venice, already submitted with previous SoC reports, analysed the territory of the Venetian mainland and found 66 hydraulic criticality sheets hypothesizing for each critical area (non-binding) solutions for overcoming fragilities and the competent players involved (e.g., Consorzio di Bonifica, Veritas SpA, City of Venice or private entities). **The implementation of the Water Plan, therefore, takes the form of the implementation of the necessary hydraulic interventions by the relevant parties.** Some interventions, moreover, may be provided for within the Urbanization Works related to Urban and Parcelling Plans or in the implementation of mitigation measures required for the execution of direct private construction works. Relative to the criticality sheets included in the Plan, currently **interventions related to 19 critical areas are underway (in terms of design and/or implementation) while 1 intervention is completed.** An important contribution to the implementation of the Water Plan comes from the **hydraulic**

interventions on the Lusore Basin (total amount € 67.521,068.19) provided for in the Moranzani Programme Agreement. Currently underway (in terms of design and/or implementation) are **9 interventions while 2 interventions are completed.**

Following the signing on 7 September 2021 of a Programme Agreement between the Ministry for Ecological Transition, the City of Venice and the Venice Lagoon Basin Council, **16 interventions related to the improvement of integrated water service for a total amount of 66.300,000.00** were funded. The aforementioned agreement will enable the implementation of some important works included in the Water Plan. **Currently, relative to the 16 interventions, 3 are running, 9 are in the tender process and 4 are in the planning stage.**

In addition, in an update to the previous SoC Report, as of September 2021 it appears that **39 municipalities in the Venice Metropolitan City** had approved their **Water Protection Plan** while the remaining **5 had adopted it. All 8 municipalities of the World Heritage Site falling within the Metropolitan City of Venice have approved their plans.**

The participation of the Metropolitan City of Venice in the European project VISFRIM (concluded in June 2022) **has allowed to deepen the coordination work of municipalities and to develop methodologies and technological tools for efficient hydraulic risk management in the Italy/Slovenia cross-border basins.**

In the years, the Metropolitan City of Venice has supported both the **drafting of the Water Plans** - total allocation € 210.000.00 approx., no. 26 Beneficiary municipalities of which no. 4 belonging to the World Heritage Site (Chioggia, Jesolo, Mira and Musile di Piave) -which the **implementation of hydraulic interventions on the territory**, total allocation of about € 2.100,000.00, no. 20 municipalities of which no. 3 belonging to World Heritage Site (Campagna Lupia, Musile di Piave and Venice) with forms of co-financing.

MAIN EUROPEAN PROJECTS FOR THE MITIGATION OF LAGOON ECOSYSTEM INTERVENTIONS

Numerous resources are available for the **implementation of ongoing and planned projects for the mitigation of interventions on the lagoon ecosystem** that are undertaken **in synergy between the competent subjects in the field of safeguarding and management of the Venice lagoon** (Interregional Office of Public Works, Veneto Region, Metropolitan City of Venice, City of Venice, Port System Authority, World Heritage Site municipalities). The following is a short description of the **main projects being implemented** on the topic of **ecological restoration and lagoon ecosystem services**. (see Report of the Advisory Mission 2020, Recommendations no. 42, no. 44, no. 45).

- **REST – COAST (Large scale RESToration of COASTal ecosystems through rivers to sea connectivity)**

The project is one of the winners of the Green Deal call of the European Horizon 2020 programme to support ecological restoration and ecosystem services. The Venice Lagoon is one of the 9 pilot cases identified by the project, under which **morphological interventions will be carried out to counter the loss of sediment from the lagoon and the disappearance of typical lagoon habitats, such as mudflats and salt marshes.**

The REST-COAST project, proposed by a consortium in which CORILA, Mediterranean Centre for Climate Change and the Interregional Office of Public Works participate, was among the 4 funded in Area 7 of the call, titled "Restoring Biodiversity and Ecosystem Services," in a competition in which 72 proposals participated. **Overall, the project is worth 18 million euros of European contribution: of such amount, the three Venetian institutions will use 1.5 M€.**

The Venice Lagoon is one of the three main pilot areas of the project (the other two are the Wadden Sea in the North Sea and the mouth of the Ebro in the coast of Catalonia), in which concrete actions of "ecological restoration" will also be studied in the ways of their possible extension to increasingly larger scales.

In this sense, the **experiences for the safeguard of the Venice lagoon already gained in recent years, those in progress and those already planned, constitute the "best practices" whose extension for not only local applications, with innovative spirit, methods and technologies should be tested.** The project will be of fundamental importance in giving greater awareness to the **"lab"** character owned by the Venice lagoon with regard to **ecological restoration practices.**

The project enhances the morphological and environmental recovery activities carried out by the Interregional Office of Public Works and will accompany those being initiated, emphasizing their international importance.

- **LIFE LAGOON REFRESH**

The project provides for the **restoration in the SCI "Upper Lagoon of Venice"** (IT3250031) of the typical ecotonal environment of microtidal lagoons, characterized by a marked saline gradient and large intertidal areas vegetated by canebrake (mainly *Phragmites australis*).

Project goals:

1. to improve the conservation degree of habitat 1150* *Coastal lagoons* and contribute to the achievement of the good ecological status of water bodies,
 - recreating estuarine oligo-mesohaline environments, so as to counter the depletion of the macrobenthic and fish community that has occurred over the years in the lagoon where brackish species have been replaced by marine species;
 - reducing the degree of water eutrophication by the phytodepurative function of the canebrake, promoting the presence of sensitive species and water plants of high ecological value;
2. to improve in the "Venice Lagoon" the state of conservation of ornithological species, which use the canebrake environment in the wintering and breeding period for foraging, night rest or nesting;
3. to increase the presence of the fish species *Pomatoschistus canestrinii*, attracted by the presence of low-salinity environments.

The works, composed of linear elements made of mostly biodegradable materials, were placed on an area of about 20 ha extension at the edge of the Northern lagoon of Venice in the municipality of Quarto d'Altino, around the point where the construction of a freshwater intake work from the Sile river. The morphological works aim at retaining the freshwater input from the intake work while creating a substrate on which the target species (canebrake) can develop. Small clumps of seagrass were also transplanted in the project area.

The project ended in August 2022, a total of €3,315,130 was spent on its implementation, of which €2.436,286 was funded by the European Commission.¹⁵

- **LIFE FORESTALL**

The area covered by the project is the **WWF Oasis of Valle Averno (Southern lagoon of Venice)** in the World Heritage Site, 78 hectares owned by WWF Italy. The area is within two Natura 2000 Sites (SPA IT 3250046, SAC IT 3250030) and a site included in the list of wetlands of international importance **according to the Ramsar Convention.** LIFE FORESTALL provides for the restoration and conservation of habitats 7210* "Calcareous swamps

¹⁵ For more details on the benefits of the project, see http://www.lifelagoonrefresh.eu/news/conferenza-finale-5-anni-di-progetto-fino-a-mille-litri-al-secondo-di-acqua-dolce-in-laguna-e-i-primi-effetti-positivi-sull2019ecosistema-lagunare?set_language=it

http://www.lifelagoonrefresh.eu/news-1/the-final-conference-five-years-of-project-up-to-one-thousand-liters-per-second-of-freshwater-in-venice-lagoon-and-first-positive-effects-in-the-lagoon-environment?set_language=en

with *Cladium mariscus* and *Caricion davallianae* species" and 91E0* "Alluvial forests of *Alnus glutinosa* and *Fraxinus excelsior*" considered priority under European legislation.

The tasks of the Interregional Office of Public Works include direct intervention on the following Actions:

- **EXECUTIVE PLANS OF THE HYDRAULIC WORKS**

The objective of this action is to prepare the executive plan of the most important hydraulic works, which are the dredging/excavation of part of the inner canals of the oasis, with in-situ reuse of the recovered material for the consolidation of their banks, replacement of part of the existing sewers and related network connection pipes to improve the control of flow levels and water presence in the lakes of the valley, vital for animals and plants.

- **HYDRAULIC WORKS TO IMPROVE WATER CIRCULATION AND QUALITY**

General supervision of work with purchase of the following materials:

- no. 9 steel and galvanized iron sewers, complete with sluice gates and/or grids and pipes;
- chestnut wood poles to support the sewer portals;
- no. 3 monitoring stations with no. 2 sensors for no. 3 water towers, for conductivity, level and temperature measurements;
- no. 3 monitoring stations with sensor for canal bottom elevation verification measurements;

- **RAFT BUILDING FOR BREEDING WADERS AND TERNS**

Purchase of materials needed for the building of no. 10 rafts in order to allow bird nesting (PVC pipes, galvanized netting, geotextile, final perimeter protective barrier made of wood or plastic, sand, anchors, ropes, chains, other to complement).

The project started in October 2019 and is scheduled for completion in September 2023. For its implementation, a partnership agreement was signed between the Regional Office of Public Works, SELC soc. coop., WWF Italy and Cooperativa sociale Primavera ONLUS. **The total project budget is €1.809,697.00, of which €1,350,396.00 is co-financed by the European Union.**

- **GREEN MOBILITY**

The commitment of the City of Venice also continues in the **implementation of the local public transport system with electric buses in Lido and Pellestrina**. Starting in 2020, Venice Lido and Pellestrina will be served by an electric bus line. As illustrated in the previous SoC Report, 8 buses have been successfully tested and entered service. **Over the next few months, the other 22 electric buses already purchased by the city administration also went into operation, now the entire service is carried out with in-line fast-charging electric buses, replacing the previous fleet of diesel-powered buses.** The procedure to acquire no. 123 buses including **electric and hydrogen buses** funded by Ministerial Decree 530/2021 under the PNRR investment is underway, **providing for no. 33 electric buses by 2024 and additional hydrogen buses by 2026.** The achievements and projects of Venice in the electric mobility sector were also discussed in the context of the 2022 edition of the Boat Show which is held every year in Venice and which sees the presence of institutions and stakeholders active in the field of green mobility. **Very positive feedback from the third edition of the Show** which has made record numbers: boats on display increased by 25%, from 240 to 300 (240 of which in the water) for a total length of 2.7 kilometres. 98% of the participants from the last edition reconfirmed their attendance, and this year there were as many as 200 exhibitors. The exhibition spaces have also grown: more than a thousand linear metres of pontoons have been installed in the water basin, and the large canopies will host the best in nautical design and furnishings for a total of 5 thousand square metres dedicated to artistic exhibitions and Venetian craftsmanship. **Venice is confirmed as a place of**

experimentation, due to the complexity of the city and the specific characteristics of the lagoon. An important combination of tradition and innovation that will be proposed again in the coming years.

PORTO MARGHERA: ONGOING TRANSFORMATIONS AND PROSPECTS FOR SUSTAINABLE DEVELOPMENT

After years of production plant closures and recession, a new phase has begun for Porto Marghera. Indeed, the Venetian industrial hub today is relaunching by focusing on **cutting-edge projects** and charting a **new course** that looks carefully at the **circular economy and green economy**. **Many important projects have been initiated by both public agencies and companies** for the **reconversion and redevelopment of the Venice Complex Industrial Crisis Area** with the common goal of restarting the **economic development of Porto Marghera** by creating new jobs in a sustainable way. (see Report of the Advisory Mission 2020, Recommendation no. 20).

- **Circular economy: a development opportunity for Porto Marghera**

The **circular economy** continues to be an **important development factor for Porto Marghera** both in the prospect of **revitalizing present production and in the reuse of production areas** that allows for limiting land consumption. **The City Administration supports the start of new investments and new economic initiatives in "green" sectors in order to foster a highly innovative and low environmental impact industrial reconversion of Porto Marghera**, promoting concrete examples of circular economy also in collaboration with international players (ENI, Toyota) and its own companies.

The circular economy is therefore already part of the present of the city of Venice, however it, and more generally the **green economy, does in fact represent an extraordinary opportunity for the reconversion of Porto Marghera and a new model of development** that, in addition to contributing effectively to the resorption of skilled labour from the industrial sectors historically present, is capable of enhancing the vocations and specificities of the area (for more details on the business and employment situation in the Porto Marghera area, see Annex 3, pp. 18-22).

There are more than 70 companies currently engaged in circular economy-related activities employing about 2,000 people, and there are numerous companies that have been able to combine environmental and social sustainability, professionalism and know-how in the implementation of green projects.

The **"Green Refinery"** project promoted by Eni representing the world's first example of converting a conventional refinery into a biorefinery, **the Venice LNG project for the storage of liquid natural gas, Alkeemia aiming to become Europe's reference producer of lithium salts for batteries, the Veritas municipal waste recovery and treatment hub, the Green Propulsion Lab**, are just some of the initiatives already underway in the industrial area. In general, the experiences and applications related to the circular economy and green economy promoted by companies already established or interested in establishing themselves in Porto Marghera mainly concern:

1. activities directly related to environmental issues that characterize the area (water or sludge treatment and management facilities, soil and groundwater remediation);
2. research and production of alternative energy solutions also functional to a perspective of revitalization of the manufactures and companies historically present in the Porto Marghera area.
3. production chains in the circular economy sector related to waste recovery and treatment also based on the initiatives promoted by the City of Venice in collaboration with international players and its own companies.

- **Venice World Capital of Sustainability**

With the aim of promoting an environmental, economic, social and urban planning model for the sustainable development of the City of Venice and the Venetian Lagoon, the "Venice World Capital of Sustainability" project was born.

The project aims at making Venice an international laboratory of experimentation and innovation, a place of cultural and technological vanguard in a sustainable way, where energy transition, tourism flow management, residential advocacy, educational regeneration and cultural resilience intersect to address the challenges of the contemporary world: sustainable development and combating climate change.

The goal is to promote an environmental, economic, social and urban planning model that allows Venice to represent a solid reference to which the whole world can look to as a positive example by drawing inspiration.

The projects will be developed along a few main lines, including:

- energy transition and environmental sustainability-through the development of a hydrogen hub in Porto Marghera, decarbonization and waste circularity;
- The defence of the lagoon ecosystem;
- The promotion of VeniSIA (Venice entrepreneurial international Sustainability Innovation Accelerator) as a centre for innovation and acceleration of entrepreneurial start-ups on sustainability issues;
- The promotion of Venice as a venue for sustainability research centres;
- The enhancement of academic training.

The project, consistent with the sustainability goals of Agenda 2030 and with the Site Management Plan currently being updated with which direct relationships will be established in terms of objectives and actions to be pursued, will make it possible to optimize the use of financial resources from the Next Generation EU Fund and **generate relevant economic, social and environmental benefits over the entire metropolitan area of Venice with positive effects and impacts also in wider areas.**

The project represents a virtuous alliance of local authorities, institutions, academia, culture and business, united by the innovative tool of the Participation Foundation. In addition to the City of Venice, founding members include the Veneto Region, the Italian Government, the City's top scientific-cultural training institutions (Ca' Foscari University, the IUAV, the Academy of Fine Arts, the Cini Foundation, the Benedetto Marcello Conservatory) business associations and a number of national industrial entities with strong local roots (Confindustria Veneto, Snam Spa, Generali Spa, Boston Consulting Group, Eni Spa, Enel Italia Spa). In addition, there are many individuals who, sharing the aims of the project, have expressed willingness to join the Foundation contributing to the sustainable development and resilience of Venice.

In addition, interventions aimed at **strengthening the road system and accessibility of Porto Marghera and solving the hydraulic problems of the first industrial zone, envisaged by the Programme Agreement between the Ministry of Economic Development, the Veneto Region, the City of Venice, and the Venice Port Authority, signed in 2015, are being implemented.**

In particular, work on the new access road to the macro-island First industrial zone that will make it possible to solve the critical issues present in the current viability system and to connect the via Torino area and downtown Mestre with the industrial area.

The North Adriatic Sea Port System Authority (ADSP) has also planned a series of **investments aimed at strengthening the infrastructure network and improving nautical, road and rail accessibility of the port area**. In the 3-Year Operational Plan (POT) 2022-2024, the ADSP has planned investments totalling more than **1.5 billion euros**.

Please note that, **in the broader planning of interventions aimed at the protection and long-term conservation of Venice and its Lagoon, a unique and complex environmental area, hydrogeological, geomorphological and archaeological studies aimed at safeguarding Venice and its Lagoon are also provided** pursuant to Legislative Decree 103/2021.

Eventually, the interventions planned with the resources of the Complementary National Plan related to the electrification of the docks in the Marghera and Venice areas as well as the renewal of local public transport fleets with less environmental impact should be noted.

- **Cracking plant closure**

In May 2022, work commenced for the shutdown of the cracking and aromatic plants at the Versalis (ENI) site in Porto Marghera. As communicated by the company's top management, the transformation plan will be implemented with the utmost attention to employment balances. The initiatives that Versalis has planned for the Porto Marghera area include over 500 million euro in investments and aim at accelerating the energy transition and the development of chemistry from the circular economy. In Porto Marghera, Versalis is building the first plant for advanced mechanical recycling of post-consumer plastics. Plants will be installed to produce styrenic polymers from recycled raw material, which will arrive already sorted and pre-treated. The overall capacity of this first phase will be about 20,000 tonnes/year. Versalis will also build in Porto Marghera the first plant in Italy for the production of isopropyl alcohol, which today is totally imported from abroad and is used in numerous market sectors. The capacity of the new plant is 30,000 tonnes/year and a hydrogen production plant will also be built at its service. **The closure of cracking represents a very important choice from an environmental point of view in terms of ecological transition.**

- **Simplified Logistics Zone (ZLS) Port of Venice - Rovigo**

The recognition of Porto Marghera as a Simplified Logistics Zone represents an additional development asset that, combined with the enhancement of the area's specificities and potentials, could accelerate the **ongoing industrial reconversion process and encourage the establishment of new economic initiatives and the attraction of new investment**.

The Veneto Region approved the updated proposal of the "Strategic Development Plan" which also implemented the contributions and comments of the City of Venice.¹⁶ In particular, the identification of areas eligible for the facilities was accepted: Porto Marghera, Campalto, Tessera, Murano, Arsenale, Tronchetto, the transporters' area in San Giuliano, the AEV Dese, Via Torino and surrounding areas, and the office-commercial area of Marghera.

According to data reported in Confindustria Venice-Rovigo's industrial plan, the establishment of the Port of Venice-Rovigo ZLS could attract **2.4 billion investments, creating 26,600 direct and indirect jobs (1 job for every 320,000 euros of investment)**.

¹⁶Under Veneto Regional Council Decree no. 359 dated 08.04.2022.

