



Slovenian
Presidency
20-21

6th Forum

of the EU Strategy for the Adriatic and Ionian Region
Along the coasts of the shared sea
Izola, 11-12 May 2021



Improving hinterland connections with the ports of the AI Region

Outcomes of the Interreg-ISTEN Project



Domenico Gattuso
11 may 2021

Pillar II - Connecting the region session (Transport sub-group)
Green and Smart transport solutions connecting the AI Region

Key project information

Priority Axis: 3 - Project acronym: **ISTEN**

Name: *Integrated and Sustainable Transport in Efficient Network*

Project duration: 36 months

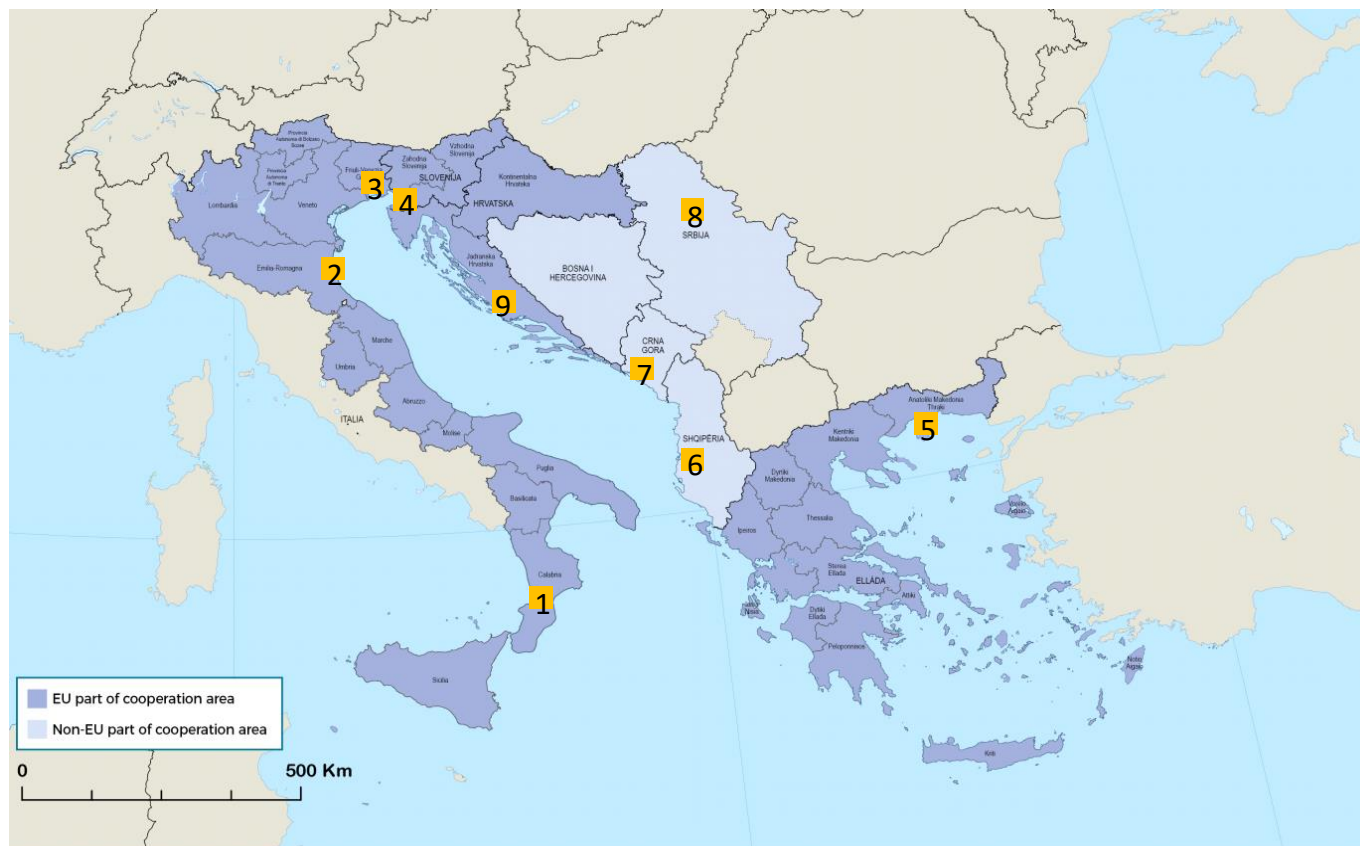
Start day: 01/12/2017 - End day: 30/11/2020

Lead Partner:

Mediterranea University of Reggio Calabria (I)

10 Partners (7 ERDF, 3 IPA), by 7 countries:

Italy, Slovenia, Croatia, Montenegro, Serbia, Albania, Greece



ISTEN SITES

- 1 Calabrian Port System
- 2 Port of Ravenna
- 3 Port of Trieste
- 4 Port of Koper
- 5 Port of Thessaloniki
- 6 Port of Durres
- 7 Port of Bar
- 8 Serbia – Belgrade Area
- 9 Port of Šibenik

