

Towards a new scenario for the Mediterranean: the role of the MoS

Prof. Francesco Benevolo – Managing Director RAM S.p.A.

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Introduction

1. Rete Autostrade Mediterranee:

- a) Foreword
- b) Vision and Mission
- c) The National Strategic Plan for Ports and Logistics
- d) RAM in the mediterranean framework

2. The maritime dimension of the TEN-T Networks: the MoS

- a) Foreword
- b) The Motorways of the Sea: main access route of TEN-T corridors
- c) MoS Benefits
- d) MoS between Challenges and Opportunities
- e) Promotion of Mos: the initiatives managed by RAM

3. The renewed centrality of the Mediterranean: the role of the MoS

- a) The Mediterranean basin and the international trade flows
- b) MoS as a political and economic cooperation tool
- c) The value of «Fresh Food Corridors Project»

Conclusion

1. Rete Autostrade Mediterranee

a) Foreword

- **Rete Autostrade Mediterranee was founded in 2004**, aiming to implement the **“Motorways of the Sea” National Programme**, in accordance with the corresponding European programme, as included in the TEN-T Network General Plan.
- The company, whose share capital is now entirely owned by the Ministry of Economy and Finance, pursues the objective of developing **maritime transport services** as an essential mean of connecting regions in the Euro-Mediterranean context.
- RAM S.p.A., as an implementing body on behalf of the Italian Ministry of Infrastructure and Transport, works on the planning and coordination of activities implementing EU directives on “Motorways of the Sea”, it also manages national incentives promoting the development of intermodal transport and is involved in the management of European projects.

1. Rete Autostrade Mediterranee

b) Vision and Mission

VISION

“The MIT’s technical support and the operational implementing company, in particular on ports and logistics, providing specialized skills, operational flexibility, aiming to simplify the whole Sea System»

MISSION:

- ❑ Aiming to contribute to the promotion of an efficient maritime transport network, as an alternative of road transport to make the sea accessible
- ❑ Working on the management and implementation of EU funded projects aimed at making a concrete contribution to the development of the Motorways of the Sea, with particular reference to the Mediterranean;
- ❑ Preparing interventions projects, including their economic and financial analysis and implementation;
- ❑ Promoting scouting actions of potential financial partners and/or entrepreneurial activities under the program Motorways of the Sea, including the realization of project financing initiatives;
- ❑ Carrying out activities of support and service aimed at the design and implementation of plans, programmes and initiatives promoted by public and private entities

1. Rete Autostrade Mediterranee

c) The National Strategic Plan for Ports and Logistics

MoS in the «National Strategic Plan for Ports and Logistics»:

- The Italian Council of Ministers recently approved the **Strategic Plan for Ports and Logistics (PSNPL)**, in accordance with Law n. 164/2014, aiming to outline a new vision for the Italian maritime cluster, developed in 10 goals and corresponding actions.
- The role of RAM is in line with the plan and the company has been appointed as implementing body for the implementation of the plan
- The importance of the Motorways of the Sea in the logistic chain is highlighted as follow:

Actions:

