



For a Euro-Mediterranean intermodal Corridor

A new ramification of the Corridor V°
Mediterranean Barcellona-Civitavecchia-Ortona-
Ploce

FOR A EURO-MEDITERRANEAN INTERMODAL CORRIDOR

Ports and logistics are, by now, strategic and decisive elements for the development of cities and regions. With the globalization, in addition to the main commercial ports, there are good opportunities of growth also opened to the "intermediate" ports that can attract new flows of goods and can play a decisive role in the development of a new "Euro-Mediterranean" model, compared to the current "euro-centric" one.

The geographical shape of the northern Mediterranean sea, a sea enclosed between the Iberian peninsula and the Balkan coast passing through the Italian peninsula (a platform lying in the center of the Mediterranean), compared to the classic European transport corridors, evokes a vision of network development which enhances sea transportation and intermodality by bringing out a new Corridor model that can be defined as "Euro-Mediterranean".

One of the strengths of this new model is that its implementation does not involve the use of substantial financial resources, as it consists of interventions aimed at strengthening the seaside connections, exploiting the idea of Sea Motorways as extensions of the land and promoting the development of short sea lines and inter-Mediterranean maritime cabotage.

Routes, as well as the related maritime lines, do not need to be built but only tracked and can represent the natural linkage to other existing ground-based infrastructures (Highways, Railways, Airports).

However, there is a need for governance capable of interacting and developing new inter-Mediterranean maritime cabotage lines and for a new model of network that will overcome the inefficiencies of the existing one, exploiting its potential and guaranteeing a productive boost of the regional territories involved and interested in the growth of the economy.

The strategic design, based on dedicated services, requires the development of a network of agreements and alliances between countries aimed at the creation of an integrated system capable of offering a set of maritime connections. The concentration of traffic, with the pre-requisite of the economies of scale, could offer a volume of connections that in itself would represent an important competitive factor.

The competitive advantage of this process can be analyzed by the conceptual approach of "transversality" in economic logistics, namely the study of the feasibility and the territorial, financial, economical and social sustainability of alternative and integrated itineraries. Solution that replaces the 'everything going by road' concept with an intermodal transport sequence and the use of intermodal services such as ro-ro, lo-lo and the upgrade of terminal infrastructures.

This is the same approach that the EU has identified multi-modal corridors and the Ten-T networks. The difference is that the dominant model is "longitudinal", with the corridors carrying the goods from the Northern range ports (Rotterdam, Le Havre, Hamburg, Antwerp, Bremen) down to the continental Europe, the Iberian Peninsula, the Balkans and Eastern Europe.

It is possible, however, to imagine a transversal, multimodal / comodal corridor from the Iberian Peninsula to the Balkans, integrated to the existing Transport Network (Ten-T), with enormous benefits to the economy, the logistics and the environment.

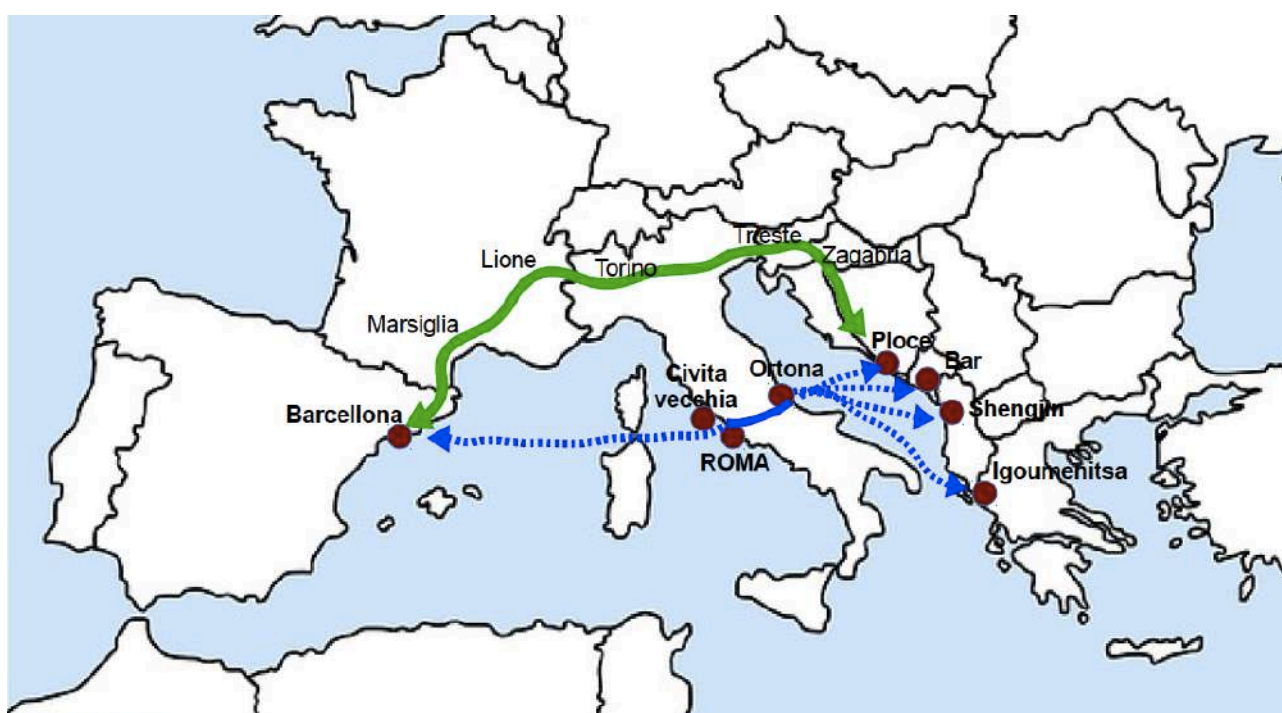
Starting with this idea it is proposed a:

