



Mediterranean Motorways of the Sea: the extension towards Northern African Countries

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**MEDITERRANEAN MOTORWAYS OF THE
SEA: THE EXTENSION TOWARDS
NORTHERN AFRICAN COUNTRIES**



Summary:

- 1. Why the Northern African Countries?**
- 2. Brief introduction to Motorways of the Sea (MOS) concept**
- 3. Existing Meda-Mos projects**
- 4. Role of PAs in the implementation of Meda-Mos**
- 5. Proposals for the enhancement of cooperation in Meda-Mos network.**

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1. Why the Northern African Countries?



Northern African Countries of Maghreb (Morocco, Algeria and Tunisia) have had a long history of cooperation in various field with European Union, although with some differences.

All these Countries have close commercial ties with EU and especially Morocco and Tunisia are open markets with a good reliance on trade.

In brief, these Countries form a complex picture, with different cooperation potentials and diverging interests. However, all these three Countries have been involved in Meda-Mos projects during last years.

2. Brief introduction to Motorways of the Sea (MOS) concept



MOS can be defined in many ways:

- a) In the EU view, they are part of TEN-T priority network (project n°21); in the on-going formulation of Proposal of Regulation they represent the maritime dimension of TEN-T.**

- b) From an economic point of view, they are intermodal connections offering an alternative to «all road» transport, provided that transit time and global costs are competitive with respect to road freight.**

2. Brief introduction to Motorways of the Sea (MOS) concept

Consequences of MOS concept:

- 1. MOS have been regarded as a link between EU ports, thus excluding from MOS Network Non-European ports;**
- 2. MOS have been conceived as an alternative to viable road connections, focusing the attention on existing traffic volumes to be diverted from roads. In other cases, such as for the Trans Mediterranean MOS, we should think of them in terms of coping with new traffic volumes.**
- 3. Financing MOS has been mostly devoted to the maritime section, by costs lowering for MOS users, but there are still bottlenecks on the land side impeding the competitiveness of the MOS.**

2. Brief introduction to Motorways of the Sea (MOS) concept



2. Brief introduction to Motorways of the Sea (MOS) concept

Crucial elements in MOS developing:

- 1. Service planning with particular attention paid to schedule (i.e. transit time feasible for customer and users needs)**
- 2. Unique set of port systems (rather than single ports) planned to deal with MOS, in order to provide a wider supply of connections with hinterland**
- 3. Dedicated infrastructures and «infostructures» to MOS within seaports**
- 4. Governance and coordination of all stages of the transport chain, fully integrating ports in this vision**

3. Existing MedaMos projects



All these points are relevant to the development of Motorways of the Sea within the Mediterranean:

1. Transit times are longer than other MOS and complicated by the difference in business environments between the two shores of the Mediterranean;

2. Different studies have identified in last years different sets of MOS ports and corridors within the Mediterranean, without planning a common MOS framework; besides, Mediterranean MOS framework is to be integrated with national port planning.

3. Mediterranean ports suffer from capacity constraints; besides, extra Schengen trade needs dedicated structures.

4. Many Mediterranean ports exist since centuries, they have to be connected to modern transport chains

3. Existing MedaMos projects

We can identify two phases of the cooperation in field of transport within the Mediterranean basin:

The first one, from 1995 (Barcelona Forum) to 2005 (Final Report of High Level Group - Loyola de Palacio), marked by the identification of main priorities and regional cooperation;

The second one, from 2006 up to present, marked by new cooperation instrument ENPI with mainly bilateral relations and agreements.

In 2007 a first set of MedaMos projects was launched, with the support of EuroMed Transport Forum. In 2009 the initial network was renewed.