Recommendation no. 10

10. Also notes with concern that currently, there are no adequate mechanisms in place to report planned changes/projects to the World Heritage Centre in line with Paragraph 172 of the Operational Guidelines, or to assess their potential impacts to the OUV of the property in line with Paragraph 118bis, and therefore, urges moreover the State Party to:

- a. Further revise the governance of the property and develop appropriate mechanisms that allow compliance with the Operational Guidelines,*
- b. Develop an overall strategy and vision for the protection and preservation of the property, and ensure its implementation through targeted Action Plans and a revised Road Map,*
- c. Develop an Integrated Master Plan for construction projects, including a skyline policy for the property, its future buffer zone and its setting, in order to protect the property from impacts on its integrity,*
- d. Implement the 2011 UNESCO Recommendation on the Historic Urban Landscape approach in the regional and urban planning,*
- e. Halt all newly proposed large-scale projects within the property and its setting until the above listed measures are put in place,*
- f. Engage in dialogue with the World Heritage Centre and Advisory Bodies towards developing the proposed measures;*

The territory is subject to many dynamics of transformation and development and is at a particularly sensitive time both because of the consequences of the Covid 19 pandemic and because of the complex conditions in which families, businesses and industries find themselves in coping with the energy crisis caused by the conflict in Ukraine and the global situation in crisis.

The work done by the City of Venice, in close synergy with the Ministry of Culture, **in raising awareness and knowledge of the international standards required for the protection of the World Heritage Site has borne fruit.** In order to translate the recommendations of the World Heritage Committee concretely into the decision-making processes of the authorities responsible for planning, land development and impact assessments, **the Heritage Impact Assessment (HIA) project has been launched**, which, given the sensitivity and complexity of the issues addressed, has taken longer than previously budgeted. In the period October 2021-November 2022, numerous meetings of the Steering Committee coordinated by the Municipality of Venice and in the presence of Service II of the Ministry of Culture-UNESCO Office, were organized in order to expand the space dedicated to sharing the HIA methodology, for the definition the list of plans/projects to be evaluated and for the choice of consultants to be involved.¹⁷

State of the art of HIA

The preparatory activities for the World Heritage Impact Assessment consist in building a baseline with respect to two aspects: **interventions placed under assessment, the reading of the OUV Statement and the application of Site criteria aimed at identifying Site attributes and verifying conditions of integrity and authenticity.** The phases of the HIA are currently being developed, and the participatory process has begun with stakeholders to share the scoping phase and preliminary assessment of potential positive and negative impacts of plans and projects submitted to HIA.

In relation to the list of interventions that the Steering Committee intended to submit for assessment based on what emerged during Advisory Mission 2020, a summary sheet was prepared for each plan and project with quantitative data extrapolated from official documents and images of the project and the immediate

¹⁷ The HIA considers the steps and contents of the "Guidance and Toolkit for Impact Assessments in a World Heritage Context" published by UNESCO; ICCROM, ICOMOS and IUCN in June 2022.

spatial context, and with a section showing official acts related to the various procedures that the projects have undergone, including provincial, regional or national level EIAs and SEAs. Maps identifying projects and classifying them according to the different types were also produced: **tower buildings, land transformation, linear infrastructure, strategic plans.**

These sheets and maps were shared with the **Steering Committee at the first HIA project kick-off meeting held on 4 November 2022**, during which the list was confirmed and the need for further **specific meetings with the individuals responsible for the different projects for the various administrations was anticipated**, in order to deepen their knowledge. These meetings were held during the week of **14 November to 18 November 2022** with the various municipalities, the Superintendence, regional bodies, the port authority and the Metropolitan City of Venice, and the Veneto Region, and involved the entire work group of independent experts appointed to develop the HIA. At the same time **analysis of the context in terms of the legislative framework of cultural, landscape, environmental, planning and the socio-economic system is underway.**

As mentioned above, an in-depth reading of the OUV Declaration was undertaken to identify and analyse the set of values and attributes that will form the reference horizon for assessing the possible effects on world heritage produced by individual interventions and cumulative. Following the analysis phase, grading tables will be developed according to the HIA methodology, and mitigation actions and recommendations will be proposed for any individual and cumulative impacts eventually found. **The assessment is expected to be completed in spring 2023. Once the draft document is available, the State Party will be responsible for forwarding it to the World Heritage Centre for appropriate sharing.**

As anticipated in response to Recommendation no. 6, the **review of the governance** of the Site will be the outcome of the ongoing and planned work for the **update of the Management Plan** which is the tool through which we can develop a **comprehensive strategy and vision for the protection and conservation of the Site, and ensure its implementation through targeted Action Plans and a Road Map to be updated annually** (see Recommendation no. 2 and no. 3 of the Advisory Mission 2020).

Concerning the **implementation of the Historic Urban Landscape Approach in regional and urban planning**, there are many ongoing involvement and participation activities (see Recommendation no. 6 of the Advisory Mission 2020 Report). The main activities are summarized below.

IMPLEMENTATION OF THE HUL APPROACH - TOOLS	STRATEGIES, ACTIONS, PROJECTS
Community engagement tools	<ul style="list-style-type: none">• Consultation processes for drafting the Management Plan (held between 2010 and 2012) and upcoming thematic tables for updating the Management Plan• InfoPoint at Forte Marghera: interpretation centre with communication and awareness-raising purposes related to OUV and its proactive protection• Project "Safeguard and enhancement of Venetian cultural traditions"• Procedures for citizen and stakeholder participation in the approval processes of transformation plans and projects and in environmental assessment procedures (EIA/ SEA), at national, regional and local levels (comments/counter comments)
Knowledge & planning tools	<ul style="list-style-type: none">• "Fragile Venice" (2014), a study on the impact of anthropogenic pressure on monuments and public spaces

	<ul style="list-style-type: none"> • "Resilient Venice: Mitigation and Monitoring activities for the governance of change" (2020), research and guidelines on the topic of residents, public land occupancy and maintenance of urban spaces • Implementation of the project "Safeguard and enhancement of Venetian cultural traditions" and mapping of cultural heritage and intangible traditions • Development of the property attribute maps • Development of the HIA for projects and plans with potential impact on the OUV of the property and its attributes • Integration of HIA within EIA procedures to assess potential impacts of development projects in the wider context of the Site (Tower in Viale San Marco in Mestre and Bosco dello Sport in Mestre) with mitigation measures
Legal system	<ul style="list-style-type: none"> • World Heritage Site Management Plan Update • Governance system update (in progress) Steering Committee Memorandum of Understanding (2007) • Buffer Zone being finalized • Start drafting of Regional Landscape Plan - focus area on Venice lagoon • Urban Master Plan (variant approved in 2020): outlines the strategic objectives of land planning and development • Integration of HIA within the EIA procedure to assess the potential impacts of development projects in the wider context of the Site (Tower in Viale San Marco in Mestre and Bosco dello Sport in Mestre) with mitigation measures.
Financial instruments	<ul style="list-style-type: none"> • Update of the Special Law for Venice and its Lagoon (in progress) • Financial resources of Law 77/2006 (Ministry of Culture) • Financial resources from the Ministry of Tourism for sustainable tourism • NextGeneration EU funds, PNRR funds, PON Metro funds, Special Law for Venice funds, European projects

It is considered useful to recall that EIAs and SEAs transpose the specific EU directives on the subject and are regularly subject to **detailed regulation by the relevant bodies at national, regional and local levels, depending on the type of plan/project.**

The **General Department of Archaeology, Fine Arts and Landscape, Service V of the Ministry of Culture** is directly involved in the **State Environmental Impact Assessments** under the responsibility of the General Department ABAP and the Special Superintendence for the **implementation of the PNRR commenced by the Ministry of the Environment and Energy Security for projects in the vicinity of the World Heritage Site** in question. In addition, since the Venice and its Lagoon WH Site is declared to be of "considerable public interest," **any transformation work must be submitted to the assessment of the Superintendence of Archaeology, Fine Arts and Landscape for the City of Venice and its Lagoon**, a peripheral body of MiBACT

under Legislative Decree no. 42/2004 Part III (Landscape Heritage) and Part II (Cultural Heritage), for individual protected buildings or contexts within the site, which are also protected as cultural heritage.

An important aspect in the processes of affixing protective measures (listings), urban planning, and public works programming of Administrations is that all the relevant deeds are subject to forms of publicity and transparency that allow citizens, associations, and various stakeholders to submit their comments and proposals, which the competent Administrations must necessarily assess and possibly acknowledge or counter-argue before adopting the final measures. It is also recalled that **urban maintenance, public works, architectural and street furniture projects are by law subject to competitive bidding procedures in order to achieve high urban and architectural quality** (Recommendation no. 19 of Advisory Mission 2020).

The analysis on values, plans and projects developed within the HIA are also functional for **drafting the Master Plan** of development projects and plans and for the definition of the **skyline Policy** to be shared among all parties directly involved in the drafting of the HIA (public bodies, stakeholders, professionals etc.), as required by Recommendations no. 2, n. 21 and no. 22 of the Advisory Mission 2020.

All the activities described above are closely related to the ongoing work on updating the Management Plan. In fact, for greater effectiveness in the governance of transformations with respect to the Site's OUV and its attributes, the willingness **to work to ensure that the Management Plan will incorporate a shared procedure that allows periodic compliance with Par.172 of the Operational Guidelines for projects and plans that could affect the Site's OUV is confirmed.** At the same time, work is being done to comply with **Par. 118a for the integration of EIA/SEA and HIA to be carried out as a prerequisite for development projects whose implementation is planned in the World Heritage property and its broader context**, as recommended in the Mission Advisory Report (Recommendations no. 5, no. 13, no. 15 and no. 16). **Integration of HIA into EIA and SEA environmental assessment procedures has already been introduced as an experiment for two land transformation projects in areas adjacent to Site:** Tower in Viale San Marco in Mestre and Bosco dello Sport in the area of Tessera in Mestre. Following the numerous meetings of the Steering Committee in which the need to introduce the values of the WH Site as attributes on which to initiate impact assessments was discussed, a **practical Vademecum for use by those responsible for environmental procedures at the various levels** (Veneto Region, Venice Metropolitan City, Padua Province and the competent offices of the municipalities and the Superintendence) was decided to be implemented.

To increase awareness of the HIA methodology, two training workshops are planned for all authorities, stakeholders, and professional bodies (architects, engineers, city planners, etc).

As reported above, work is being done to define a system for monitoring plans and projects with potential impacts on the Site's OUV and its attributes at a preliminary stage of their definition both as a procedure to be provided for within the Management Plan and within the monitoring of the interventions envisaged in the Master Plan that is currently being drafted (see Par. 118bis of the Operational Guidelines for the Implementation of the Convention). Thus, the commitment to update the World Heritage Center in the event of critical situations is confirmed (see Recommendation no. 25 of the Advisory Mission 2020).

Recommendation no. 11

11. Regrets the construction of the liquified petroleum gas (LPG) storage facility in Chioggia within the property that presents an important threat to its OUV, and while noting with satisfaction the new legal measures related to construction and operation of LPG storage facilities, further requests the State Party to dismantle the storage facility in Chioggia and move it to an alternative location outside the property's boundaries;

Reference is made to what was already covered in the SoC Report sent on 1 February 2021 (ref. Recommendation no. 10) regarding the prohibition **to build new LPG storage facilities, located in sites recognised by UNESCO** and the prohibition of the start of operation of LPG storage facilities, placed by the Government in the aforementioned sites recognised by UNESCO (Decree Law no. 104 of 14 August 2020 converted by Law no. 126 of 13 October 2020), with the following update referring to the **coastal LPG and petroleum products storage facility located in the Municipality of Chioggia, Val da Rio, owned by the Costa Bioenergie Company**.

A fund was therefore established with an endowment of EUR 1 million for the year 2020, EUR 15 million for the year 2021 and EUR 13 million for the year 2022, aimed at providing, until depletion of the resources, compensation in favour of the beneficiaries of the authorisations or further acts of consent declared ineffective.¹⁸

On 7 May 2021, Decree Law no. 173 was issued by the MiTE, in agreement with the MiMS and MiC, identifying only the Chioggia plant of Società Costa Bioenergie Srl, as the beneficiary for the recognition of the indemnity. Based on the criteria set forth in said Decree, **the costs incurred for the executive design and construction of the works functional to the storage and distribution of LPG** existing at the date of entry into force of Decree-Law no. 104 of 2020 mentioned above are eligible for potential indemnification. The disbursement of the indemnity is subject to the positive outcome of the **verification conducted on the costs duly documented by Società Costa Bioenergie Srl, submitting such verification to a Commission** established and chaired by the Ministry of Ecological Transition (MiTE) and of which a representative of the Ministry of Economy and Finance (MEF) and one of the Ministry of Sustainable Infrastructure and Mobility (MiMS) are also members, in accordance with the criteria established by Decree-Law no. 173 mentioned above.¹⁹ Once this phase is over, **a further regulation will be issued to establish the modalities to comply with the obligation to dismantle the storage in Chioggia and move it to an alternative location outside the property boundaries** (see Recommendation no. 23 of the Advisory Mission 2020).

Recommendation no. 12

12. Expresses concerns that despite the progress assessed on several issues identified, some important issues remain to be addressed;

This Report shows the progress of the many actions conducted to address the critical issues found. It is worth noting that **considerable joint efforts have been made by the authorities responsible for the protection and management of the Site who are continuing to work in synergy to safeguard Venice and its Lagoon**, as set forth in response to the Recommendations of this Decision and the Recommendations of the Advisory Mission 2020.

¹⁸ Decree-Law no. 104 of 14 August 2020 converted by Law no. 126 of 13 October 2020 - article 95, par. 26.

¹⁹ Ministerial Decree no. 428 of 19/10/202

Special attention will be paid to the issue of the **crowding-out of residents, common to all historical cities and post-pandemic urban centres in general**. The negative effects of the financial and employment crisis are still significant. Therefore, a wide-ranging systemic vision is **needed more than ever, one that can attract (old and new) citizens to bring new lifeblood to nourish the future destiny of the Venice and its Lagoon, starting with new families and university students**.

The survival of Venice and its Lagoon, a World Heritage Site, is everyone's responsibility. In the face of climate change, whose effects are evident and dramatic, it is urgent to take decisive action at a global level.

Once again, on the morning of **22 November 2022**, an exceptional meteorological sea event occurred, with sea level values recorded along the Upper Adriatic coastline among the highest in history. The combined effect of the local set up and high wave heights led to sub-coastal tide levels exceeding 200 cm (204 at the Malamocco Dam Nord station). At the Bocca Lido station, due to the accumulation of water above the MoSE barriers, a peak of 209 cm was recorded at 9.40 am, **the highest recorded level in the Adriatic in history**.

An event of equal, if not greater, magnitude - considering the maximum levels reached - to 12 November 2019 and probably also to the event of 4 November 1966, although on that occasion a measurement network with less geographical coverage was available.

The closure of the moving barriers of the MoSE prevented the flooding of the City with catastrophic consequences, however, **it is urgent to be prepared for the long-term increase in the frequency and magnitude of the tides with the commitment of the international community**.

Recommendation no. 13

13. Takes note of the key conclusions and recommendations of the 2020 Advisory mission and requests furthermore the State Party to report to the World Heritage Centre on their implementation;

In response to the Recommendations of the 2020 Advisory Mission and the subsequent Decisions of the World Heritage Committee, the State Party, the Municipality of Venice and the relevant authorities have demonstrated that they have implemented the commitments set out in the previous SoC Reports, as detailed in this document. In fact, it should be noted that **crucial issues have been positively addressed and resolved for some time (Large ships, MoSE operation, protection of St. Mark's Basilica, and others) while intense work is still being done on others**. The individual recommendations of the Advisory Mission 2020 have been punctually correlated to the responses to the recommendations set out in this Report in the table in Annex no. 4.

Recommendation no. 14

14. Requests moreover the State Party, to develop a proposal, in consultation with the World Heritage Centre and the Advisory Bodies, and a set of corrective measures with a timeframe for their implementation, for examination by the World Heritage Committee at its 46th session in 2023;

In view of the many activities underway and planned as corrective measures to fulfil the recommendations of the World Heritage Committee and the outcomes of the Advisory Mission 2020, a timetable for their implementation is attached (see Annex no. 5).

Recommendation no. 15

15. Finally requests the State Party to submit to the World Heritage Centre, by 1 December 2022, an updated report on the state of conservation of the property and the implementation of the above, for examination by the World Heritage Committee at its 46th session in 2023.

This SoC Report represents an **overall picture of the many activities introduced and the results achieved by all the relevant institutional players at a national and local level that demonstrate significant and tangible progress in ensuring the maintenance of the Site's state of conservation**. Considering the progress achieved it would be desirable to update the World Heritage Committee in accordance with the timetable envisaged to complete the corrective measures outlined in Recommendation no. 14, with a 2023/2025 timeframe (see Annex no. 5) to concretely illustrate the actual measures undertaken, in line with the planning tools provided by the legislation of the Local Authorities. In conclusion, **the State Party's commitment is confirmed to maintain an ongoing dialogue with the World Heritage Centre and its Advisory Bodies to ensure that the actions undertaken proceed according to the proposed schedule**. Further updates on the state of conservation of the Site will also be provided as part of the Third Cycle of the Periodic Report.

Section III. Other current conservation issues identified by the State Party that could impact the Outstanding Universal Value of the property

Section IV. In accordance with paragraph 172 of the Operational Guidelines, describe any major restoration work, any transformation, and/or new construction potentially likely to take place outside the Site or in buffer zones, corridors, or any other location where such development could impact the Outstanding Universal Value (OUV) of the property, including its authenticity and integrity.

Section V. Public access to the State of Conservation Report

Permission is granted to publish this report in the World Heritage Centre's "State of Conservation Information System" (<http://whc.unesco.org/fr/soc>).

Section VI. Authority Signature

City of Venice - Site Reference Party *

The document is digitally signed in accordance with Legislative Decree 82/2005 as amended from time to time and related regulations and replaces the paper document and the handwritten signature.