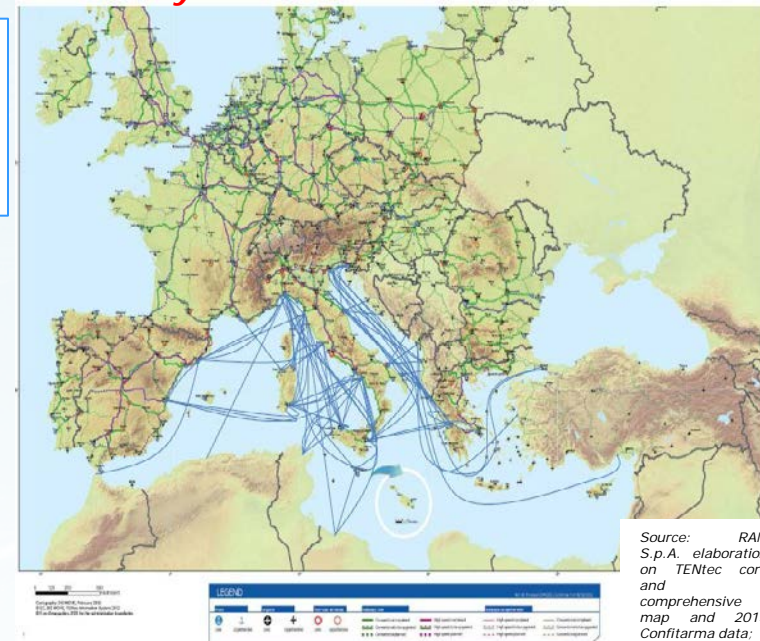
3. Measures addressed to enhance the transport services and the sea/land port accessibility

Activities:

3.5 Measures for the promotion of the Motorways of the Sea and the Ro-Ro traffic through the freight demand aggregation and stimulation



Today's Italian MoS Network:



1. Rete Autostrade Mediterranee

d) RAM in the Mediterranean framework

RAM S.p.A. participates in the following initiatives at the European level, aiming to foster the maritime and the intermodal transport in the Mediterranean area



EUSAIR Strategy – Focal Point



Shortsea Shipping Promotion Center - Italy



Digital Transport and Logistic Forum – Member

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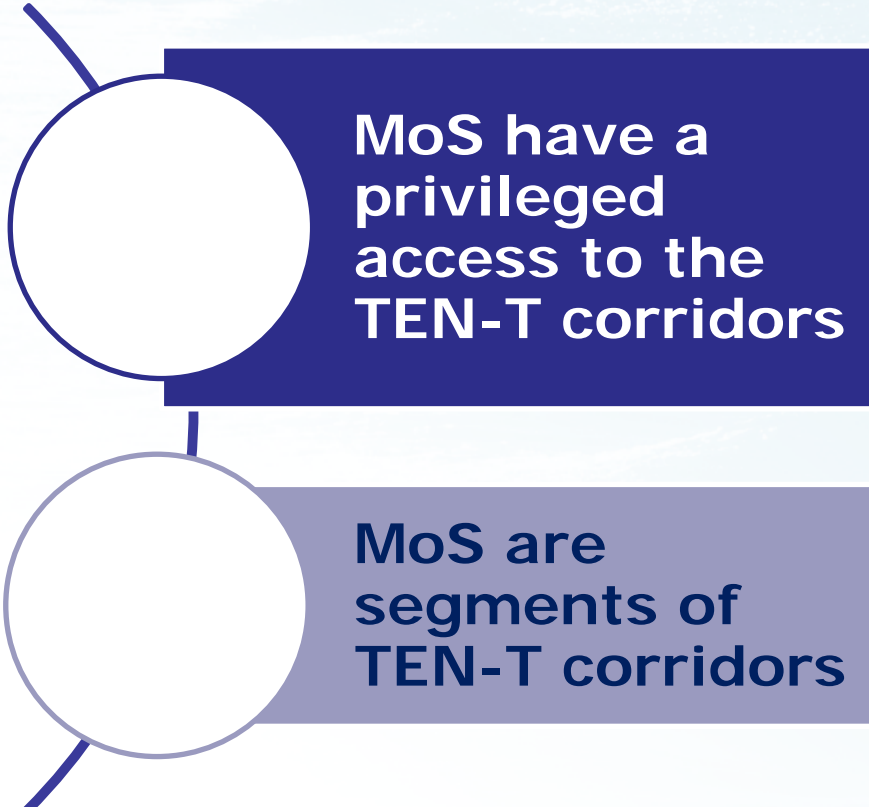
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5. Conclusion

2. The maritime dimension of TEN-T Networks: the MoS

b) The Motorway of the Sea: main access route of TEN-T corridors

The Motorways of the Sea perform a double function:



MoS have a privileged access to the TEN-T corridors

In terms of volume, about 75% of EU trade with third countries and 30% of intra-EU trade is carried by sea.