3.Existing MedaMos projects



The experience of MedaMos projects suggests:

- 1. Planning on Mediterranean level must comply with planning on national and local level;**
- 2. Potential demand exists for new MOS links, provided that coordination is established between the players of the logistic chain;**
- 3. Due to the important role played by ports, cooperation should involve port regions and especially Port Authorities (PAs) as a key actors in the governance of logistic systems;**
- 4. The Mediterranean transport framework is now complicated by several players and instruments established during last decades: PAs can relaunch better coordination with a local dimension**

3. Existing MedaMos projects



MOS process and related issues

Identification of
Projects and ports

Overlapping of ports
identified in different
papers and in
different regulation
levels (i.e. national vs
pan- Mediterranean)

Implementation of
the Projects

Identification of
national and regional
implementing
bodies- involved
stakeholders

Assessment of MOS
project- individuation
of main performance
goals

4. Role of PAs in the implementation of Meda-Mos



There are several reasons that incentive the involvement of PAs in Mediterranean MOS:

- 1) Port regions, beyond the port itself, are pillars of logistic and industrial activities, often developed in Northern Africa near to ports and are highly export oriented.**
- 2) PAs, as managing bodies of port infrastructures, have a key role in logistics chains of local business;**
- 3) PAs interact with different regulatory bodies, on national level (ministeries and agencies), on local level (enterpreneurial associations and local institutions) and in Europe with the European Union agencies too. PAs can develop strategic view of the different interests at stake within MOS.**