List of Annexes to the SoC Report (1 december 2022)

1. Requalification of Forte Marghera (ita)
2. Detailed information on financial resources and compensation measures MoSE
3. Venice in numbers (ita)
4. Corrispondences Table Recc Advisory Mission 2020 – Recc. Decision 44.COM.7B.504
- 4.a Note by SAVE (Recc. no. 24 Advisory Mission 2020)
5. Scheme with corrective measures

Forte Marghera interventi in corso (Veritas 2022) e interventi già eseguiti (2015-2021)

febbraio 2022



VERITAS

CITTA' DI
VENEZIA



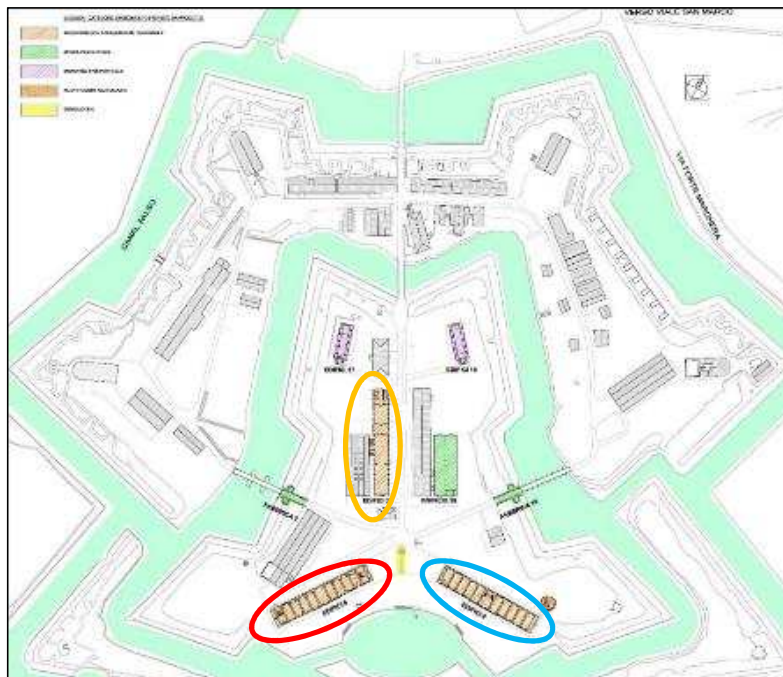
- Superficie territoriale 385.000 mq (esclusi i canali)
- 79 edifici per un totale di 21.000 mq di superficie

Recupero museale nell'area di crisi ambientale

CI 14249/1 fabbricato 29 (giallo) – finanziamento MIC – intervento eseguito (2020 – 2021)

CI 14249/2 casermette 8 (rosso) – finanziamento MIC – cantiere in corso (Veritas novembre 2022)

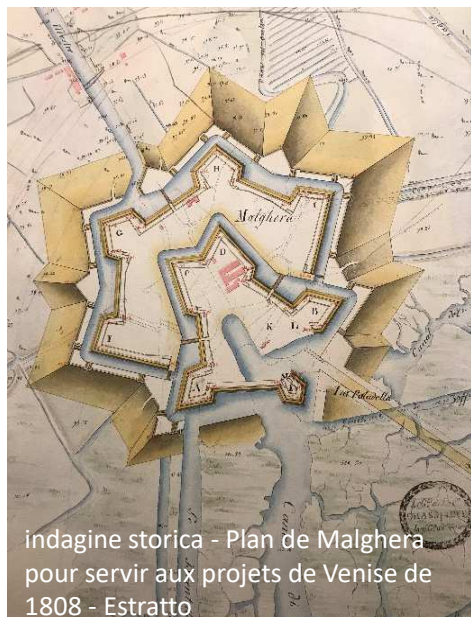
CI 15008 casermette 9 (azzurro) – finanziamento COMUNE VENEZIA – progettazione in corso



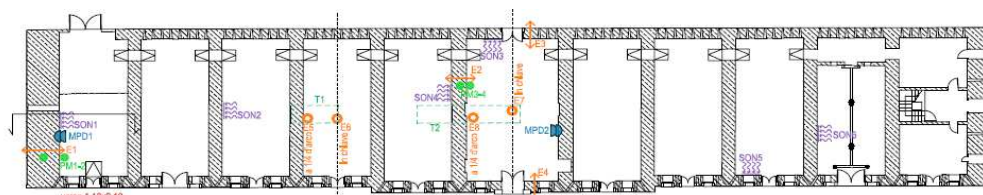
- 7 milioni di euro di finanziamento MIC :
 - lotto 1 fabbricato 29: 1,8 milioni di euro
 - lotto 2/1 casermetta 8: 5,2 milioni di euro
- 3,8 milioni di euro di finanziamento COMUNE DI VENEZIA:
 - lotto 2/2 casermetta 9: 3,8 milioni di euro
- ed.29 – lavori conclusi – opera consegnata a giugno 2021
- ed. 8 e 9 progetto approvato con DGC 29 del 9/2/2021
- ed.8 intervento appaltato da Veritas ottobre 2022. Iniziati lavori il 2/11/2022
- ed.9 progetto esecutivo in corso

CI 14249/2 lotto 2 stralcio 1 casermette 8 – intervento appaltato Veritas (2022)

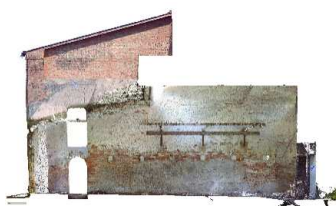
centro espositivo / museale e servizi annessi (1258 mq)



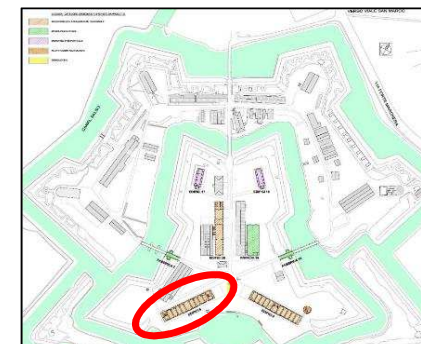
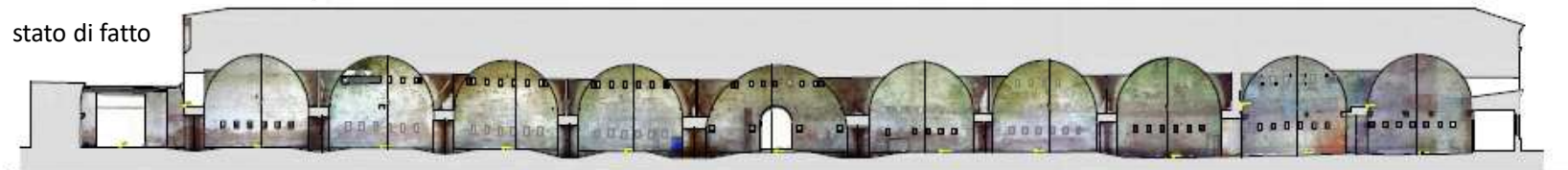
indagine storica - Plan de Malghera pour servir aux projets de Venise de 1808 - Estratto



indagini strutturali e geognostiche eseguite



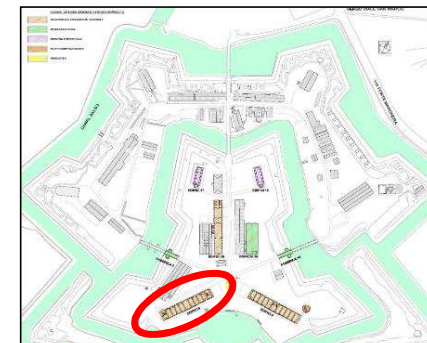
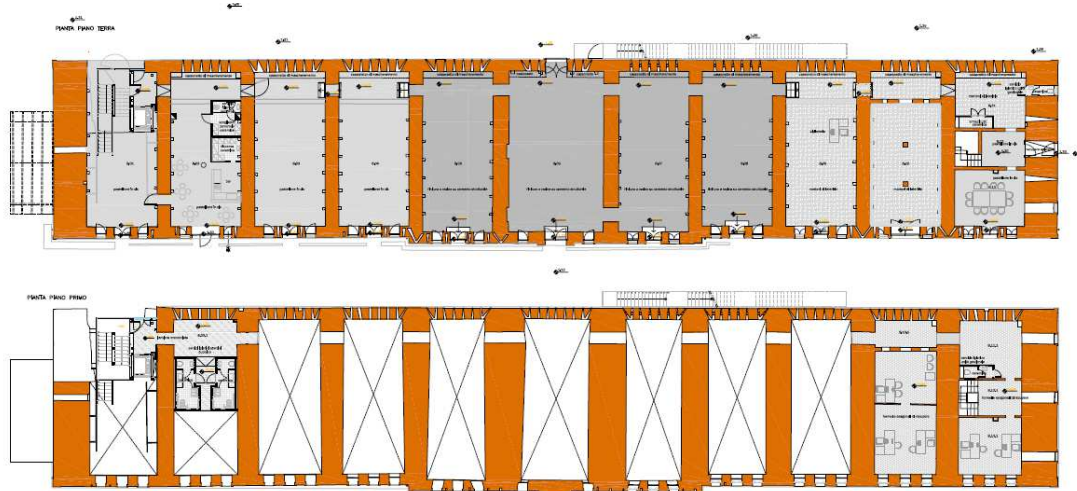
stato di fatto



CI 14249/2 lotto 2 stralcio 1 casermette 8 – intervento appaltato Veritas (2022)
centro espositivo / museale e servizi annessi (1258 mq)



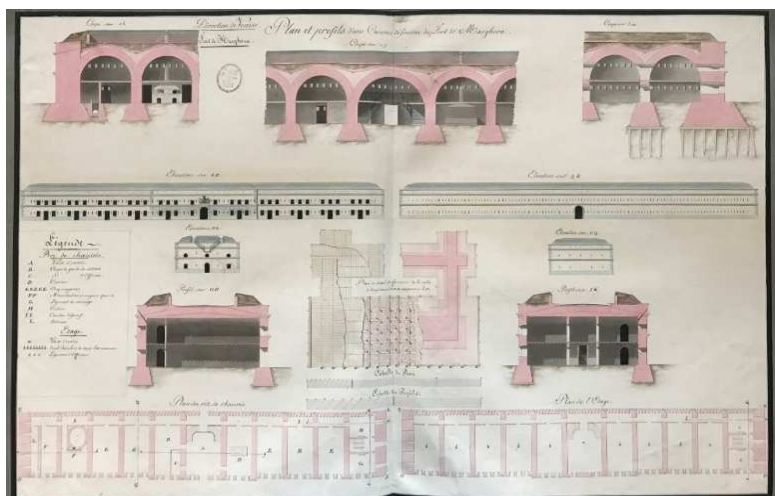
progetto e render



CI 14249/2 lotto 2 stralcio 1 casermette 8 – intervento appaltato Veritas (2022)
centro espositivo / museale e servizi annessi (1258 mq)



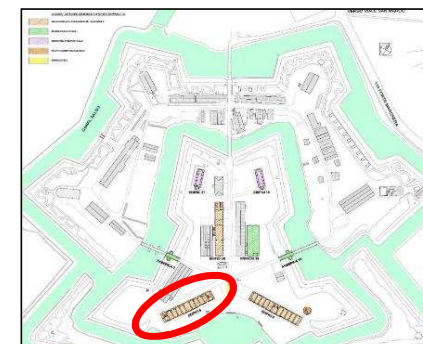
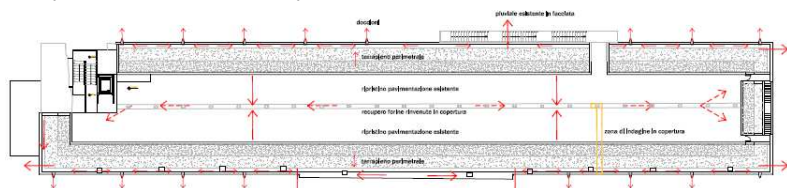
Plan et profils d'une Caserne défensive du Fort de Marghera 1809



accessibilità alla terrazza in copertura



ripristino terrazza in copertura



CI 15008 casermette 9 – progetto esecutivo in corso centro espositivo / museale e servizi annessi (1288 mq)

Ristrutturazione e riqualificazione energetica ex casermetta napoleonica a Forte Marghera
finanziamento Comune di Venezia (rigenerazione urbana + react)

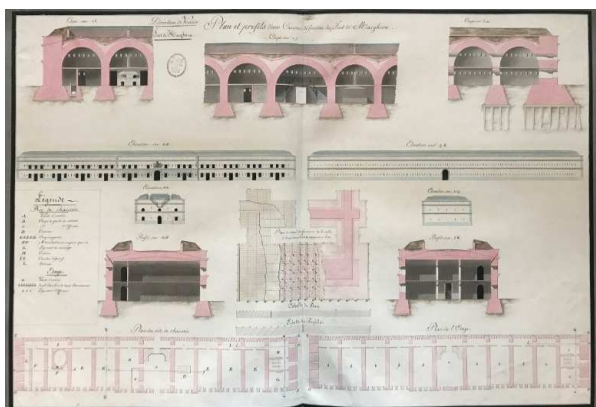
prima identificato come "lotto 2 stralcio 2 casermetta 9" di:

MIBAC - Piano Strategico "Grandi Progetti Beni Culturali" annualità 2017 – 2018

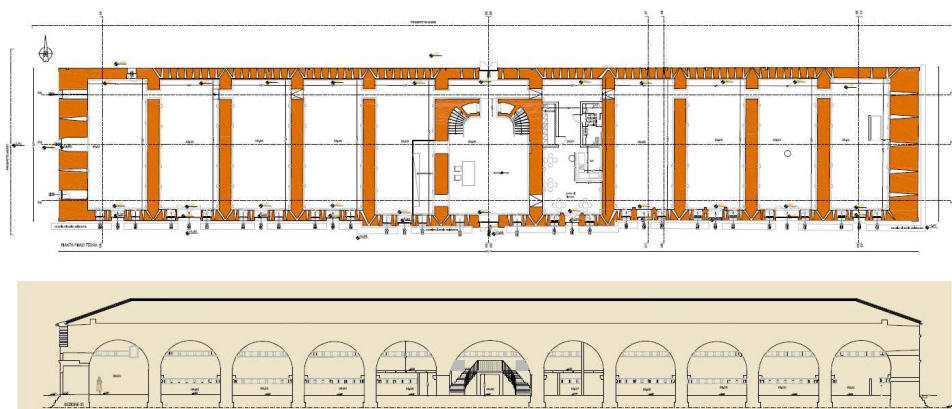
FORTEZZA MARGHERA - RECUPERO MUSEALE NELL'AREA DI CRISI AMBIENTALE



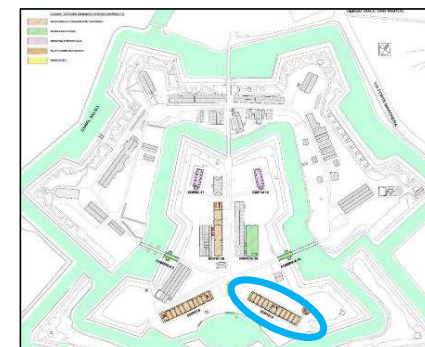
CITTÀ DI
VENEZIA



Plan et profils d'une Caserne défensive du Fort de Marghera 1809



progetto esecutivo in corso di sviluppo



CI 15008 casermette 9 – progetto esecutivo in corso
centro espositivo / museale e servizi annessi (1288 mq)



Ristrutturazione e riqualificazione energetica ex casermetta napoleonica a Forte Marghera

prima identificato come "lotto 2 stralcio 2 casermetta 9" di:

MIBAC - Piano Strategico "Grandi Progetti Beni Culturali" annualità 2017 – 2018

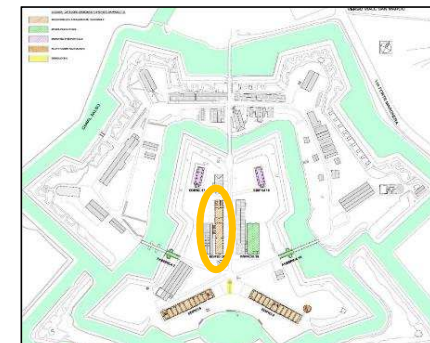
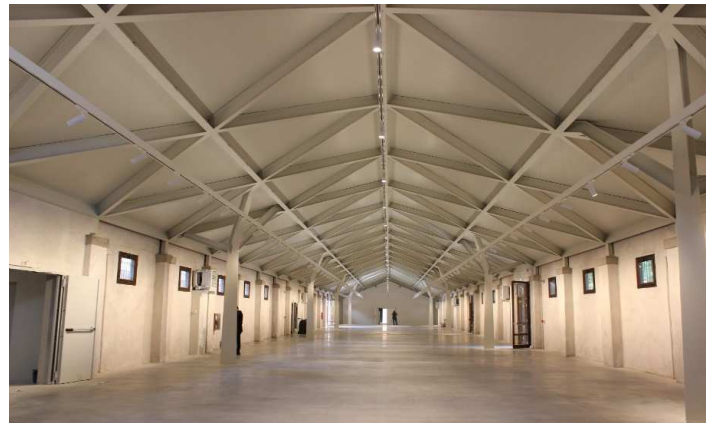
FORTEZZA MARGHERA - RECUPERO MUSEALE NELL'AREA DI CRISI AMBIENTALE



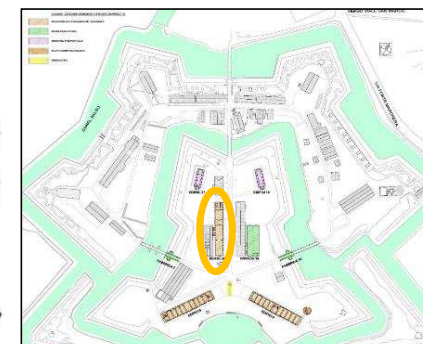
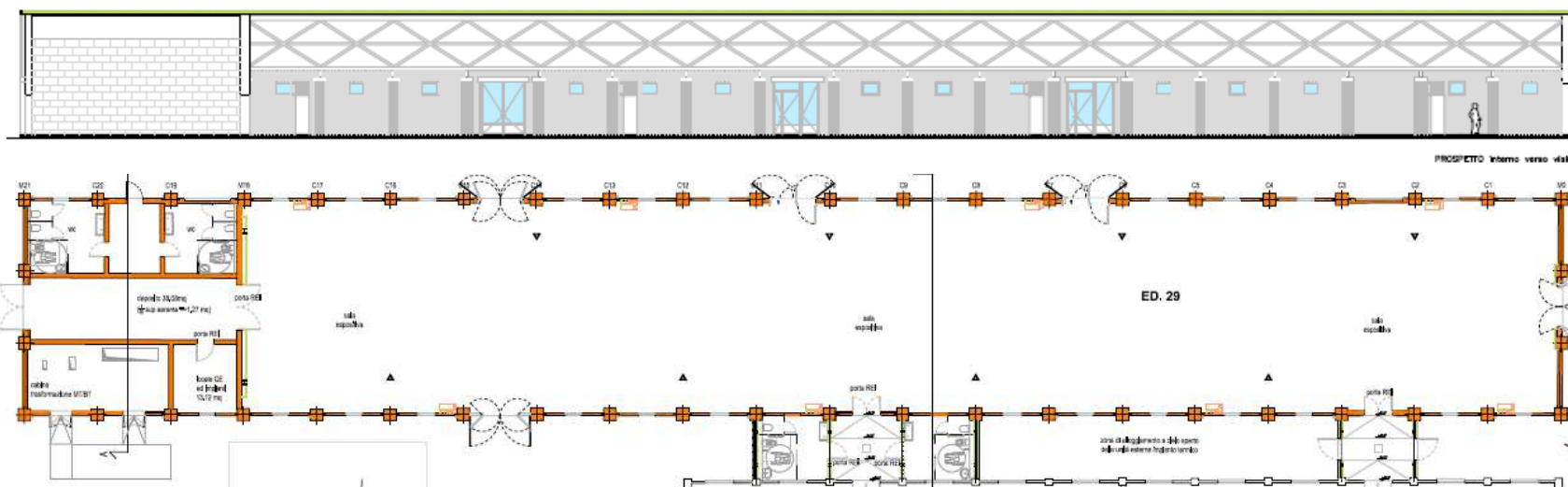
stato di fatto