FORMAL REQUEST FOR THE IDENTIFICATION AND IMPLEMENTATION OF A NEW RAMIFICATION OF THE CORRIDOR V° (Mediterranean) FROM THE IBERIAN PENINSULA (Catalan Port of Barcelona) PASSING THROUGH ITALY (from the Port of Civitavecchia on the Tyrrhenian Sea to the Port of Ortona on the Adriatic coast), REACHING CROATIA (The port of Ploce), WHERE IT WOULD REJOIN THE C BRANCH OF THE CORRIDOR V° THAT GOES FROM PLOCE TO SARAJEVO AND BUDAPEST.



This branch would be a functional alternative to the large traffic flow (estimated to more than 800 million tonnes) across the Corridor V ° (Mediterranean). An alternative that can attract part of those volumes, that could lighten the infrastructure from the big traffic roads, reducing fuel consumption and emissions, and that would support the local economies along the transversal corridor that could add value to the moving goods.

The proposal establishes a strategic objective of the economic policies of transport and logistics, that is to entrust mainly to maritime shipping the carriage of goods for the medium and long-haul, leaving the task of connecting sea terminals and distribution centers to the road transport.



With the recognition of this new cross-corridor, the flows on this route can also be increased through connections to other ports on the western shore of the Adriatic, in particular: the ports of Bar (Montenegro), Shengjin (Albania) and Igoumenitsa (Greece), strengthening the European strategy for the Adriatic-Ionian Macro-Region.

The strategy for the Adriatic-Ionian Macro-Region, which aims to promote smart, sustainable and inclusive growth, can be strengthened by recognizing and activating a cross-border intermodal corridor. This contributes to support and promote economic and social growth, through increasing the competitiveness and attractiveness of the Macro-region countries while preserving the environment.

In addition, the activation of a Cross Corridor would represent a natural bridge between Europe and the Balkans that would promote the European integration of the candidate countries or potential ones and that would bring closer the national policies to those promoted by the EU.

In fact, the European Union, in the context of regional cooperation, pays particular attention to the infrastructure integration of the Western Balkan countries, both between them and the member states. This goal was placed at the centre of the Berlin Process (Intergovernmental Cooperation Initiative) inaugurated with the "Berlin Summit" (August 2014), where the "Connectivity Agenda" was agreed to improve connections between the Western Balkans and the EU, focusing on strategic projects aimed at stimulating investment and promoting growth and employment.

The 2014 Berlin Summit was followed by the summit of Vienna (August 2015) and of Paris (July 2017) and, finally, the Trieste Summit (12 July 2017). The "Connectivity Agenda" is the cornerstone of the regional integration process and the Trieste summit stressed the need of providing adequate responses to the global challenges and confirmed the importance of focusing on reforms around fundamental rights, economic development and competitiveness.

The Connectivity Agenda, focused on reforms and on the regional infrastructure of the TEN-T networks, is moving ahead and producing concrete results: developing well-functioning and well-connected infrastructure networks, supporting economic growth, offering business opportunities, attracting investments and creating jobs.

It should be remembered that one of the first results of the Berlin summit is the extension of the TEN-T (Trans-European Transport Network) to the Western Balkans, in line with the general objective of TEN-T that aims to establish a single trans-European multimodal network to integrate road, sea and air transport, enabling goods and people to travel quickly and easily between the Member States.

Therefore, the maritime alternative is widely supported in the overall TEN-T objective. In addition, through the Ro / Ro ferries, the cruise ferries and the 'multipurpose' that combines road and sea transport, this corridor finds a substantial supply of services in the Motorways of the Sea and plays a strategic role, also from an environmental protection point of view.