MoS promote intermodality and the connection between sea-roadrail

MoS are segments of TEN-T corridors

MoS represent the maritime dimension of TEN-T corridors

MoS connect the main core and comprehensive nodes of TEN-T corridors

2. The maritime dimension of the Ten-T Networks: the MoS

c) MoS Benefits

Externalities	Road Transport €/1000tkm*	Rail Transport €/1000tkm**	Maritime Transport €/1000tkm
Air Pollution	4,91	1,111	1,81
Greenhouse Gases	5,32	-	1,5
Accidents	1,23	0,001	-
Congestion	14,85	0,250	-
Noise	0,09	0,131	-
Totale	26,40	1,492	3,31

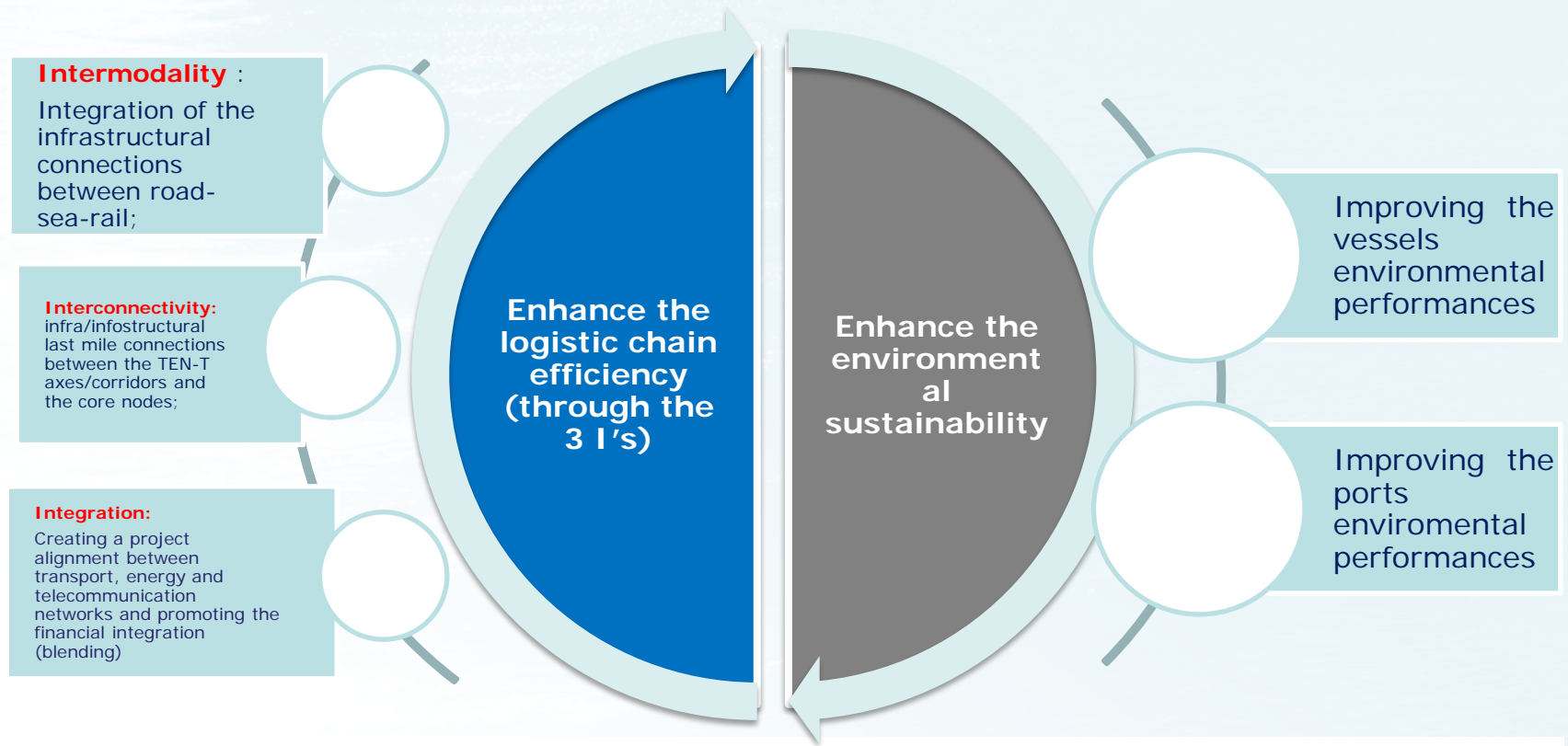
* Vehicles from 17,1 tons

** 100% electric traction

Source: Price Waterhouse Coopers SpA, 2015

2. The maritime dimension of the Ten-T Networks: the MoS

d) MoS between Challenges and Opportunities



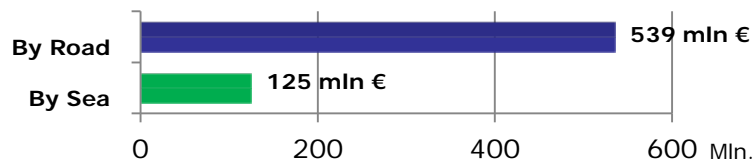
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e) Promotion of Mos: the initiatives managed by RAM

Completed Project

- ❑ **Title:** **Ecobonus**
- ❑ **Funding:** National Sources;
- ❑ **Period:** 2007-2010;
- ❑ **Project Overview:** Incentive promoted and implemented by the Italian government providing reimbursements of up to 30% of the costs sustained by road haulage companies that choose to use the Motorways of the Sea rather than roads and motorways;
- ❑ **Geographical Scope:** Italy;
- ❑ **Achievements:** The application of indicators related to the social and environmental costs of different transport modes compared to the time period incentive validity (in this case 2007-2009) shown the following results:

Social and environmental costs 2007/09
using the Motorways of the sea,
compared to on-land roads



In the special Report n. 3/2013, the **European Court of Auditors** wrote that "there are lessons to be learned from national programmes that work on the demand side with limited administrative outlay by paying lump sums direct to road transport operators that decide to shift their trucks or containers from road to ship or rail (e.g. 'Ecobonus' and 'Ferrobonus' in Italy)".

2. The maritime dimension of the Ten-T Networks: the MoS

On-going Project

- ❑ **Title: Marebonus**
- ❑ **Funding:** National Sources;
- ❑ **Period:** 2016-2018;
- ❑ **Project Overview:** Incentive promoted and implemented by the Italian government providing reimbursements for shipowners to develop Motorways of the Sea together with road haulage companies;
- ❑ **Geographical Scope:** Italy;
- ❑ **Expected Results:** According to conservative forecasts, through the implementation of the Marebonus incentive, it will be possible to reach an annual saving of more than 260 Million Euros in negative externalities. Moreover, it will also be possible to relieve road traffic of 800.000 trucks per year, equal to almost 650 million vehicles per Km transported, due to the development of over 16 million linear meters of available cargo area for maritime freight services.