CI 14249/1 lotto 1 fabbricato 29 - intervento eseguito 2020-2021
sala espositiva e servizi annessi (1053 mq)



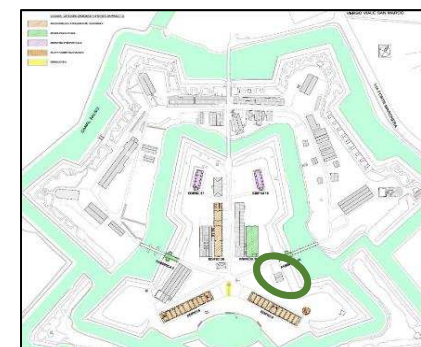
CI 14249/1 lotto 1 fabbricato 29 - intervento eseguito 2020-2021
sala espositiva e servizi annessi (1053 mq)



Recupero edificio 34 per servizi igienici pubblici (CI 14824) - intervento eseguito 2020-2021 bagni pubblici e centrale spegnimento incendi (120 mq)

280.000 euro di finanziamento – fondi Legge Speciale
Opera in uso, collaudo tecnico amministrativo in corso

VERITAS

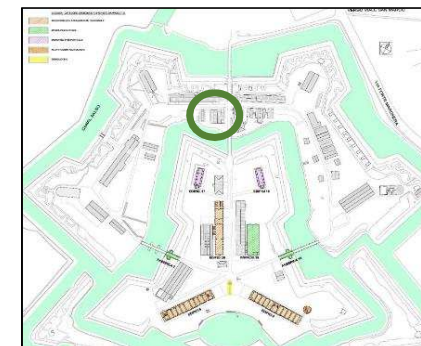
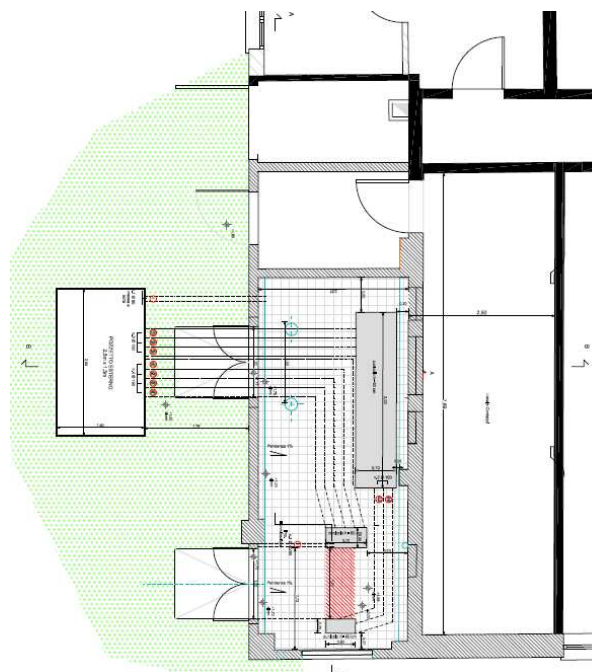


Messa in sicurezza edificio 27 e collocazione cabina Enel (CI 14932) - intervento eseguito 2020-2021
cabina di trasformazione energia elettrica e locale contatori (40 mq)

95.000 euro di finanziamento
Lavori conclusi – collaudo TA in corso

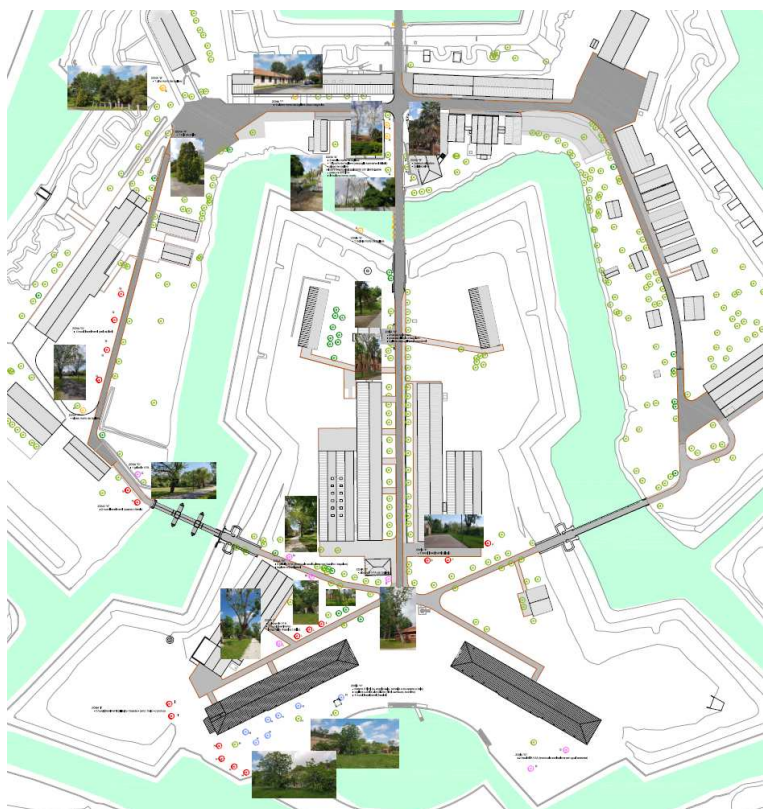


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Sistemazione aree esterne Forte Marghera – in corso di programmazione inserimento / sostituzione elementi vegetali compromessi e a compensazione

intervento in corso di programmazione



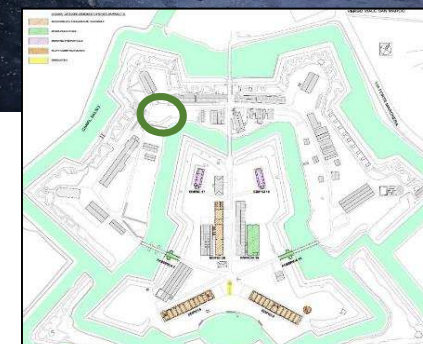
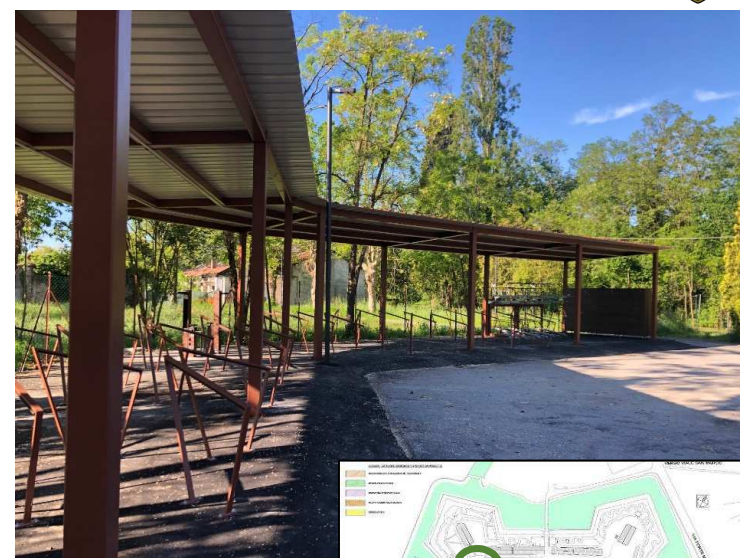
Modulo di stallo intelligente nei punti di interscambio (CI 14888) - intervento eseguito 2020-2021 bike park (100 mq)

385.000 euro di finanziamento

Opera in uso – collaudo tecnico amministrativo in corso



CITTÀ DI
VENEZIA



Recupero forte Marghera secondo stralcio – urbanizzazioni (CI 14250) - intervento eseguito 2019-2020 realizzazione nuovi sottoservizi e pavimentazioni

5 milioni di euro di finanziamento
intervento terminato nel 2020 – collaudo tecnico amministrativo luglio 2021
opere in consegna

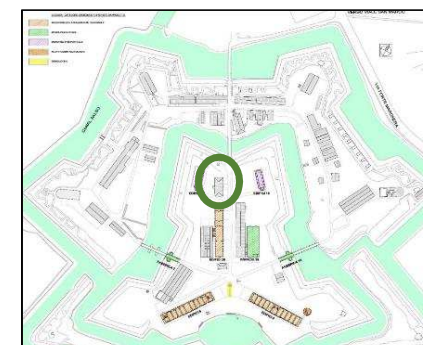


Recupero edifici per attività socio-culturali finalizzate all'animazione delle comunità emarginate, edificio 28 scout (CI 14656) - intervento eseguito 2019-2020
sede scout e foresteria (675 mq)

98.000 euro
intervento terminato nel 2020

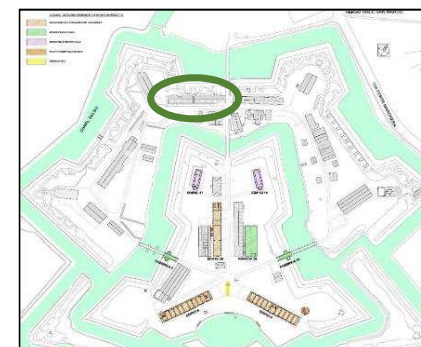


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**Centro studi per la valorizzazione delle architetture militari e dei sistemi difensivi a Forte Marghera edificio 53 - intervento eseguito 2017-2018
(CI 14637) - sale congressi / riunioni e uffici (837 mq)**

1.340.000 euro di finanziamento
consegnato all'amministrazione comunale nel 2018



Centro studi per la valorizzazione delle architetture militari e dei sistemi difensivi a Forte Marghera edificio 1 - intervento eseguito 2015-2017

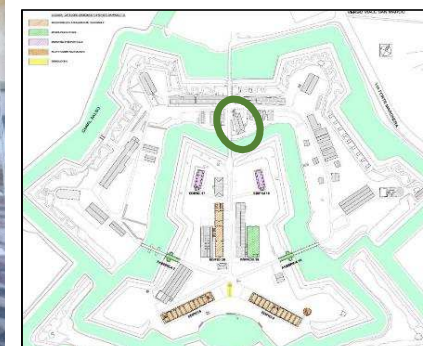
biblioteca, sale riunioni e uffici (311 mq)

670.000 euro di finanziamento

consegnato all'amministrazione comunale nel 2017



CITTA' DI
VENEZIA



Forte Marghera, messa in sicurezza degli edifici 30, 35 e 36 (CI 13425) - intervento eseguito 2015

ed.30 - sala espositiva (856 mq)

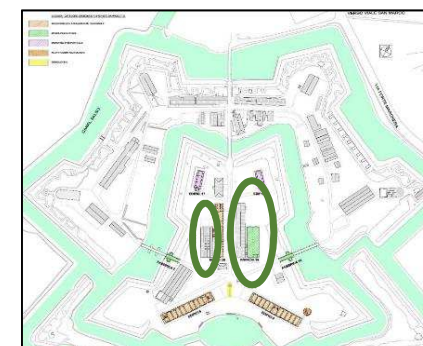
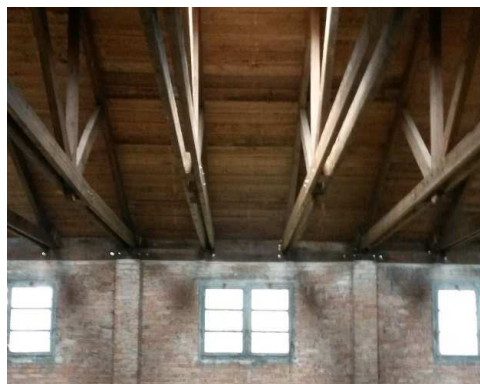
ed.35 - sala espositiva (872 mq)

ed. 36 - in uso dall'Accademia delle Belle arti (1053 mq)

550.000 euro di finanziamento di legge speciale
consegnato all'amministrazione comunale nel 2015

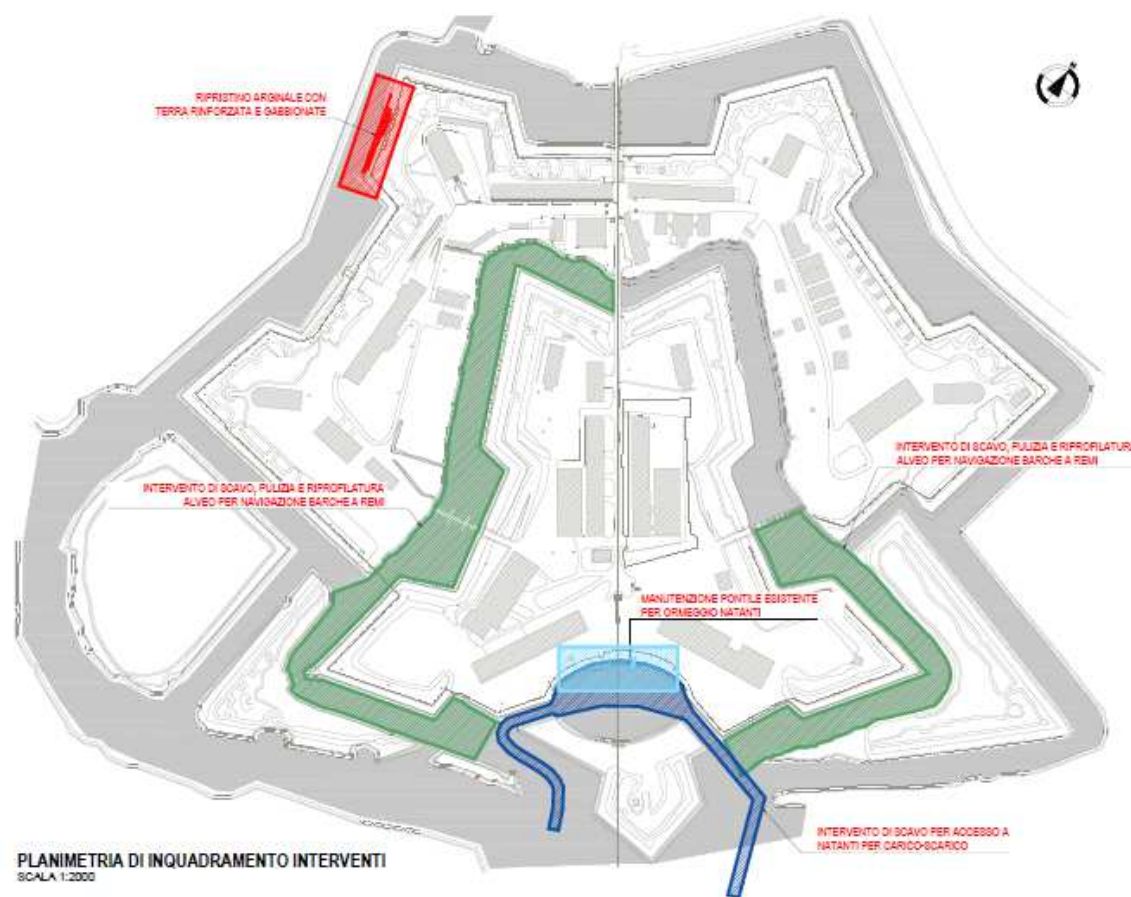


CITTÀ DI
VENEZIA



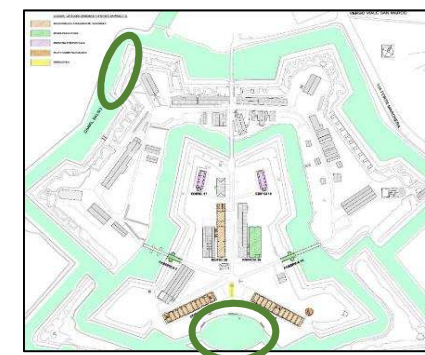
1.4 INFRASTRUTTURE – Opere Propedeutiche allo Scavo Canali Area San Giuliano a Collegamenti Portuali (CI 14366) - intervento eseguito 2021

850.000 euro di finanziamento Patto per lo Sviluppo per la Città di Venezia



LEGENDA

- INTERVENTO DI SCAVO PER ACCESSO A NATANTI PER CARICO - SCARICO
- INTERVENTO DI SCAVO, PULIZIA E RIPRIFILATURA ALVEO PER NAVIGAZIONE BARCHE A REMI
- RIPRISTINO ORIGINALE CON TERRA RINFORZATA E GABIONATE
- MANUTENZIONE PONTILE ESISTENTE PER ORMEGGIO NATANTI



ANNEX no. 2

Details on financial resources for the completion of the Mose and compensation actions

With reference to the **works inherent to the MO.S.E. system**, at the meeting of the **Interministerial Committee for Economic Planning and Sustainable Development (CIPESS)** held on 09.06.2021, one of the main measures approved was ***the authorisation to use the resources, already available, of approximately €538.42 million, deriving from residual grants on funds already allocated to the Experimental Electromechanical Module for the Safeguarding of the Lagoon and the City of Venice (MO.S.E.), for completion works of the MO.S.E. system, environmental and landscape compensation, restoration, improvement and technical verification of some parts of the work already completed, as well as maintenance activities, the activities of the first commencement phase and the continuation of lagoon protection.***

Subsequently, at the **Preparatory Meeting of the CIPESS of 21 July 2022**, a report was presented on the ***remodulation of the allocations for the completion and commissioning of the MO.S.E. system and related measures for the protection of the lagoon and the city of Venice, as per CIPESS resolution no. 39/2021.***

In the report *Proposal for the remodulation of the resources allocated* by CIPESS Resolution No. 39/2021, the allocations for the completion and commissioning of the MOSE system are described and quantified. With reference to the resources allocated for relevant matters to this Ministry in the aforementioned report we learn the following:

Inlet of Lido San Nicolò

At the inlet of Lido San Nicolò, in addition to the interventions whose amount has not changed, it is necessary to proceed to:

- **the architectural arrangement and completion of the finishing of the buildings and the final arrangement of the outdoor areas**, interventions that were increased through economic assessments based on design elaborations yet to be submitted for approval but deriving from in-depth studies and improvements of previous assessments.

Total amount under CIPESS Resolution: euro 5,660,000.00

Total amount after remodulation: euro 8,160,000.00

Increased as a result of in-depth studies and design improvements (+ EUR 2,500,000.00).