4. Role of PAs in the implementation of Meda-Mos

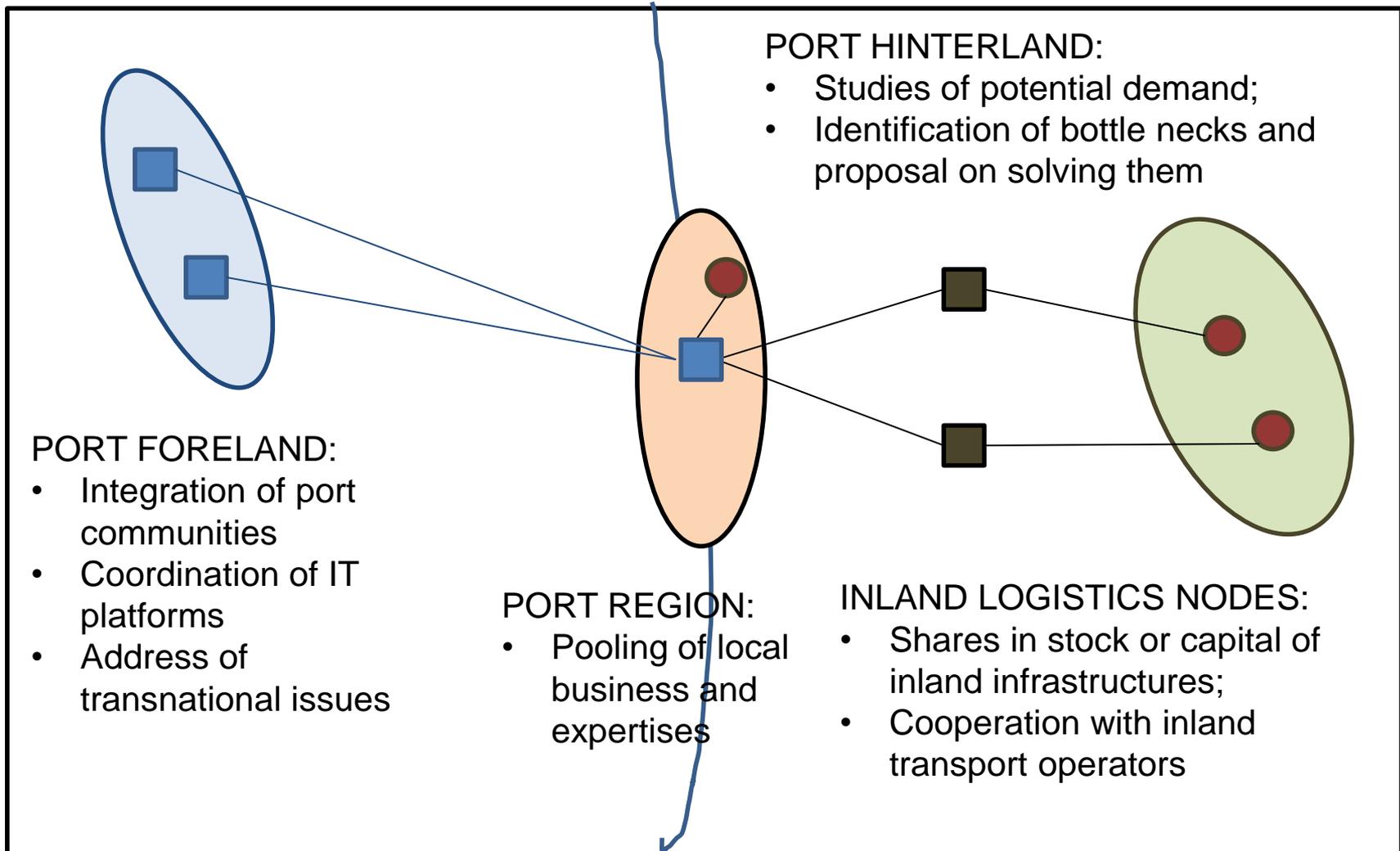


PAs proactive role can be played through several actions:

- 1) Identification of needs and main stakeholders such as shipping companies and others users;**
- 2) Plan of port interfaces with sea and inland to ensure smooth and efficient intermodal links;**
- 3) Coordination of local communities and promotion.**

By no mean PAs have commercial functions, but their expertise in managing port communities is essential in order to develop regular connections between ports of both shores of the Mediterranean.

4. Role of PAs in the implementation of Meda-Mos



5. Proposals for the enhancement of cooperation in Meda-Mos network.



- 1. Identify national implementing agencies on both sides of the Mediterranean basin;**
- 2. Ensure they have coordination powers and expertise for the development of MOS;**
- 3. Avoid the creation of new structures with ambiguous tasks and strengthen already existing national agencies in implementation and assessement of new MOS routes;**
- 4. Rely on PAs for regional and local coordination, under a more consistent national scheme;**
- 5. Plan a consistent MOS network and future extensions in MOS network to be agreed with local agencies.**

5. Proposals for the enhancement of cooperation in Meda-Mos network.



On a local basis, cooperation can be led by PAs on both shores of the Mediterranean, eventually integrated in port systems.

Objective of this cooperation is the assessment of main issues and problem solving for small scale problems.

Cooperation at local level should be organised in working groups (WG) of experts, civil servants and executives appointed by port community: PA identifies the competencies needed for each working group.

These WGs should deal with the following topics:

- 1) Customs procedures in each port**
- 2) Integration of Port Community Systems**
- 3) Safety requirements**
- 4) Inland connections with far hinterlands**

5. Proposals for the enhancement of cooperation in Meda-Mos network.

The cooperation at different levels should lead to a consistent «Master Plan of the trans Mediterranean Motorways of the Sea», concerning the following issues:

- **Infrastructures, not only within port boundaries but also in the related hinterlands;**
- **Services, current and potential demand and supply of MOS;**
- **Legal requirements, easing the procedures on maritime transport.**

For each issue, the implementing agency shall be identified (among these, also PAs), as it is in Master Plans of European MOS.

5. Proposals for the enhancement of cooperation in Meda-Mos network.

The main goals of MOS network could be:

- a) Improve the sea-land interface through dedicated MOS terminals, splitting passenger and freight;**
- b) Renew Ro-Ro fleet in service and develop more sustainable maritime transport;**



5. Proposals for the enhancement of cooperation in Meda-Mos network.

c) Coordinate Port Community systems and interchange of information on common basis;

d) Develop the potentials of Intra Mediterranean trade, also in relation to demand of Mediterranean goods from European and Non European markets.

Traffic growth scenarios: REG: Global Economic Downturn, CEM Medium Economic Growth and IET Total Economic Integration- data in millions tons; source M. Weigert 2010

	2000	2025(REG)	2025(CEM)	2025(IET)
Med-Med	9,1	20,5	40	77,2
Med to Eu	33,7	57,3	74,5	97,7
Eu to Med	50,3	89,5	119,7	161,2
Total	93,1	167,3	234,2	336,1

THANK FOR YOUR ATTENTION

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