On- Going Project

- ❑ **Title: Med-Atlantic Ecobonus**
- ❑ **Funding:** EU CEF Transport;
- ❑ **Period:** 2015-2017
- ❑ **Project Overview:** The project consists in a study aiming to design a general, coordinated and sustainable scheme of incentives to demand in Motorways of the Sea, promoting the modal shift and the use of sea-based alternative routes by road transport.
- ❑ **Geographical Scope:** Italy, France, Portugal, Spain;
- ❑ **Expected Results:** development of new freight transport services and/or the optimization of existing ones; promotion of modal shift; enhancement of the accessibility of peripheral regions in Europe; incentive to the use of sustainable transport;



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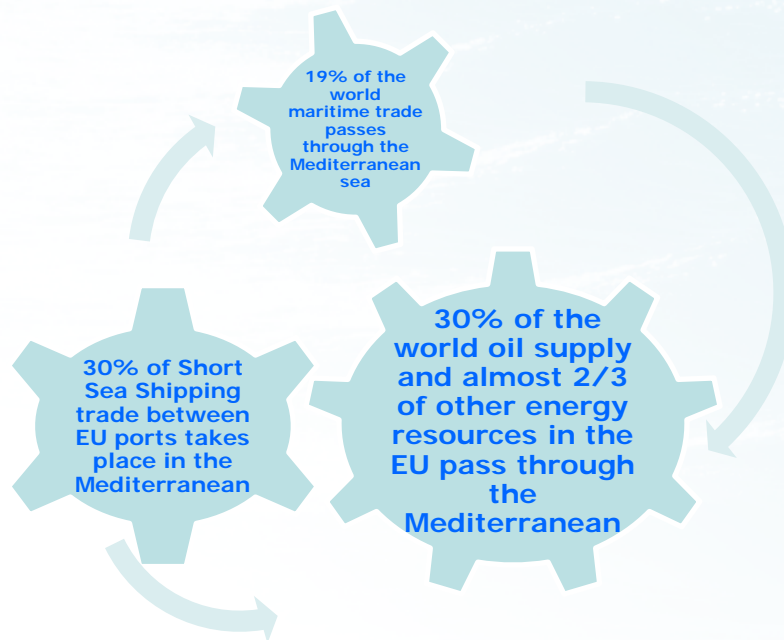
5. Conclusion

3. The renewed centrality of the Mediterranean: the role of the MoS

a) The Mediterranean basin and international maritime trade flows

A strategic value of the Italian ports and logistics system is the unique geographical location in the middle of the Mediterranean

Current Data



Development factors

- **Doubling of the Suez Canal Capacity** which reinforces the role of the Mediterranean as a “preferential” basin for the freight flows between the Far East and the EU;
- **Growth forecasts of the North African countries and of the eastern european nations:** An increase in freight trade flows in the Mediterranean Sea;
- **Substantial public investments in Infrastructures** in the southern section of the Mediterranean and commitment to create specialized maritime clusters in the European part of the MED area.

3. The renewed centrality of the Mediterranean: the role of the MoS

b) MoS as a political and economic cooperation tool

Political Cooperation

- Tool of the European Neighbourhood instrument (ENI);
- Tool for the creation of a prosperous and economically integrated Mediterranean basin;
- Tool for the completion of strategies established in the UFM (Union for the Mediterranean);
- Economic integration in order to guarantee economic stability in the area;



Economic Cooperation

- Support the increase of freight flows between Italy and North Africa;
- Support the intermediate logistic chain between Europe and the sub-Saharan Africa.
- Development of Mediterranean feed services between north African port hubs and the European market;
- Guarantee efficient and regular logistic services for Italian companies operating in these areas ;



Enhance the political and economic cooperation by using the European resources (CEF, MED, ENI etc)

3. The renewed centrality of the mediterranean: the role of the MoS

c) The value of the FFC project for the Mediterranean area

RAM is partner of an innovative project co financed under the CEF programme

Rationae:

Fresh Food Corridors Project (FFC) aims to achieve a safe, sustainable and efficient fresh food logistic chain in the **Euro-Mediterranean area**, by using Motorways of the Sea and railways in an interoperable approach.

The project will analyse, evaluate and implement a Fresh Food Corridor (FFC) between Israel and the European markets, through the TEN-T core ports of **Koper, Marseille and Venice**.