Inlet of Malamocco

At the Malamocco inlet, in addition to the interventions whose amount has not changed, it is necessary to proceed to:

- the architectural arrangement and completion of the finishing of the buildings and the final arrangement of the external areas, an intervention that has undergone an increase (+ euro 2,500,000.00) quantified through economic assessments based on design elaborations yet to be submitted for approval but deriving from in-depth studies and improvements of previous assessments also based on indications made by the competent Superintendence for Architectural and Landscape Heritage;
- the implementation of an improvement intervention, not included in the original project as it involves rel-

atively recent technologies, consisting in the construction of a photovoltaic system partially positioned on the caisson manufacturing yard (artificial basement built for this purpose) that will no longer be entirely demolished. Although the new intervention can be included in the sums envisaged for the one it partially replaces, the amount has undergone an increase (+ euro 5,834,319.12), quantified through preliminary estimates, to cover the necessary costs of the accessory works for the final reconfiguration of the area and for its architectural/landscape insertion. It is further specified that, when fully operational, the new solar energy plant, in addition to ensuring a significantly lower environmental impact, will allow for savings from the sale of the surplus energy generated;

- the completion of interventions for the greater part carried out through another allocation of resources (approximately EUR 5,485 million - see point II.A of the "FOREWORD") with a consequent increase in the total amount (+ EUR 1,498,428.70).

Total amount under CIPESS Resolution: euro 24,524,688.22

Total amount after remodulation: euro 34,357,436.04

Increased as a result of in-depth studies and design improvements (+ EUR 8,334,319.12) and due to the reallocation to this project of resources for the completion of some interventions (+ EUR 1,498,428.70) initially allocated elsewhere (approximately EUR 5,485 million)

+ EUR 9,832,747.82

Inlet of Chioggia

At the inlet of Chioggia, in addition to the interventions whose amount has not changed, it is necessary to proceed to:

- the completion of the south side building, the architectural arrangement and completion of the finishing of the buildings and the final arrangement of the external areas, interventions that have undergone an increase (+ euro 4,500,000.00) quantified through economic assessments based on design elaborations still to be submitted for approval but deriving from in-depth studies and improvements of the previous assessments also based on indications formulated by the competent Superintendence for Architectural and Landscape Heritage;
- the completion of interventions for the most part carried out through another allocation of resources (approximately EUR 5,485 million), resulting in an increase in the overall amount (+ EUR 77,776.70).

Total amount under CIPESS Resolution: euro 10,200,765.71

Total amount after remodulation: euro 14,778,542.41

Increased as a result of in-depth studies and design improvements (+ EUR 4,500,000.00) and due to the reallocation to this project of resources for the completion of some interventions (+ EUR 77,776.70).

Eventually, it should be noted that the Superintendence has followed the evolution of the mitigation and compensation projects alongside the institutional stakeholders, with the objective of a constructive comparison for the assessment of the territorial and architectural design choices to be adopted in the various contexts involved, within the participation as a member of the Commission for the Safeguarding of Venice, of which other members of the Steering Committee are also part. This activity is carried out within the competence of the Superintendence under the landscape profile (the environmental profile is the responsibility of other bodies).

COMPENSATION INTERVENTIONS

As far as mitigation works are concerned, it is recalled that the Italian government has committed to ensure a series of interventions to offset the direct or indirect impacts on habitats and species, caused by the implementation of the MOSE project (see Recommendations no. 45-48 of the Advisory Mission 2020 Report)

The "Plan of compensation, conservation and environmental upgrading measures of SCI IT3250003; IT3250023; IT3250031; IT3250030 and SPA IT3250046," so-called "Europe Plan," which has been updated in its current version. Two main categories of interventions are planned:

- category 1: all measures directly attributable to the compensation purposes of Directive 92/43/EEC (so-called "Habitats" Directive);
- category 2: all interventions that, although not directly attributable to the compensation purposes, have a marked positive impact on the improvement of the lagoon system of habitats and species.

To date, with the available tranches of funding, all types of interventions under the "Europe Plan" have been started, except for those that are conditional on the completion of works at the inlets, such as the "Establishment of new littoral habitats" and the "Redevelopment of construction site areas". A **"Compensation Measures Monitoring Plan" has been prepared** covering a 30-year time frame (starting from 2007, the reference year of the first Europe Plan). Two types of monitoring are planned:

- "intermediate": evaluating the evolution of each individual compensation measure until it achieves habitat structuring in accordance with Directive 92/43/EEC.
- "wide area": verifying over the long term the maintenance of the degree of conservation for all habitats and species of community interest found in the Venice lagoon. Based on available funding, some of the "intermediate" monitoring activities has been initiated.

Some important MoSE compensation works that have been implemented and are planned are described below; by the Interregional Office of Public Works.

- **Bicycle and pedestrian path on via Pordelio**

The new bicycle and pedestrian path on Via Pordelio in Cavallino Treporti will have a total length of about 7 km, of which 2 km will be built on roadbed and the remaining 5 km on a metal structure cantilevered over the lagoon landscape. **This is a unique scenic route that will allow people to discover the Venetian lagoon habitat through highly sustainable mobility.** The total amount for the implementation of the project works amounts to a **€12,567,000.00 investment** of which €11,567,000.00 will be borne by the Municipality of Cavallino Treporti and €1,000,000.00 by the Interregional Office of Public Works. The infrastructure was opened in July 2022.

- **Recovery, restoration and conservation of Fortress San Felice in Chioggia**

The **first phase** of the intervention - which is scheduled to be completed by the end of 2022 - will include the **restoration of the Portal by Andrea Tirali (18th century) and landscaping of green spaces amounting to 2.3 million euros.**

As for the **second phase**, which involves the **rehabilitation of the other buildings and the landscaping of the areas of naturalistic value present outside the Fortress amounting to 4.7 million euros**, survey and design activities are still in progress, so an overall timetable is not yet available and we can only assume 2026 as a **deadline**. The Interregional Office of Public Works, meanwhile, has requested additional funding to invest in the rehabilitation of the complex.

- **Securing some sections of the banks of the canals in Porto Marghera**

The planned interventions concern the **securing of some sections of the banks of the Porto Marghera canals, both from a structural point of view, protecting the bank from erosion, and from an environmental point of view, preventing run-off or seepage waters from reaching the lagoon waters**. Back pipes will also be laid for the lines draining and collecting surface groundwater in order to allow it to be sent for treatment to the sewage treatment plants on the site.

The sections of the bank targeted by the interventions are as follows:

- **West bank of the West Industrial Canal - Idromacchine section**_(210 meters of bank, funding of € **10,000,000.00, work completion in 2024**).

The planned interventions will also allow to be able to build a port quay capable of bearing the incidental loads while allowing for the deepening of the seabed in trenching in accordance with the provisions of the Port Master Plan.

- **Northern bank of the Lusore - Brentelle Canal**

(820 meters of bank, funding of € **25,000,000.00, work completion in 2025**).

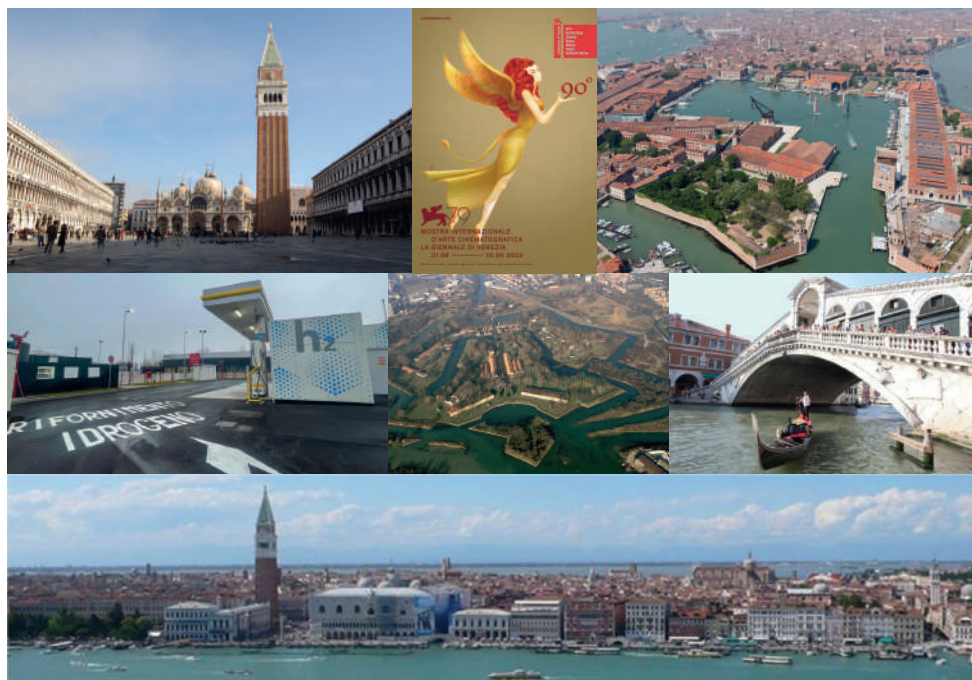
- **North bank of the North Industrial Canal - stretch former Simar, Alutekna and Immobiliare Veneziana settlements**

(710 meters of bank, funding of € **24,477,077.85, work completion in 2025**).

The planned interventions will also allow to be able to build a port quay capable of withstanding incidental loads of 5 tons/m² while proceeding with the deepening of the seabed in fringing, in accordance with the provisions of the Port Master Plan.



VENEZIA IN CIFRE ²⁰²¹₂₀₂₂



PREMESSA

Venezia, Stato da Mar e Stato da Tera, è una città con un'elevata qualità della vita che, nella sua dimensione metropolitana, è in grado di competere con i grandi sistemi territoriali nazionali ed europei.

Grazie all'articolazione della sua base economica, alla sicurezza urbana, all'offerta culturale e museale, alla qualità dell'ambiente, all'ampia offerta formativa di livello universitario e postuniversitario, al livello dei servizi sanitari e sociali, alla straordinaria dotazione infrastrutturale e al suo sistema di mobilità, Venezia è in grado di attrarre giovani talenti, nuovi investimenti e nuove iniziative economiche.

Venezia, da 1600 anni esempio di sostenibilità e resilienza in una sintesi unica di storia, ambiente, economia e tecnologia, è caratterizzata da una struttura economica forte e diversificata in cui possono essere riconosciute alcune funzioni di eccellenza: la radicata presenza industriale e portuale, il sistema turistico, l'artigianato di grande qualità, la spiccata vocazione commerciale e un settore terziario tecnologicamente avanzato in continua crescita.

I numeri di questa ricchezza si trovano in Venezia in cifre 2021-2022, una raccolta di dati e informazioni che descrivono "la più antica città del futuro" nelle sue molteplici declinazioni: città metropolitana, attrattiva e competitiva, internazionale, di qualità, smart e resiliente.

LE CITTÀ DI VENEZIA

LE CITTÀ DI VENEZIA

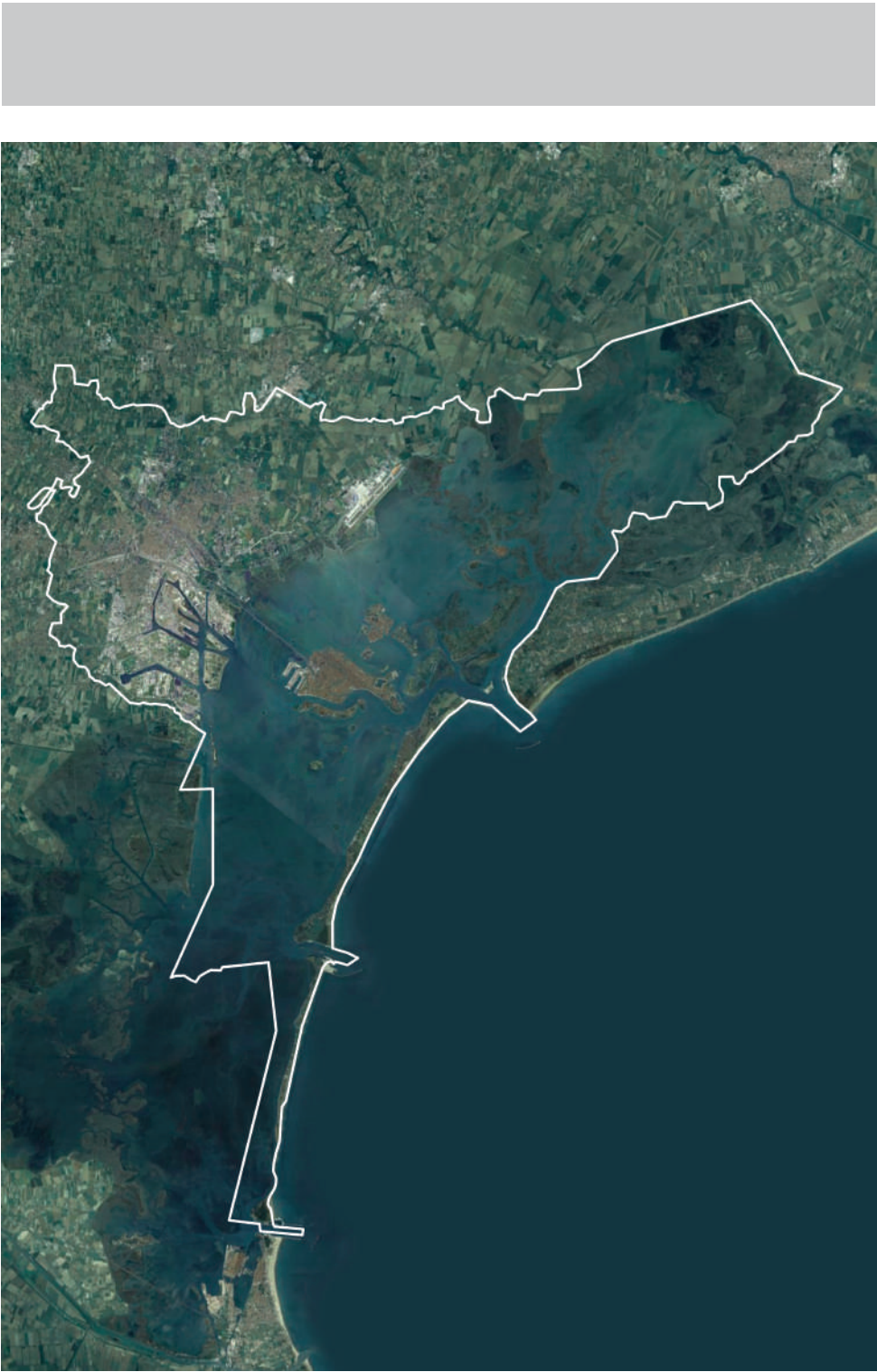
Venezia e la sua laguna, sito Patrimonio Mondiale UNESCO dal 1987, rappresenta uno straordinario unicum costituito da parti morfologicamente e funzionalmente diverse. Venezia, città di terra e di acqua, è infatti costituita da un complesso sistema di elementi morfologici, culturali e geografici con caratteristiche e specificità uniche e da un patrimonio storico-artistico, architettonico, economico ed ambientale di eccezionale rilevanza.

415,5 Km ²	
superficie Comune di Venezia	
257,7 Km ²	
superficie laguna	
254.850	
popolazione	2021
103.401	
popolazione under 40 anni	2021
95.958	
popolazione dai 41 ai 65 anni	2021
126.994	
famiglie	2021

2^a

città
più bella del mondo
considerando
la percentuale di edifici
che si allineano con le leggi
del "rapporto aureo"

Online Mortgage Advisor
2022



LA CITTÀ METROPOLITANA DI VENEZIA

LA CITTÀ METROPOLITANA DI VENEZIA

Venezia è capoluogo della Regione del Veneto e della Città Metropolitana, un'area tra le più dinamiche e produttive d'Europa. Nella sostanza, Venezia metropolitana si allarga al di là dei confini amministrativi dei 44 Comuni, arrivando a coinvolgere luoghi e funzioni di area vasta. Da tempo infatti le aree urbane di Venezia, Padova e Treviso hanno costituito un continuum urbano che, per dimensione demografica (circa 2,6 milioni di abitanti) e per funzioni insediate, è in grado di competere con i grandi sistemi territoriali nazionali e internazionali.

2.473 Km²

superficie

Città Metropolitana di Venezia

44

comuni

843.545

popolazione

2021

306.234

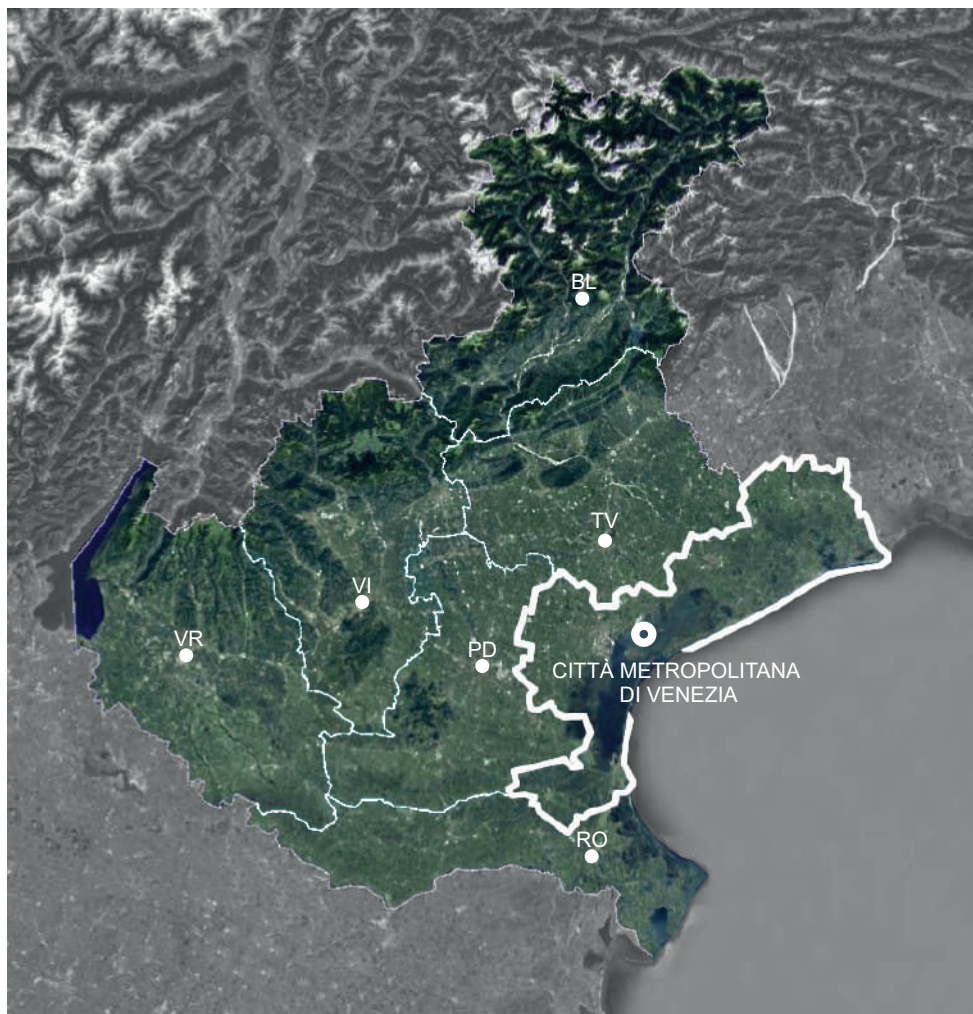
popolazione under 40 anni

2021

325.708

popolazione dai 41 ai 65 anni

2021



UNA CITTÀ RESILIENTE





UNA CITTÀ RESILIENTE

Quella di Venezia è una storia di resilienza millenaria, una storia di continua e instancabile resistenza ai rischi, di diversa natura che, da 1600 anni, ne minacciano la sopravvivenza.

