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Thematic Cluster on Integrated  
Multimodal Sustainable Water  
and Land Transport



**Cluster Coordinator:**  
**Central Adriatic Ports Authority**

## Summary of the Policy paper

# Contents of the presentation

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1. Objectives and contents of the Policy Paper
2. EU policies: outlook for the ADRION region
3. SWOT analysis: focus on weaknesses and opportunities
4. Policy recommendations

# Objectives and contents of the Policy Paper

## Objectives

To **capitalise the outcomes of the activities of the projects in Thematic Cluster 4** in the form of a Policy Paper, presenting **recommendations addressed at policy-makers and other stakeholders** at both the European level, the macroregional level and the local level.

## Contents

The Policy Paper presents:

- an overview of the ADRION region and its transport and logistics system;
- the EU policies and the outlook for the ADRION region;
- the main activities and outputs of the TC4 projects
- a SWOT analysis of its transport and logistics system;
- the policy recommendations

# EU policies: outlook for the ADRION region

## → **Alignment of the existing TEN-T network and the AI region priorities**

The concept of multi-modal Corridor crossing and connecting several States, has a macro-regional relevance by definition.

## → **Trans-European Transport Network extension to Western Balkans**

The transport community has a specific focus on the progressive integration of the single Western Balkans transport markets into the EU market

## → **TEN-T revision and the extension of the Baltic-Adriatic Corridor to Apulia region**

Sections of the Adriatic road and railways infrastructures will be included in one or two corridors, representing an important interchange point along the different axes covered by the extension of the network

## → **The new alternative and smart “Multimodal Median” Corridor**

A new, multimodal “smart” corridor supporting the official Mediterranean Corridor, creating a new network of connections between maritime ports both in Western and Eastern Mediterranean Sea, in combined mode sea-land-sea

## → **The Belt and Road initiative**

By generating East-West trade flows and/or shifting existing ones via the Suez Canal or the East-Asian land route, the BRI is expected to increase the overall traffic in the AI region

# SWOT Analysis: focus on weaknesses and opportunities

WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"><li>• Dominance of road transport</li><li>• Widespread lack of adequate level of development of rail/intermodal infrastructure (required to align to TEN-T guidelines)</li><li>• Major bottlenecks in the rail network</li><li>• Missing links and lack of effectiveness in terms of intermodal last mile connections to/from ports and terminals</li><li>• Difficulties in the facilitation of border crossing procedures</li><li>• Deficiency of existing ICT technologies/solutions for traffic management, digitalisation of processes and system interoperability</li><li>• Lack of alternative clean fuels supply facilities and of harmonized regulations, standards and practices as concerns LNG bunkering</li><li>• Lack of cooperation among local area and ports</li></ul>	<ul style="list-style-type: none"><li>• Promising growth forecasts of Non-EU countries of the AI macro-region</li><li>• Centrality of the AI macro-region with respect to many elements of the European transport policies and strategies</li><li>• Widespread focus on renovating and improving the railway network and connections in the Balcan area</li><li>• Possible TEN-T Corridor extensions</li><li>• The “New Mediterranean Corridor” concept</li><li>• The Belt and Road initiative</li><li>• Priorities of EU-cofinanced research and innovation programmes which match with the need to spread efficient ICT and management solutions in the region’s ports</li><li>• High modal shift potential of the current intra-regional road traffic flows on MoS routes</li></ul>

# Policy recommendations

The following indications are defined “policy recommendations” because most of them are addressed at policy makers (at the European Level and at the local level); however, the nature of the recipients of the following recommendations is not limited to policy makers and it includes other decision-makers such as local stakeholders and infrastructure managers.

Themes:

1. Funding issues
2. Cooperation issues
3. Infrastructure
4. Innovation and digitalisation
5. Environmental and energetic sustainability

# Policy recommendations 1. Funding issues

1.1	<b>Valorise the importance of the ADRION macro-region and its transport system</b>	<p><i>Addressed to: <b>European Commission</b></i></p> <p>To valorise the relevance of the macro-region in terms of economy and trade, by assigning increasing funds to the area and to the transport sector.</p> <p>To acknowledge the relevance of the transport and logistics system, giving the Transport theme appropriate funds and filling the lack of efficient infrastructures and intermodal logistic nodes.</p>
1.2	<b>Acknowledge the funding requirements for the completion of relevant infrastructure</b>	<p><i>Addressed to: <b>EC, National Governments</b></i></p> <p>To define - in as much detail as possible - the funding requirements for the completion of relevant transport infrastructures and innovative and sustainable solutions for intermodal transport based on investment programmes of infrastructure managers and regional/national programmes.</p>
1.3	<b>Acknowledge the funding requirements for the completion of relevant infrastructure</b>	<p><i>Addressed to: <b>EC, National Governments</b></i></p> <p>To select the most appropriate EU funding instruments to meet the financing needs mentioned above. A coordination between Interreg Programmes funding and other financing instruments needs to be implemented in order to capitalize results and outputs gained within funded projects.</p> <p>Endow the EU's Macro-Regional Strategies (such as EUSAIR itself) with funds that they can manage and devote to the implementation of projects in coherence with the strategic directions of their activities.</p>