In fact, reducing climate-changing gas emissions is one of the primary objective of the European Union in the field of transport. In this sense, EU policies support multimodal solutions based on maritime transport, leaving last mile mileage to the road transport.

This Cross Corridor (Barcelona-Civitavecchia-Ortona-Ploce) is easily suited for the design of co-modal or multi-modal itineraries (sea-road-train) integrated and combined.

On this transverse axis all the necessary elements coexist in order to define a new corridor for the European transport network: ports, with roads and railways, main transport axes and the surrounding industrial areas, to be converted into strategic points for the development of logistic services with added-values (nowadays only used for cargo handling or for industrial activities).

Ports located on the cross-corridor are real gates on the Mediterranean that, if appropriately connected with logistical platforms interfaced with production and distribution, are key links connecting the local and the global supply chains. In addition, the development of transport between Spain and the Balkan countries is pursuing a rebalancing of goods flows on the east-west direction, with the consequent increase in competitiveness of the Mediterranean ports compared to those of central-northern Europe.

But in order for the Sea Motorways and intermodality to be a viable alternative to the ‘everything going by road’ concept, transnational maritime connections must meet the frequency and regularity criteria and must develop the necessary dedicated port infrastructures (logistics facilities, parking areas, Ro-Ro terminals) needed to support the development of a high-volume, intermodal transport service.

Each center needs also to seek agreements and partnerships with shipping companies and transport companies, aimed at the development of frequent and regular connections along the new corridor.

The Corridor, between the ports of Civitavecchia and Ortona, crosses the **metropolitan area of Rome** (second national market), **three airports** (Pescara, Ciampino and Fiumicino), **two Interports** (Orte and Manoppello) and the **large Distribution Center of Amazon located in Fiano Romano**.



The Corridor has a **highway line** and a **railway** linking Civitavecchia to Ortona. In addition, the corridor crosses numerous production areas present in the two regions of Lazio and Abruzzo.



Distribution of **production Hubs** along the Tyrrhenian-Adriatic platform



PROPOSAL

The undersigned organizations representing ports, the business sector and the organizations involved in the development of transport networks and logistics services:

1. Noting that Annex III to the Regulation (EU) 1315/2013 on the guidelines for the development of the trans-European transport network (TEN-T), contains some indicative maps for neighbourhood countries with which the Union is closely involved in transport issues, including the countries of the Western Balkans.
2. Bearing in mind the need and the importance of an intermodal transversal corridor between the Iberian Peninsula and the Western Balkans, also in view of increasing the involvement of productive areas into intermodal / comodal transport services and taking into account the EU cohesion objectives and policies.
3. Considering the importance of the objective of the EU Regulation to reduce the global warming gas emissions by around 20% between 2020 and 2030, and considering that the "White Paper on Transport" indicates the need of reducing the road freight transport to rail or navigation by 30 % by 2030 and more than 50% by 2050
4. Considering that the EU Regulation foresees the possibility of adopting delegated acts in order to adjust maps, based on high-level agreements, related to transport infrastructure networks between the EU and the neighbourhood countries concerned (Article 49 (6)).
5. Ministers of Spain, Italy and Croatia are invited to sign a high-level agreement (pursuant to the rules and procedures of the Treaty), to be submitted to the Commission and the Parliament aimed at recognising a branch of the Fifth Mediterranean Corridor, passing through the ports of Civitavecchia and Ortona, from the port of Barcelona to the Port of Ploce, to be connected to the C branch of the Corridor V °, as indicated in the map on the extension of the Ten-T to the Western Balkans.

DISTANCES CHART			
Path	Sea Distances		Road distances Km
	Sea miles	Km of sea	
Barcellona-Civitavecchia	469	253	1.121
Civitavecchia-Ortona			307
Ortona-Ploce	172	93	1.262
Ortona-Bar	200	108	1.520
Ortona Shengjin	248	134	1.574
Ortona-Igoumenitsa	321	173	2.179

DISTANCES TABLE	
Road route	Km
Ploce-Sarajevo	198
Ploce Belgrado	489
Bar-Pristina	302
Bar-Bucarest	910
Shengjin-Skopie	261
Shengjin-Bucarest	864
Shengjin-Sofia	530
Igoumenitsa-Salonicco	323
Barcellona-Sofia	2.377
Barcellona-Pristina	2.503
Barcellona-Salonicco	2.617
Barcellona-Skopie	2.417
Barcellona-Sarajevo	1.989
Barcellona-Belgrado	1.980
Barcellona-Budapest	1.917
Barcellona- Bucarest	2.740







The connections with the network in the Balkans