In tempi recenti la città ha dovuto affrontare i drammatici effetti dell'acqua alta eccezionale del 12 novembre 2019, seconda solo all'evento del 4 novembre 1966, e dell'emergenza epidemiologica da Covid-19. Per fronteggiare l'emergenza dell'acqua grande del 2019, il Sindaco è stato nominato dal governo Commissario Delegato. A distanza di due anni, grazie al lavoro della Struttura Commissariale e al sostegno della Protezione Civile Nazionale, sono stati ripristinati i danni subiti dalla città e, attraverso un modello innovativo che ha consentito una forte riduzione delle tempistiche, risarciti i cittadini e le imprese danneggiati.

+187cm s.l.m.

Acqua Granda del 12.11.2019

20

sollevamenti del MOSE

2021

57 milioni €

di lavori pubblici, eseguiti per il ripristino dei danni causati dall'Acqua Granda, gestiti dalla Struttura Commissariale

2021

5.877

domande di contributo presentate da cittadini e imprese

2021

34 milioni €

importo totale risarcimenti a cittadini e imprese gestiti dalla Struttura Commissariale

2021



L'emergenza epidemiologica da Covid-19 che ha colpito il territorio comunale e nazionale nel 2020 ha avuto pesanti ricadute sulla città. Per contrastare gli effetti socio-economici della crisi pandemica il Comune di Venezia ha promosso significative misure di intervento per un valore di circa 11 milioni di euro. Tra queste figurano i contributi alle imprese artigiane, i contributi per il pagamento del Canone unico patrimoniale (Cosap-Cimp), i contributi all'affitto per attività svolte in immobili comunali, i contributi TARI per le attività economiche, l'esenzione dai pagamenti per le associazioni sportive e per le piscine, l'esenzione dai pagamenti per le associazioni culturali, la riduzione del 75% del canone per gli stazi acquei delle attività economiche.



oltre 1.210.000

mascherine distribuite (delle quali
600.000 porta a porta)

2020

11 milioni €

risorse a bilancio per contrastare
gli effetti socio-economici della
pandemia

2021

oltre 375 mila €

per pacchi Alimentari

2021

951 mila €

per buoni spesa

2021

1,5 milioni €

per contributi alle imprese
artigiane penalizzate dal Covid-19

2022

-72,5%

effetto della pandemia sul numero
di presenze turistiche in città

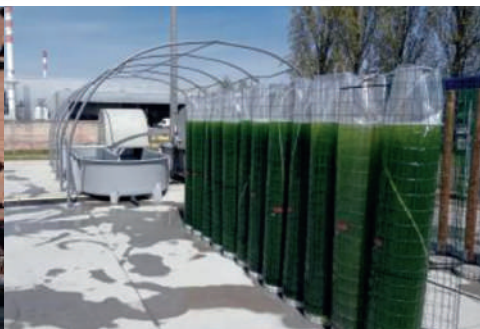
2020

UNA CITTÀ ATTRATTIVA E COMPETITIVA





**Artefici
del nostro tempo**



UNA CITTÀ ATTRATTIVA E COMPETITIVA

CAPACITÀ AMMINISTRATIVA

Secondo lo studio svolto dall'Istat considerando i dati del bilancio finanziario ed economico-patrimoniale dei 32 Comuni italiani di maggiori dimensioni, il Comune di Venezia, si attesta al 1° posto per capacità amministrativa, con i risultati migliori conseguiti nella programmazione delle entrate correnti, gli investimenti e la gestione dei residui.

Dal 2015 la Città metropolitana di Venezia ha visto crescere con continuità la spesa produttiva per nuovi progetti e nuovi investimenti pubblici grazie ad un miglioramento costante degli equilibri del proprio bilancio e grazie soprattutto all'azzeramento del proprio debito, registrato nel primo semestre 2019 con un anno di anticipo rispetto a quanto previsto nella programmazione triennale.

1.016,05 €

indebitamento locale pro capite

2021

91 milioni €

avanzo di amministrazione libero

2021

138 milioni €

fondo di cassa libero

2021

19

società controllate direttamente
ed indirettamente

2021

442 milioni €

patrimonio netto del gruppo città
di Venezia

2021

1°

tra i 32 Comuni
di maggiori dimensioni
per capacità
amministrativa
2020

9°

tra i 111 Comuni
capoluogo nel Rating
Pubblico della
Fondazione Etica
2020

Grazie ad una gestione virtuosa del bilancio e alla capacità dell'Amministrazione Comunale di trovare nuovi finanziamenti, su programmi nazionali ed europei, sono stati promossi e realizzati interventi infrastrutturali e di manutenzione diffusa su tutto il territorio comunale al fine di migliorare la vivibilità e la sicurezza della città a favore dei cittadini e delle imprese.

1^o

per capacità
amministrativa come
comune capoluogo
tra le città metropolitane
2020

4^a

tra le grandi
città italiane per
"Spesa pro capite per
tutela e valorizzazione
dei beni e delle attività
culturali"
2020

528 €

spese d'investimento pro capite
2021

63 milioni €

valore degli interventi di
manutenzione straordinaria
eseguiti su 1511 alloggi di
proprietà del Comune di Venezia
2016 - 2022

866 milioni €

valore opere pubbliche
finanziate in corso di
progettazione o di realizzazione
2022

332

opere pubbliche in corso di
progettazione o di realizzazione
2022

- 14,92 giorni

Indice di tempestività dei
pagamenti
2021

UNA CITTÀ ATTRATTIVA E COMPETITIVA

TALENTI E CAPITALE UMANO

Venezia vanta un elevato potenziale attrattivo per startup, giovani innovatori e talenti. Oltre al brand conosciuto e apprezzato in tutto il mondo, Venezia può contare su un'offerta formativa di livello universitario e postuniversitario di eccellenza ed un'offerta occupazionale di alto livello. Il Comune e la Città Metropolitana di Venezia insieme a Università Ca' Foscari, Università Iuav di Venezia, Conservatorio Benedetto Marcello e Accademia delle Belle Arti di Venezia, hanno promosso il progetto Study in Venice che consente di seguire in italiano o in inglese singoli corsi tematici, di dottorato e specializzazione nelle discipline di ciascuna istituzione culturale nel contesto urbano di Venezia.

Per promuovere e premiare la creatività giovanile il Comune di Venezia ha pubblicato, anche nel 2022, il concorso “Artefici del nostro tempo”, rivolta ai giovani artisti emergenti tra i 18 e i 35 anni.

oltre 1000

ricercatori e ricercatrici a Ca'

Foscari

2021

1.834

imprese giovanili

2021

3.967 candidature

alla Call for Startups sui temi del
Climate Change e della Circular
Economy promossa da VeniSIA

2022

986 candidature al concorso

“Artefici Del Nostro Tempo”

2022

3^a

tra le città
metropolitane
per bassa presenza
di N.E.E.T
tra i 15 e i 24 anni
2020

2^a

tra le città
metropolitane
per basso tasso di
disoccupazione
2022

CULTURA E TURISMO

Venezia è una città d'arte con un patrimonio storico e artistico di eccezionale valore e un'offerta culturale variegata e complessa che ogni anno attrae milioni di visitatori e turisti da tutto il mondo. Il calendario di eventi e manifestazioni, promosso dall'Amministrazione Comunale, da associazioni, istituzioni e fondazioni, copre l'intero arco dell'anno e risponde a diverse tipologie di fruitori. Nel 2021-22, per celebrare i 1600 anni ab urbe condita, l'Amministrazione Comunale ha promosso e coordinato un ricco programma di iniziative, organizzate anche da soggetti locali e nazionali, che comprende eventi, mostre, percorsi museali e cittadini, conferenze e seminari. Il Comune di Venezia promuove politiche di intervento, anche in forma di sperimentazione e di carattere innovativo, al fine di regolare i flussi turistici per renderli compatibili con la vita quotidiana dei cittadini. Dal 2017 l'Amministrazione Comunale ha avviato la campagna #EnjoyRespectVenezia, iniziativa internazionale di sensibilizzazione finalizzata a promuovere un turismo sostenibile e responsabile.



969.757

visitatori di musei e
istituzioni culturali

2020

circa 300 mila

visitatori Biennale Architettura

2021

235

iniziative per celebrare i 1600
anni di Venezia

2021-2022

1.439

eventi "Le Città in festa"

2021

2.120.894

arrivi turistici

2021

5.727.887

presenze turistiche

2021

UNA CITTÀ ATTRATTIVA E COMPETITIVA

IL SISTEMA ECONOMICO

Venezia è caratterizzata da una struttura economica forte e diversificata in cui possono essere riconosciute alcune funzioni di eccellenza: la radicata presenza industriale e portuale, il sistema turistico, l'artigianato di grande qualità, la spiccata vocazione commerciale e un terziario tecnologicamente avanzato in grande crescita. La storica vocazione produttiva e portuale della città, la disponibilità di aree libere e la presenza di professionalità altamente qualificate e di conoscenze scientifiche e manageriali consolidate, sono i principali punti di forza di un territorio che si propone come sede ottimale per la realizzazione di nuovi investimenti e nuove iniziative economiche.

21.011

sedi di impresa

2021

134.964

addetti sedi di impresa

2021

4.249

imprese femminili

2021

6.198 milioni €

valore delle esportazioni

Città metropolitana

2021

5.209 milioni €

valore delle importazioni

Città metropolitana

2021

ATTIVITÀ PRODUTTIVE TRADIZIONALI

Il vetro di Murano, la cantieristica minore, i merletti di Burano, i tessuti, i profumi, le maschere di cartapesta, la pesca e, in generale, l'artigianato di qualità e le produzioni tradizionali di Venezia, costituiscono un patrimonio artistico, culturale e identitario di eccezionale valore che, oltre a rappresentare una voce fondamentale del bilancio economico della città, contribuiscono anche a favorire la residenzialità nel territorio insulare. Al fine di promuovere e valorizzare i prodotti e le eccellenze della manifattura artigianale tradizionale l'Amministrazione Comunale organizza e patrocina numerose iniziative ed eventi. Dal 2017 la città di Venezia dedica un grande festival internazionale all'arte del vetro artistico con particolare attenzione a quello di Murano: The Venice Glass Week. Dal 2016 si svolge la Biennale Internazionale del Merletto, un progetto internazionale che ospita in laguna mostre e incontri dedicati all'Arte del Merletto (candidata a diventare Patrimonio culturale immateriale dell'UNESCO).

4.990

sedi di impresa artigiane

2021

10.869

addetti imprese artigiane

2021

172

imprese nel settore del vetro
artistico di Murano

2020

1.242

addetti nel settore del vetro
artistico di Murano

2020

UNA CITTÀ ATTRATTIVA E COMPETITIVA

PORTO MARGHERA

Porto Marghera, una delle più grandi zone industriali costiere d'Europa, rappresenta un nodo fondamentale dell'economia veneziana e dell'intero Nord-est, sia per la sua dimensione territoriale, sia per le caratteristiche produttive ed occupazionali. Pur confermando la forte vocazione industriale e portuale, Porto Marghera si configura oggi come un'area in continua evoluzione, con funzioni e specializzazioni diverse e un'imprenditoria sempre più differenziata, che include nuove categorie e nuove professionalità. Le numerose esperienze e applicazioni relative all'economia circolare e alla green economy realizzate a Porto Marghera rappresentano concreti esempi di transizione green e occasioni di sviluppo e di riconversione dell'area in grado di valorizzarne le vocazioni e le specificità.

938

attività economiche presenti a
Porto Marghera

2021

circa 200 ha

aree disponibili

2022

1,6 miliardi di euro

investimenti programmati a Porto
Marghera

2021

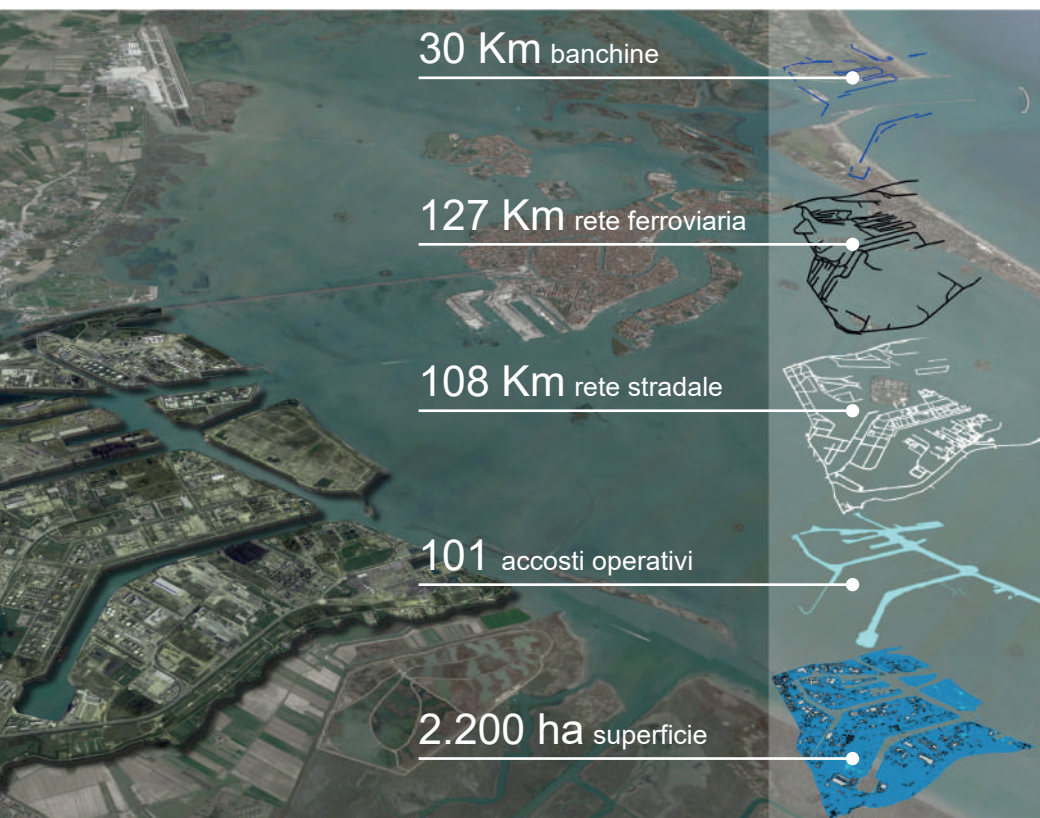
2,4 miliardi di euro

stima degli investimenti aggiuntivi
attivabili con la ZLS

2022



La consistente disponibilità di aree libere e liberabili, la dotazione di infrastrutture di eccellenza ed il consolidato know-how industriale presenti a Porto Marghera rappresentano straordinarie opportunità per lo sviluppo e per l'attrazione di nuovi investimenti e di nuove iniziative economiche. Porto Marghera, già riconosciuta "Area di crisi industriale complessa" nel 2017, potrà inoltre beneficiare anche delle agevolazioni previste dalla costituenda Zona Logistica Semplificata.



UNA CITTÀ ATTRATTIVA E COMPETITIVA

VENEZIA CITTÀ CIRCOLARE

Venezia promuove e sostiene l'economia circolare, un modello di sviluppo che, oltre a fornire un contributo fondamentale al miglioramento dell'ambiente, rappresenta una straordinaria occasione per favorire una riconversione di Porto Marghera ad alta innovazione e a basso impatto ambientale. L'Amministrazione Comunale, anche in collaborazione con soggetti pubblici e privati (in particolare con la Città Metropolitana di Venezia, Eni, Toyota, la multiutility Veritas e la partecipata AVM S.p.A. – Azienda Veneziana della Mobilità), promuove e sostiene numerose iniziative e progetti di economia circolare relativi alla mobilità ad idrogeno, alla produzione di energia da fonti alternative e alla produzione di biocarburanti da olio di frittura e da rifiuti solidi urbani. In tale contesto, coerentemente con gli obiettivi del PNRR e del progetto "Venezia capitale mondiale della Sostenibilità", Porto Marghera si candida a diventare una Hydrogen Valley ovvero un hub per la produzione, stoccaggio e distribuzione dell'idrogeno verde per la decarbonizzazione dei processi produttivi.

7.709 aziende della
Città Metropolitana che
effettuano eco-investimenti
2015-2019

8.048 assunzioni in aziende
della Città Metropolitana che
effettuano eco-investimenti
2019

70 aziende di Porto Marghera
che svolgono attività green
2018

oltre 2.000 addetti
di Porto Marghera impiegati
in attività green
2018

BIO
RAFFINERIA ENI

1°

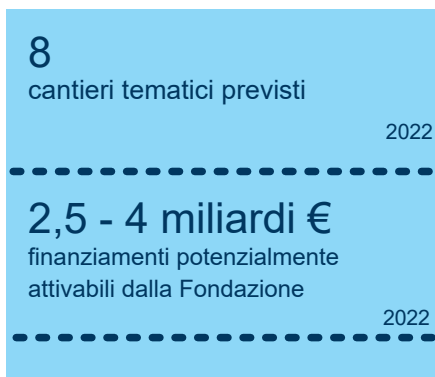
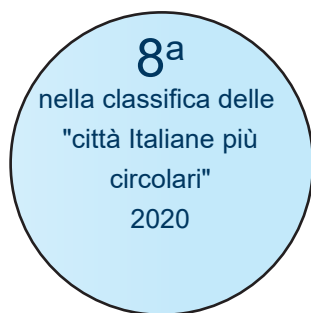
esempio al mondo di
"riconversione green"
di una raffineria
tradizionale

1°

Impianto di
distribuzione idrogeno
in Italia
2022

VENEZIA CAPITALE MONDIALE DELLA SOSTENIBILITÀ

Il progetto “Venezia Capitale Mondiale della Sostenibilità” nasce con l’obiettivo di promuovere un modello ambientale, economico, sociale e urbanistico per lo sviluppo sostenibile del Comune di Venezia e della Laguna Veneta. Nell’anniversario dei 1600 anni dalla sua fondazione, Venezia diventa un laboratorio a cielo aperto che guarda al futuro, un luogo di innovazione e d’avanguardia culturale e tecnologica in chiave sostenibile. Il progetto rappresenta un’alleanza virtuosa tra enti locali, istituzioni, mondo accademico, culturale e imprenditoriale, uniti nella Fondazione di partecipazione. Oltre al Comune di Venezia, tra i soci fondatori figurano la Regione del Veneto, il Governo Italiano, le massime istituzioni di formazione scientifico-culturale della Città (l’Università Cà Foscari, lo IUAV, l’Accademia di Belle Arti, la Fondazione Cini, il Conservatorio Benedetto Marcello) associazioni imprenditoriali e alcune realtà industriali nazionali con forte radicamento territoriale locale (Confindustria Veneto, Snam Spa, Generali Spa, Boston Consulting Group, Eni Spa, Enel Italia Spa). Inoltre, sono molti i soggetti che, condividendo le finalità del progetto, hanno manifestato volontà di aderire alla Fondazione contribuendo allo sviluppo sostenibile e alla resilienza di Venezia: “la più antica città del futuro”.