Dry and reefer containers will move from their origin by inland transportation modes to the gateway ports, then by vessels on a scheduled service between non-EU ports in the Mediterranean (Israel) to EU ports (Venice in Italy, Marseille in France & Koper in Slovenia), then by dedicated rail services to Northern logistical centres (e.g. Rotterdam) and then by truck to the end client.



**FRESH
FOOD
CORRIDORS**

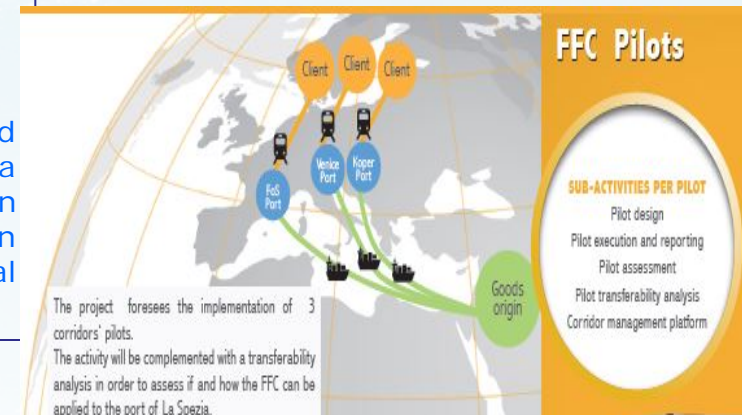
Member States involved: Italy, France, Slovenia, Cyprus and Israel (third country)

Start date: 01-09-2014

End date: 31-10-2017

Budget: €21,405,945.45

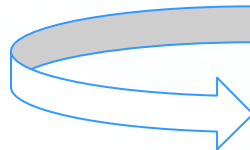
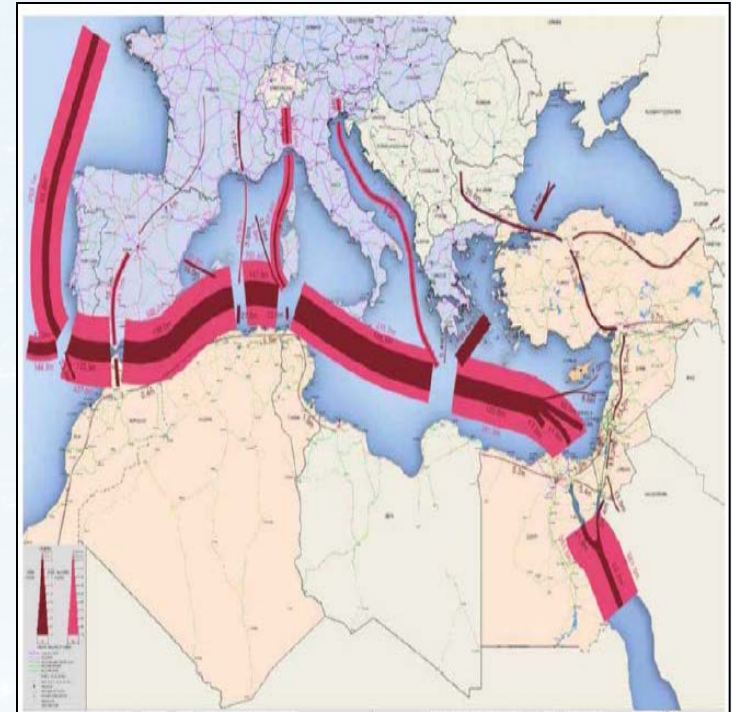
Percentage of EU support: 50%



5. Conclusion

In this scenario full of potential opportunities, coordinated actions among **Italy** and **Spain** are particularly important in order to:

- support **innovative services** that connect the cluster ports
- enhance the cooperation with the neighbourhood countries with the aim to **increase the competitiveness of the entire Mediterranean area**.



Cooperation



Thank you for your attention!

Prof. Francesco Benevolo –Managing Director RAM S.p.A.

www.ramspa.it
fbenevolo@ramspa.it