# Policy recommendations 2. Cooperation issues

2.1	<b>Enhance the cooperation among port authorities and other transport stakeholders in the ADRION region</b>	<p><i>Addressed to: <b>EUSAIR, Port Authorities, IMs, TOs, Regional/National Institutions</b></i></p> <p>To promote a cooperation model between the main stakeholders involved in the transport, logistics and infrastructure system in order to join forces and increase the effectiveness of the governance and of the action plans concerning the development of the transport and logistics system of the region.</p>
2.2	<b>Foster the involvement of TEN-T Coordinators and other managing authorities in the definition and implementation of macro-regional strategies</b>	<p><i>Addressed to: <b>EC, National Authorities, EUSAIR and other strategies</b></i></p> <p>Two actions could be implemented to enhance the relevance of the AI Region:</p> <ul style="list-style-type: none"><li>- A higher involvement of TEN-T Corridor Coordinators in the process of definition and implementation of the macro-region strategies in order to increase the effectiveness of the interaction of TEN-T policies and macroregional policies;</li><li>- The identification of the AI Region priority infrastructure projects to be included in the list of the CNC priority projects.</li></ul>
2.3	<b>Strengthen and backup the concept of a smart “Median Corridor”</b>	<p><i>Addressed to: <b>EC, National Authorities, EUSAIR</b></i></p> <p>To enhance and backup the concept of the establishment of an alternative and smart “Multi-Modal Median Corridor” involving East-West axes through the Mediterranean sea in order to being able to propose it for future TEN-T revisions.</p>

# Policy recommendations 3. Infrastructure

3.1	<b>Improving the adequacy of intermodal last mile connections</b>	<p><i>Addressed to: <b>National/Regional Institutions, EC</b></i></p> <p>Boosting investments to improve last mile connections to the hinterland and to adapt the internal layout of Ro-Ro terminals in order to improve modal shift and remove physical barriers.</p> <p>Focusing on renovating and improving the railway network and connections in the Balcan area.</p>
3.2	<b>Improving the adequacy of equipment and competences at BCPs and transport nodes</b>	<p><i>Addressed to: <b>National/Regional Institutions, EUSAIR</b></i></p> <p>Prepare actions for monitoring and fostering the implementation of infrastructural projects and adequate equipments (including cranes, weighbridges, x-ray scanners) in infrastructural nodes related to intermodal hubs and enact a common plan to overcome inefficiencies.</p> <p>Address the current human factor inadequacy also emerged and should be addressed with coordinated actions.</p>
3.3	<b>Alignment of the revision of TEN-T Core network with infrastructure projects of the AI region</b>	<p><i>Addressed to: <b>EC, National Institutions</b></i></p> <p>Align the existing network (TEN-T) for the AI region with EU legislation, where there are some gaps that concern not only the infrastructure but also the safety and the efficiency of the services of transport, in particular for cross-border sections. In principle, new infrastructure projects (i.e. links missing in the TEN-T) need to be proposed, in view of the revision of the Core network.</p>

# Policy recommendations 4. Innovation and digitalisation

4.1	Commonly address the widespread deficiency of ICT technologies/solutions	<p><i>Addressed to: <b>EUSAIR, Local policy makers and stakeholders</b></i></p> <p>The deficiency of ICT/ITS technologies that could increase the efficiency of transport operations regards both maritime ports and rail&amp;road BCPs in the macro-region. The areas of improvement include the interoperability of IT systems, solutions to trace and monitor freight trains, increased security levels in terminals. In order to overcome the current weakness a common action among interested parties within the macro-region can be more effective.</p>
4.2	Implement solutions for overcoming paper-based procedures and long waiting times of border crossing procedures	<p><i>Addressed to: <b>Local policy makers and stakeholders</b></i></p> <p>The realisation of one-stop-shop solutions for users at BCPs should be considered a medium term solution for reducing the time spent by vehicles at BCPs. It involves both the ICT infrastructure and soft measures as bilateral agreements to be signed for implementing.</p> <p>In this case as well a common roadmap at the macrolevel region can speed up the process.</p>
4.3	Improve availability of telematic applications for traffic management and for the optimisation of vehicle flows in the port with virtualisation tools	<p><i>Addressed to: <b>Port Authorities and other logistics nodes</b></i></p> <p>Several tools can be used to optimise the flow of both freight and passengers vehicles in port terminals. These can be bundled in platforms customised for each port's characteristics. The implementations of these solutions can be fostered by a common roadmap at the macro-region level.</p>

# Policy recommendations 5. Sustainability

5.1	Identify the priorities of the EU Green Deal concerning transport and mobility in order to adapt priorities and policies at the port level	<p><i>Addressed to: <b>Port Authorities and managers of other logistics nodes</b></i></p> <p>Within the context of the EU Green Deal, a number of funding priorities addressing sustainability issues will be focused on ports. In order both to better comply to Europe's objectives and to increase the soundness of project proposals aimed at obtaining funds for reaching those objectives, Port Authorities and other infrastructure managers should adapt their strategic plans, masterplans and policy documents consistently with the aforementioned priorities.</p>
5.2	Lay out the conditions for fostering the implementation of pilots and solutions together with transport operators for improving the sustainability of operations	<p><i>Addressed to: <b>EUSAIR, Port Authorities and other managers of logistics nodes</b></i></p> <p>Within the broader context of EU funding for innovation and sustainability, opportunities to have pilot projects demonstrating and contributing to the implementation of technologies and solutions able to increase both the transport operation's efficiency and sustainability can be caught by the macro-region's stakeholders if a proper cooperation and networking habit is established in the port environment and industry.</p>
5.3	Foster the availability of alternative clean fuels supply facilities	<p><i>Addressed to: <b>Port Authorities, inland terminals, freight villages, local stakeholders</b></i></p> <p>Building on the cluster's activities for the safe adoption of LNG storage and operations in the maritime sector, the network could broaden the scope of its activity by fostering the communication among relevant stakeholders for exploring the criticalities and opportunities for the implementation of LNG projects in ports.</p>



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