UNA CITTÀ ATTRATTIVA E COMPETITIVA

MERCATO DEL LAVORO

Il mercato del lavoro di Venezia, pur segnato dalla crisi congiunturale che caratterizza l'attuale fase economica, è contraddistinto da una recente fase di recupero ed espansione. Si registrano infatti segnali di ripresa con tassi di occupazione, anche femminile, superiori alla media nazionale e il crescente rafforzamento della domanda di nuove competenze e nuove professionalità.

70.465

assunzioni

2021

44 %

percentuale femminile sulle
assunzioni

2021

55,16 %

tasso di occupazione 15-74 anni
(media nazionale 50,6%)

2021

6,03 %

tasso di disoccupazione
15-74 anni
(media nazionale 9,53%)

2021

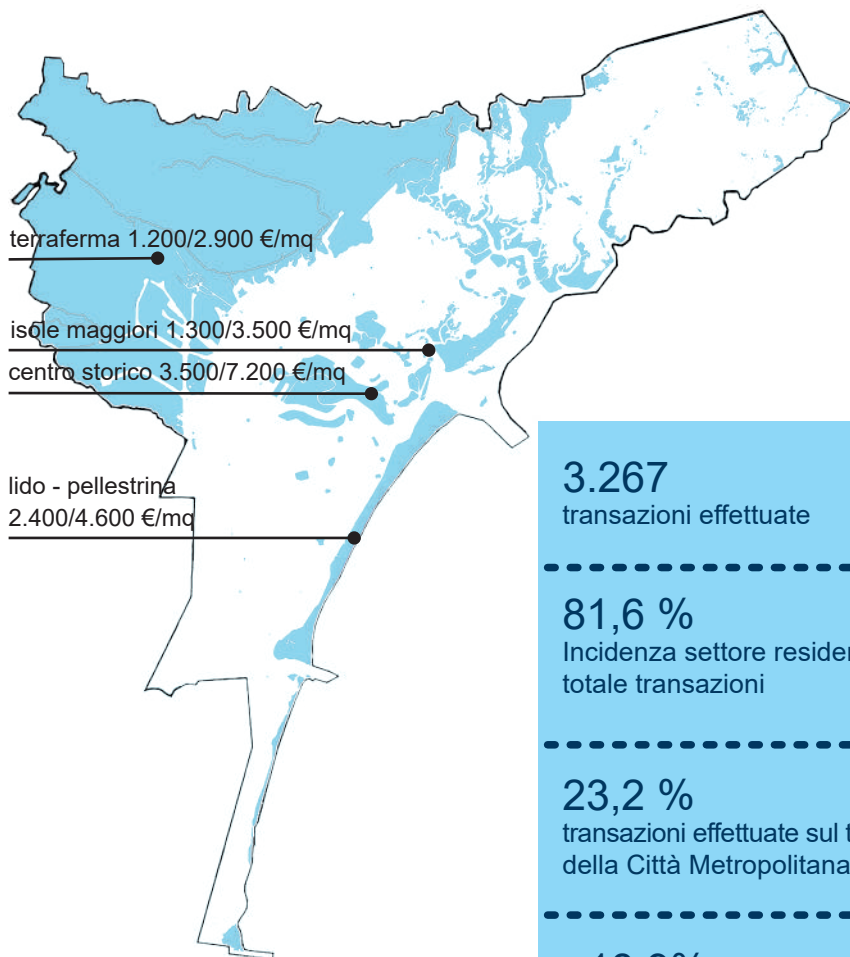
+2.815

saldo occupazionale

2021

MERCATO IMMOBILIARE

Il mercato immobiliare di Venezia è caratterizzato da un elevato dinamismo della domanda per acquisto e locazione in tutte le zone della città, con un maggiore interesse per il settore residenziale e commerciale nelle zone di pregio e in quelle centrali.



Prezzo min/max di vendita al mq
con destinazione residenziale

3.267

transazioni effettuate

2021

81,6 %

Incidenza settore residenziale sul
totale transazioni

2021

23,2 %

transazioni effettuate sul totale
della Città Metropolitana

2021

+18,9%

Variazione nelle transazioni

2021-2020

UNA CITTÀ ATTRATTIVA E COMPETITIVA

IL SISTEMA DELLA MOBILITÀ

Per la sua posizione territoriale e per la sua dotazione infrastrutturale, Venezia è un nodo di eccellenza della rete logistica nazionale ed internazionale. La presenza di infrastrutture ferroviarie, stradali, autostradali, aeroportuali, portuali e logistiche, garantisce infatti indici di dotazione tra i più alti d'Italia e un efficiente sistema della mobilità delle merci e delle persone.

L'aeroporto Marco Polo di Venezia rappresenta il terzo gateway intercontinentale italiano con 11,6 milioni di passeggeri e 50 compagnie aeree operative su oltre 100 destinazioni nazionali, europee ed intercontinentali (nel 2019 anno di riferimento prima della crisi determinata dalla pandemia). L'emergenza Covid-19, con i conseguenti provvedimenti governativi di restrizione alla mobilità finalizzati a contenere la pandemia, ha reso il 2020 uno degli anni più difficili per il trasporto aereo con una significativa riduzione del volume di passeggeri. Nel corso del 2022 è stato registrato un progressivo recupero dei volumi di traffico. In

particolare i dati della stagione estiva si avvicinano a quanto realizzato nel 2019. Nella settimana dal 1 al 7 agosto 2022, l'aeroporto Marco Polo ha gestito 245.879 passeggeri, che corrispondono all'84% rispetto allo stesso periodo del 2019.

3.437.204

passeggeri aeroporto

2021

– 75,8%

flessione del traffico aereo
dovuto all'emergenza Covid-19

2020 - 2019

44.228 ton

merci aeroporto

2021

39.165

movimenti aeromobili in
arrivo e partenza

2021

1°

tra i terminal italiani
nel
Report Best Airport
di eDreams
2019

Il Porto di Venezia, tra i principali porti in Italia per volume di traffico commerciale e leader in Europa nei settori del project cargo e del general cargo, tratta ogni tipo di merce, container, rinfuse liquide e solide, prodotti petroliferi e metallurgici.

Nel 2020, a causa del Covid-19, i traffici portuali hanno subito un brusco calo, in particolare il traffico passeggeri ha visto pressoché azzerati i propri volumi, scesi a poco più di 50 mila passeggeri a fronte di oltre 1,8 milioni di passeggeri del 2019.

Nel primo trimestre 2022 il Porto di Venezia conferma il trend di ripresa post pandemia.

E' in fase di progettazione la realizzazione della nuova stazione di Venezia-Mestre che diventerà un vero "Hub di riconnessione urbana", nonché elemento di ricucitura tra Mestre e Marghera, con interventi di miglioramento dell'accessibilità al servizio ferroviario, della vivibilità e della fruibilità degli spazi interni ed esterni.



28.013
passeggeri/giorno
in arrivo nella stazione di
Venezia Santa Lucia
2018

370
treni/giorno
nelle stazioni di Venezia-Mestre
2020

104.240
traffico passeggeri Porto
(traghetti + crociere)
2021

24.204.875 ton
traffico merci Porto
2021

UNA CITTÀ INTERNAZIONALE





UNA CITTÀ INTERNAZIONALE

La Città di Venezia, da secoli luogo privilegiato di incontro e di scambi, intrattiene relazioni culturali, politiche e commerciali con tutto il mondo.

Il ruolo e l'immagine internazionale della città si esprimono attraverso la capacità di attrarre investimenti e talenti dall'estero, grazie alla presenza di 39 consolati e di numerose sedi di agenzie e organismi internazionali (tra cui l'Ufficio Regionale UNESCO per la Scienza e la Cultura in Europa, l'Ufficio Europeo per gli investimenti per la salute e lo sviluppo dell'OMS, la Fondazione di Generali The Human Safety Net, Ermitage Italia).

Nel corso degli anni Venezia ha sottoscritto protocolli di gemellaggio e accordi di collaborazione con altre città e istituzioni straniere al fine di condividere esperienze e progetti e favorire la cooperazione internazionale.

Gemellaggi:

Dubrovnik - Croazia

Istanbul - Turchia

Odessa - Ucraina

Sarajevo - Bosnia Erzegovina

San Pietroburgo - Federazione Russa

Suzhou - Repubblica Popolare Cinese

Tallinn - Estonia

Yerevan - Armenia

Accordi di Collaborazione:

Kedke - Grecia

Miami - USA

Norimberga - Germania

Quingdao - Cina

Salonicco - Grecia

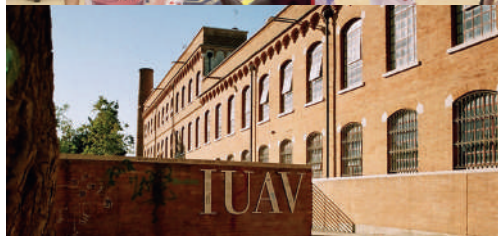
Ogni anno a Venezia si svolgono numerosi eventi culturali, politici ed economici di risonanza mondiale. Nel 2021 Venezia ha ospitato, negli spazi del Comune e della Marina Militare dell'Arsenale, il G20 dell'economia, il vertice dei ministri dell'Economia e delle finanze dei Paesi più industrializzati al mondo. La città inoltre, annualmente, organizza, promuove e patrocina numerosi eventi di carattere internazionale (tra questi le esposizioni della Biennale di Venezia, il Salone Nautico all'Arsenale di Venezia, la Mostra internazionale d'arte cinematografica, la regata storica, la Festa del redentore).

L'immagine e il carattere internazionale di Venezia sono alimentati anche dalla presenza di una prestigiosa facoltà di lingue e letterature straniere specializzata nella cultura orientale.



UNA CITTÀ DI QUALITÀ





UNA CITTÀ DI QUALITÀ

QUALITÀ DELLA VITA

L'elevata qualità della vita è uno dei punti di forza di Venezia. La tutela e la salvaguardia del territorio e dell'ambiente, l'ampia e qualificata offerta formativa, l'elevato standard di sicurezza e dei servizi sanitari e sociali, il continuo fermento culturale e artistico, il sostegno al mondo dello sport e dei suoi valori e la partecipazione attiva delle realtà sociali, sono solo alcuni dei fattori che contribuiscono ad attribuirne questo valore.

Le classifiche elaborate annualmente da vari istituti sulla base di parametri qualitativi e quantitativi, certificano il buon posizionamento di Venezia rispetto ad altre grandi realtà urbane italiane. Venezia è anche città accessibile: quasi il 70% della superficie della città storica risulta accessibile alle persone con disabilità motoria.

21.227 €

reddito medio pro capite
(media nazionale 19.796 €)

2021

2.438 €

spesa media di beni durevoli
per famiglia
(media nazionale 2.326 €)

2021

80,50 €

spesa pro capite per
spettacoli
(media nazionale 34,02 €)

2020

14 chilometri

percorsi pedonali accessibili alle
persone con disabilità motoria

2022

5^a

tra le 14 città
metropolitane per
qualità della vita
2021

16^a

tra le 107 province
italiane per qualità
della vita
2021

+49

posizioni dal 2014

QUALITÀ DELLA FORMAZIONE

Venezia garantisce un'articolata rete scolastica e un'ampia offerta formativa di livello universitario e post-universitario. Oltre alle università e ai centri di alta formazione artistica, musicale e coreutica (Accademia delle Belle Arti e Conservatorio Benedetto Marcello), Venezia ospita numerose altre istituzioni e centri di ricerca di livello regionale, nazionale e internazionale, che costituiscono ambiti di eccellenza nei diversi campi e aree tematiche e che attirano in città la presenza di un gran numero di professionisti, docenti, ricercatori e studenti.

Numerosi sono i progetti e le iniziative promossi dall'Amministrazione Comunale in collaborazione con il sistema formativo, universitario in particolare, al fine di attrarre e sostenere una comunità diversificata e internazionale di docenti, ricercatori e studenti. A tal fine, e per favorire la rivitalizzazione delle città, il Comune di Venezia ha assunto a riferimento il "modello Boston" in cui la presenza di poli universitari di eccellenza, coniugata con un'offerta occupazionale di alto livello, favorisce l'insediamento di nuove famiglie.



24.832

iscritti IUAV e Ca' Foscari

A.A. 2020-2021

6.533

laureati IUAV e Ca' Foscari

A.A. 2020-2021

7

scuole professionali e di alta
formazione

2019

239

scuole pubbliche e private di
ogni ordine e grado

2021

UNA CITTÀ DI QUALITÀ

CITTÀ GREEN

Venezia è caratterizzata dalla presenza di ambiti naturali e di aree verdi urbane che rappresentano elementi fondamentali, sia per la sostenibilità ambientale della città, sia per la qualità della vita e il benessere dei cittadini. Oltre ai giardini storici e ai parchi urbani, Venezia può contare su numerose aree verdi e zone boschive di particolare pregio.

Nel territorio inoltre sono presenti Siti di Importanza Comunitaria (S.I.C.) e Zone di Protezione Speciale (Z.P.S.) (tra questi, la Laguna di Venezia) che costituiscono la Rete ecologica europea Natura 2000, concepita ai fini della tutela della biodiversità.

Venezia è inoltre in prima linea nella riduzione della CO₂. Il Comune di Venezia ha raggiunto con 4 anni di anticipo l'obiettivo di riduzione del 20% delle emissioni prefissato per il 2020 con il Piano di Azione per l'Energia Sostenibile (PAES).

82,80 €/ab

Investimento per riqualificazioni
energetiche degli immobili
(media nazionale 57.16 €/ab)

2021

580

alloggi di proprietà del Comune di
Venezia riqualificati con bonus
statale del 110%

2022

5,17 mq/abitante

isole pedonali

(media nazionale 0,48 mq/ab)

2020

13.712

incremento del patrimonio
arboreo ed arbustivo

2015-2020

4^a

per spesa
pro capite per tutela
e valorizzazione
dell'ambiente tra le
grandi città
2021

Giardini Reali

1^o

Parco più bello d'Italia
nella categoria
"Parchi Pubblici"
2022

1^a

Città italiana ad
aderire al progetto
Plastic Smart Cities
del WWF che
coinvolge 31 città
mondiali

Venezia rappresenta un'eccellenza nazionale nella gestione e nel trattamento dei rifiuti urbani. Di particolare rilevanza è l'esperienza maturata nella raccolta differenziata che segna risultati importanti sia in terraferma, con il 76% del totale nel 2021, sia nel Centro Storico, dove è stato applicato un innovativo sistema porta-a-porta. Il ciclo dei rifiuti, articolato nelle fasi di riduzione alla fonte, di raccolta e riciclo, costituisce inoltre elemento fondante per lo sviluppo dell'economia circolare in città. La raccolta differenziata effettuata dal Gruppo Veritas nel 2020 supera (con cinque anni di anticipo) le percentuali di riciclo fissate dall'Unione Europea per il 2025.



66%
raccolta differenziata
(media territorio comunale) 2020

90%
vetro lastra recuperato come
materia 2020

98%
carta e cartone recuperati come
materia 2020

98%
legno recuperato come materia 2020

79%
plastica non Corepla recuperata
come materia 2020

61%
plastica Corepla recuperata come
materia 2020

96%
metalli recuperati come materia 2020

13.748 MWh
energia elettrica prodotta dal biogas
che deriva dal rifiuto organico 2020

179.912 tonn. CO₂eq
emissioni evitate grazie al
recupero di materia ed energia 2020

UNA CITTÀ DI QUALITÀ

SPORT E TEMPO LIBERO

Venezia vanta un'ampia e variegata offerta di strutture per lo sport, l'intrattenimento, lo spettacolo e il tempo libero.

L'unicità dell'ambiente lagunare, la presenza di un'articolata rete di piste ciclabili e ciclovie, la radicata cultura marinara, offrono inoltre la possibilità di praticare diverse attività sportive all'aperto. Al Lido di Venezia, all'interno di un'oasi WWF, è presente il Circolo Golf Venezia, uno dei campi più antichi d'Italia.

La Città di Venezia ospita iniziative sportive di rilevanza internazionale come Venice Marathon, Su e Zo per i ponti e numerose regate, oltre alla famosa Regata Storica.

La Città promuove e sostiene la diffusione della pratica sportiva e dei valori etici comuni a tutti gli sport, anche con il progetto "6sport e

6sport+1", che prevede l'erogazione di un voucher di 180€ a parziale rimborso del costo annuo che le famiglie sostengono per l'attività sportiva dei bambini, e con l'iniziativa Salta Cori Zoga, con cui il Comune di Venezia mette a disposizione delle associazioni e società sportive alcune aree verdi, piastre polivalenti e spazi pubblici all'aperto.

384

associazioni sportive registrate
al portale dell'associazionismo

2022

71

palestre scolastiche comunali

2022

77

impianti sportivi indoor/outdoor

2022

1732

voucher attivati con i progetti
"6sport e 6sport+1"

2021-2022

150 km

rete ciclabile del Comune di

Venezia

2021

3^a

tra le
città metropolitane
nella "classifica del
tempo libero" di
Italia oggi
2021

La Città metropolitana di Venezia ha promosso il Piano "PIU' SPRINT" - "Piano Integrato Urbano per SPort Rigenerazione Inclusione Nel Territorio metropolitano veneziano", un programma di investimenti di 34 interventi distribuiti su 28 Comuni.

Il progetto trainante della Città metropolitana di Venezia è il "Bosco dello Sport", previsto nella località di Tessera (VE) e pensato come un luogo multifunzionale, attivo 7 giorni su 7, infrastrutturato con la fibra ottica e con la posa di pannelli solari, in modo da essere un esempio virtuoso di economia sostenibile. Al suo interno, immersi in ampie aree boscate, troveranno posto il nuovo stadio di Venezia da 16 mila posti a sedere, tutti al coperto, e un'arena per gli sport al coperto e per gli spettacoli da 10 mila posti. Sono inoltre previste opere di urbanizzazione, oltre che opere a verde e di paesaggio. Inoltre il progetto consentirà di completare la nuova viabilità tra Tessera e l'aeroporto Marco Polo. Il progetto dovrà essere completato entro il 2026, puntando al traguardo delle Olimpiadi invernali Milano Cortina.

333 milioni €

investimenti complessivi previsti
dai Piani integrati al PNRR "PIU'
SPRINT" nella Città Metropolitana

2022

283 milioni €

costo complessivo del Bosco dello
Sport (93 milioni € dal PNRR e
190 milioni € di cofinanziamento
del Comune di Venezia)

2022

78,99 ha

superficie forestata prevista
nell'ambito del Bosco dello Sport

2022

36,56 ha

superficie pavimentata-costruita
prevista nell'ambito del Bosco
dello Sport

2022

UNA CITTÀ DI QUALITÀ

CITTA' SICURA

Il miglioramento della sicurezza, anche quella percepita, è una delle priorità dell'Amministrazione Comunale. La Polizia locale, anche in collaborazione e coordinamento con altre Forze dell'Ordine, è quotidianamente impegnata nel controllo del territorio ed in azioni di prevenzione e contrasto ai fenomeni di spaccio, furto, commercio abusivo e illegalità. Al fine di migliorare le condizioni di sicurezza urbana sono operativi i protocolli Oculus ed Oculus plus per il monitoraggio dei luoghi a rischio di occupazione abusiva da parte di soggetti senza fissa dimora e in situazione di degrado.

Il Comune di Venezia inoltre sostiene i gruppi di "Controllo e Sorveglianza di Vicinato", con oltre 4.000 iscritti, che monitorano il territorio quotidianamente, inviando puntuali segnalazioni.

472

Personale Polizia Locale in servizio al 31.12.2021

4.414

Unità di Polizia Locale impegnate nell'attività di pattugliamento

2021

933

Ordini di allontanamento

2021

64

soggetti tratti in arresto dalla Polizia Locale per spaccio

2021

5.360

Interventi effettuati Polizia di Prossimità – Vigile di Quartiere

2021

4^a

tra le città metropolitane per minor numero di reati legati agli stupefacenti
2021

4^a

tra le città metropolitane per minor numero di rapine
2021

SALUTE DEL CITTADINO

Venezia offre servizi socio-sanitari con elevati standard qualitativi, strutturali, tecnologici e quantitativi.

I due ospedali presenti in città, l'Ospedale dell'Angelo a Mestre e l'Ospedale SS. Giovanni e Paolo a Venezia, si affiancano ad ulteriori strutture sanitarie pubbliche e private che garantiscono assistenza specialistica ambulatoriale e ospedaliera non solo degli abitanti di Venezia e della Città metropolitana ma anche dei milioni di turisti ospitati annualmente.

Nel 2021, al fine di facilitare le vaccinazioni anti Covid-19, il Pala Expo di Marghera è stato riconvertito nel più grande hub vaccinale della provincia di Venezia con una capacità potenziale di circa 4.000 dosi di vaccino al giorno e la possibilità di tenere al coperto oltre 2.000 persone.



UNA CITTÀ SMART





UNA CITTÀ SMART

SMART CITY

Venezia è una smart city, una città in cui le reti e i servizi tradizionali sono resi più efficienti con l'uso di tecnologie informatiche e soluzioni digitali a beneficio dei suoi abitanti e delle imprese. Da tempo infatti la città investe in tecnologia per favorire la riduzione del digital divide e per fornire ai propri cittadini, alle imprese e ai visitatori, servizi urbani e di connettività sempre più completi e innovativi. Dal 2018 è in funzione la piattaforma Dime in grado di gestire servizi telefonici e digitali per mezzo dell'intelligenza artificiale. Si tratta di un vantaggio tecnologico che ha consentito ai cittadini di potersi rivolgere alla Amministrazione Comunale senza contrattempi, anche durante i periodi di lockdown dovuti all'emergenza epidemiologica da Covid-19. La piattaforma tecnologica del Comune di Venezia è stata utilizzata anche per organizzare le azioni necessarie per fornire aiuto, ospitalità e orientamento alle persone in fuga dalla guerra in Ucraina che giungono nel territorio comunale.

389.780

contatti con i cittadini tramite
Dime

2021

90

servizi attivi disponibili nella
piattaforma Dime

2022

870.287

Visualizzazioni di pagina del sito
<https://dime.comune.venezia.it/>

2021

45.250

richieste di certificati tramite
Dime

2021

9^a

in Italia nello
Human Smart City
Index di EY
2022

10^a

in Italia per
trasformazione
digitale
ICity Rank
2020

VENICE CONNECTED

Venezia è caratterizzata da una elevata dotazione di infrastrutture per telecomunicazioni in fibra ottica. Dal 2020 tgran parte delle abitazioni del territorio comunale sono collegate in modalità FTTH (Fiber To The Home, fibra fino a casa), tecnologia che abilita tutti i servizi di ultima generazione e le più moderne applicazioni Smart City. Inoltre l'Amministrazione Comunale mette gratuitamente a disposizione dei cittadini residenti e dei "city users" (lavoratori, studenti, professionisti che svolgono la propria attività a Venezia) la rete wifi di Venice Connected, una infrastruttura di rete basata su fibra ottica e wireless che si estende nelle principali aree ed edifici pubblici del centro storico e della terraferma veneziana.



oltre il 90%

copertura della banda larga/
ultralarga del territorio comunale

2022

269 hotspot

di Venice Connected
(219 outdoor e 50 indoor)

2022

71.587

utenti registrati
a Venice Connected

2022

49.463

residenti registrati
a Venice Connected

2022

1500

numero medio giornaliero degli
utenti collegati a Venice
Connected

2022

UNA CITTÀ SMART

SMART CONTROL ROOM

L'Amministrazione comunale ha deciso di dotare la Città di Venezia di una "Smart Control Room" (SCR), ossia una centrale di controllo integrata in grado di monitorare la mobilità acquea e stradale, di gestire i flussi pedonali nella città antica, di intervenire tempestivamente nelle emergenze e di costruire una base di conoscenza su cui realizzare analisi predittive per migliorare la pianificazione dei servizi della Città. La SCR,

finanziata in parte con il PON Metro, in parte con fondi propri della Città di Venezia, comprende anche un sistema integrato di raccolta, normalizzazione e fruizione di dati (derivanti da molteplici banche dati detenute singolarmente dalla Polizia Locale, da AVM, da Veritas e da varie Direzioni Comunali) e dai sensori distribuiti sul territorio comunale.

553

telecamere di videosorveglianza
nel territorio collegate alla SCR

2022

39 celle

dotate di Intelligenza Artificiale
per il conteggio e riconoscimento
dei natanti (sistema MoMa)

2022

58 postazioni

per il controllo della velocità ai
fini della mitigazione del moto
ondoso (sistema SiSa)

2022

70 terabyte

di dati gestiti (esclusa la
videosorveglianza)

2022

108

sensori contapersone distribuiti
nei punti di maggior afflusso
pedonale della città antica

2022

Il progetto
SCR
ha vinto il premio
Agenda digitale
2020
del Politecnico
di Milano

Il progetto
SCR
è risultato finalista
ai Digital360
Awards 2021

SMART MOBILITY

Venezia rappresenta un'eccellenza nel trasporto pubblico e nella smart mobility. La città vanta infatti una mobilità urbana efficiente, innovativa, sostenibile e integrata che risponde alle esigenze di spostamento dei cittadini (residenti e non), dei turisti e del trasporto delle merci. Al fine di assicurare l'efficacia e l'efficienza del sistema di mobilità e ridurre gli impatti sull'ambiente, Venezia, tra le prime città d'Italia, si è dotata di un Piano Urbano della Mobilità Sostenibile (PUMS) in cui sono indicate le strategie e le azioni per migliorare la sicurezza e la sostenibilità energetica ed ambientale. Inoltre, in linea con gli obiettivi nazionali e comunitari, Venezia promuove un sistema della mobilità sostenibile basato sull'intermodalità, sull'interscambio e su soluzioni di mobilità a basso impatto ambientale.



45 auto

car sharing

2022

7.676 (377.069 Km)

corse con car sharing

2021

1000 biciclette

bike sharing

(800 tradizionali + 200 e-bike)

2022

34.842 utenti

registrati al servizio bike sharing

2020-2022

319.683 (474.224 Km)

corse con bike sharing

2020-2022

450 monopattini

scooter sharing

2022

237.080 (554.500 Km)

corse con scooter sharing

2020-2022

123

autobus ad emissioni zero

finanziati dal PNRR

(90 idrogeno +33 elettrici)

2022-2026

30

autobus elettrici per il TPL Lido
e Pellestrina

2020

Fonti:

Agenzia delle Entrate – Osservatorio Mercato Immobiliare 2021

Autorità di Sistema Portuale Mare Adriatico Settentrionale

CCIAA Venezia Rovigo Delta Lagunare, Imprese Area Delta Lagunare

CENSIS – Centro Studi Investimenti Sociali

CESIS - Centro Studi in Economia e Regolazione dei Servizi, dell'Industria e del Settore Pubblico (Università di Milano-Bicocca)

Comune di Venezia

Consorzio Promovetro Murano. Piano operativo 2020 - 2023

Corriere del Veneto

Ente zona industriale di Porto Marghera – Relazione del presidente all'assemblea degli associati – giugno 2022

Ernst & Young - Human Smart City Index 2022

Fondazione Venezia Capitale Mondiale della Sostenibilità

Forum PA - ICityRank2020

Grandi Stazioni - Gruppo Ferrovie dello Stato Italiane

<https://live.comune.venezia.it/>

<http://openbilancio.comune.venezia.it/>

<https://statistica.regione.veneto.it/>

<http://ustat.miur.it>

Ilsole24Ore - Qualità della vita 2020

Ilsole24Ore - Qualità della vita 2021

ISTAT – Istituto Nazionale di Statistica

ItaliaOggi - Rapporto sulla Qualità della Vita in Italia 2021

La Biennale di Venezia

La Nuova Venezia

Legambiente - Ecosistema Urbano 2021

Regione del Veneto. Piano di Sviluppo Strategico della Zona Logistica

Semplificata Porto di Venezia – Rodigino

Unioncamere - Rapporto GreenItaly 2020

Università di Ca' Foscari

Venis - Venezia Informatica e Sistemi S.p.A.

VERITAS s.p.a.

www.ansa.it

www.aulss3.veneto.it

www.cittametropolitana.venezia.it

www.corpoconsolarevenezia.eu

www.fbov.org

www.grandistazioni.it

www.ilparcopiubello.it

www.intwig.it

www.mosevenezia.eu

www.metropolitano.it

www.openpolis.it

www.tuttitalia.it

www.venetolavoro.it

www.veneziaairport.it

www.veneziaunica.it

www.veniceconnects.com

www.wwf.it

stampato presso Comune di Venezia

Centro Produzione Multimediale

aprile 2022

Città di Venezia
Direzione Generale
Servizio Gestione Progetti Strategici
Ca' Farsetti - San Marco 4136 - 30124 Venezia
www.comune.venezia.it

ANNEX no. 4

Correspondence table of Advisory Mission 2020 Recommendations and Recommendations of the Decision 44.COM.7B.50

ADVISORY MISSION 2020	DECISION 44.COM.7B.50
Recommendation n. 1	Recommendation n. 4
Recommendation n. 2	Recommendation n. 6 Recommendation n. 10 b Recommendation n. 10 c
Recommendation n. 3	Recommendation n. 6 Recommendation n. 10 a
Recommendation n. 4	Recommendation n. 6
Recommendation n. 5	Recommendation n. 6 Recommendation n. 10 c
Recommendation n. 6	Recommendation n. 6 Recommendation n. 10 d
Recommendation n. 7	Recommendation n. 6 Recommendation n. 10 a
Recommendation n. 8	Recommendation n. 6 Recommendation n. 10 d
Recommendation n. 9	Recommendation n. 6 Recommendation n. 10 b Recommendation n. 10 d
Recommendation n. 10	Recommendation n. 6 Recommendation n. 10 b Recommendation n. 10 d
Recommendation n. 11	Recommendation n. 6
Recommendation n. 12	Recommendation n. 9
Recommendation n. 13	Recommendation n. 6 Recommendation n. 10 b
Recommendation n. 14	Recommendation n. 6
Recommendation n. 15	Recommendation n. 10 a
Recommendation n. 16	Recommendation n. 10 a
Recommendation n. 17	Recommendation n. 3
Recommendation n. 18	Recommendation n. 9
Recommendation n. 19	Recommendation n. 3
Recommendation n. 20	Recommendation n. 9
Recommendation n. 21	Recommendation n. 6 Recommendation n. 10 c
Recommendation n. 22	Recommendation n. 6

	Recommendation n. 10 c
Recommendation n. 23	Recommendation n. 11
Recommendation n. 24	v. Annex n. 4 to the SoC Report
Recommendation n. 25	Recommendation n. 10 f
Recommendation n. 26	Recommendation n. 5
Recommendation n. 27	Recommendation n. 5
Recommendation n. 28	Recommendation n. 8 Recommendation n. 9
Recommendation n. 29	Recommendation n. 5
Recommendation n. 30	Recommendation n. 5
Recommendation n. 31	Recommendation n. 5
Recommendation n. 32	Recommendation n. 4
Recommendation n. 33	Recommendation n. 4
Recommendation n. 34	Recommendation n. 4
Recommendation n. 35	Recommendation n. 4
Recommendation n. 36	Recommendation n. 4
Recommendation n. 37	Recommendation n. 4
Recommendation n. 38	Recommendation n. 4
Recommendation n. 39	Recommendation n. 4
Recommendation n. 40	Recommendation n. 9
Recommendation n. 41	Recommendation n. 9
Recommendation n. 42	Recommendation n. 8 Recommendation n. 9
Recommendation n. 43	Recommendation n. 4 Recommendation n. 9
Recommendation n. 44	Recommendation n. 9
Recommendation n. 45	Recommendation n. 9
Recommendation n. 46	Recommendation n. 7
Recommendation n. 47	Recommendation n. 7
Recommendation n. 48	Recommendation n. 8
Recommendation n. 49	Recommendation n. 8
Recommendation n. 50	Recommendation n. 8 Recommendation n. 9

***Report by SAVE SpA on the International Airport Venice, in reply to the recommendation
n. 24 of the Advisory Mission 2020***

Expansion of the International Airport Venice, Tessera

The airport is under the control of the Italian Government and is managed by the SAVE S.p.A company. Initially, the airport was conceived for 3 million passengers, but in 2019 it was used by 11,6 million, and by 2030 this number is foreseen to rise to 12 million. The current Masterplan for the facility (Airport Development Plan) is valid between 2014-2021. The next programming period will last until 2035. The airports of Brescia, Treviso, Verona, and Venice are operated by the same company.

The recent developments of the airport included the following investments:

- the extension of the terminal building with an additional pier,
- new buildings for the carriers,
- extension of the parking facilities (also providing a P&R for local people not only related to air travel),
- hydraulic (security) works outside the airport,
- upgrading of the existing runway with the elongation of the subsidiary/secondary runway to become equally long as the main runway.

The Mission was informed that no additional runways or further extension of the airport is planned outside its 'existing' boundaries.

In order to compensate the overall negative impact of the airport on the sensitive ecological area where it is located, a part of the investments (€ 29 million) were reserved for carrying out mitigation measures for enhancing the condition of humid areas, channels, and requalification of saltmarshes (*barene*). The agency ARPAV¹ supervises, controls and reports on all environmental issues.

The Mission was also informed that the SAVE company, managing the above mentioned four airports in the Region, intends to segment these airports along certain strategies, with no intention to significantly increase the number of passengers at Venice airport.

The Report of the Joint UNESCO/ICOMOS/RAMSAR Reactive Monitoring Mission 2015 stated that "Substantial expansions of the current international airport facilities need therefore to be planned for another location outside of the World Heritage property and its future buffer zone." The Mission considers that due to its location, operation manner and despite the mitigation measures, the Venice Marco Polo Airport has a negative impact on the World Heritage property..

The airport is under the control of the Italian Government and is managed by the SAVE S.p.A company. Initially, the airport was conceived for 3 million passengers, but in 2019 it was used by 11,6 million, and by 2030 this number is foreseen to rise to 12 million. The current Masterplan for the facility (Airport Development Plan) is valid between 2014-2021. The next programming period will last until 2035. The airports of Brescia, Treviso, Verona, and Venice are operated by the same company.

The recent developments of the airport included the following investments:

- the extension of the terminal building with an additional pier,
- new buildings for the carriers,
- extension of the parking facilities (also providing a P&R for local people not only related to air travel),
- hydraulic (security) works outside the airport,
- upgrading of the existing runway with the elongation of the subsidiary/secondary runway to become equally long as the main runway.

1 Agenzia Regionale per la Prevenzione e Protezione Ambientale del Veneto.

The Mission was informed that no additional runways or further extension of the airport is planned outside its 'existing' boundaries.

The works already carried out in 2018-19 have enabled the positive enhancement of the current infrastructure, even in an air traffic growth scenario, without the need to build new runways and limiting new land expansion as much as possible.

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We believe the Reactive Monitoring Mission notably failed to take into account objectively and in a balanced manner the various projects that, in connection with the airport's development, benefit the communities living in the airport's vicinity and more broadly the surrounding territory.

An assessment of the airport infrastructure that heedlessly considers the airport's existence to be an element of pressure, without taking into the slightest consideration the sustainability criteria by which the airport's development was conceived and designed – [and the fact that the airport is] a strategic structure from a social, economic and occupation perspective for the area and the historic city itself - can't be agreed upon.

We therefore call on to reconsider the Advisory's Mission recommendation on the airport and its developments, fully considering all the aspects connected to the plan in an overall and systemic vision of airport activities, highlighting that without growth, none of the activities planned and undertaken for the benefit of the territory would ever be accomplished.

2 Regional Agency for Environmental Prevention and Protection of the Veneto.

ANNEX no. 5

Corrective measures

THEMES	ACTIONS	2023	2024	2025	2026 and beyond
Governance: Site Management Plan and Buffer Zone	Management Plan and Memorandum of Understanding	X			
	Buffer Zone (Annex 11)		X		
Tourism management and residential protection	Entry fee and booking systems	X	X		
	Regulations for tourist rentals	X	X		
	Residential protection	X	X	X	X
Large ships and related projects	Temporary landings and off-shore harbour construction	X	X	X	X
	Hydrodynamic studies				
MoSE (high water defence system) and preservation of the lagoon ecosystem	Defence works (barriers)	X	X		
	Raising Insula San Marco	X	X	X	X
	Mitigation and compensation works	X	X	X	X
	Morphological Plan and Sludge Protocol	X	X	X	
Climate Change	Climate Action Plan and Disaster Risk	X	X		
Planning and Development: EIA/SIA/HIA Assessments and Monitoring Plans and Projects	HIA, Master Plan and Skyline Policy	X	X		
	Monitoring plans/projects (para. 172 OG)	X	X	X	X

X adoption/implementation