ISTEN AIMS

- **Qualifying ADRION Ports as strategic nodes and hubs for the ADRION Region** by setting up strategies, clusters and joint action plans **to improve hinterland intermodal connections**, pushing rail freight flows and last mile connection to the TEN-T Corridors
- **Promoting innovation and knowledge transfer** between ports and intermodal terminals of the Adriatic-Ionian area

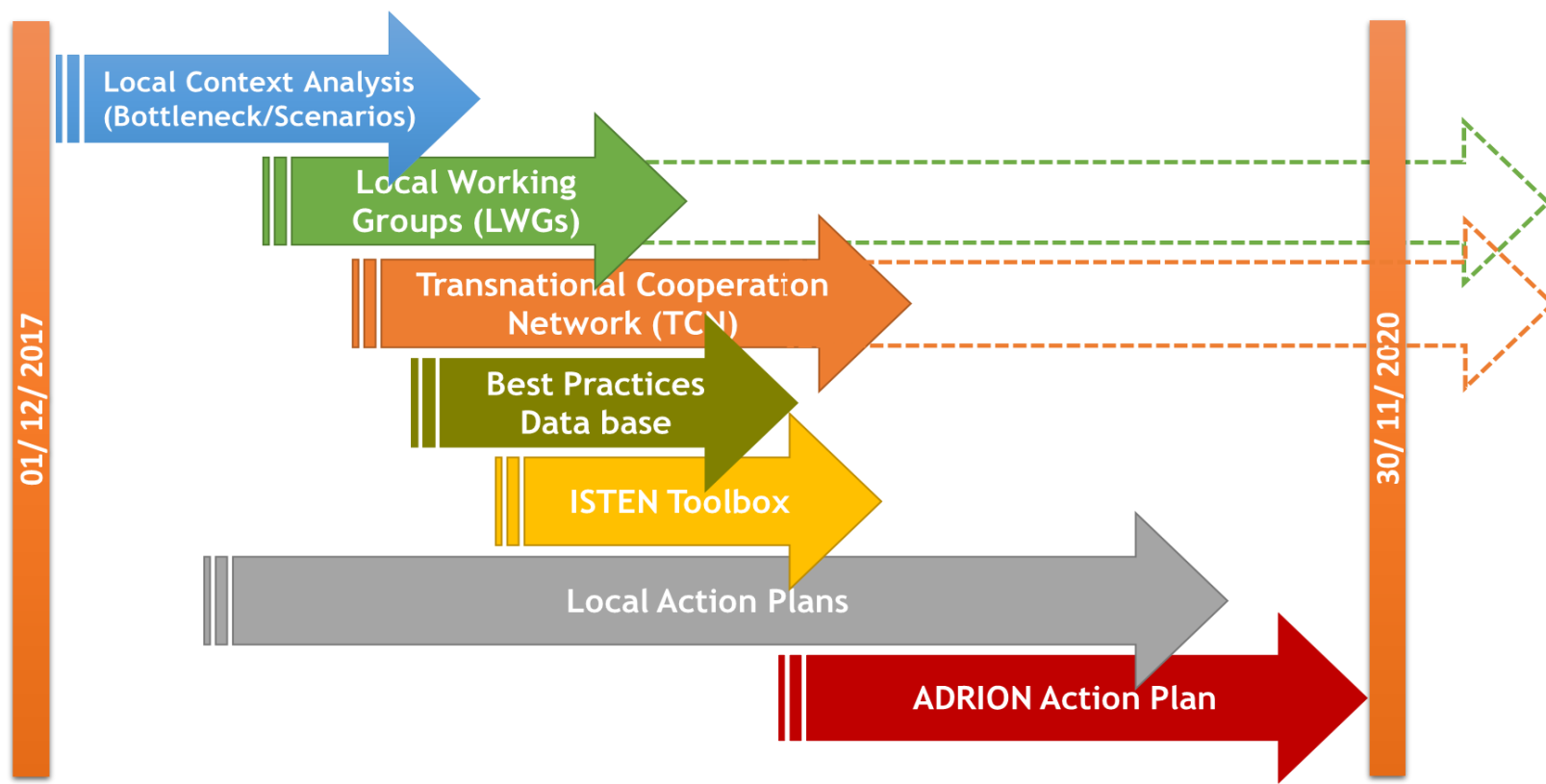
Contribution to the EUSAIR strategy

Action priorities of the **EUSAIR Pillar 2**: *To improve connectivity within the Region and with the rest of Europe in terms of transport and energy networks*

TOPIC 1. Maritime transport. Specific objective: Maritime safety and security and **competitive regional intermodal port system**

TOPIC 2. Intermodal connections. Specific objective: **Reliable transport networks and intermodal connections with the hinterland for freight and passengers**

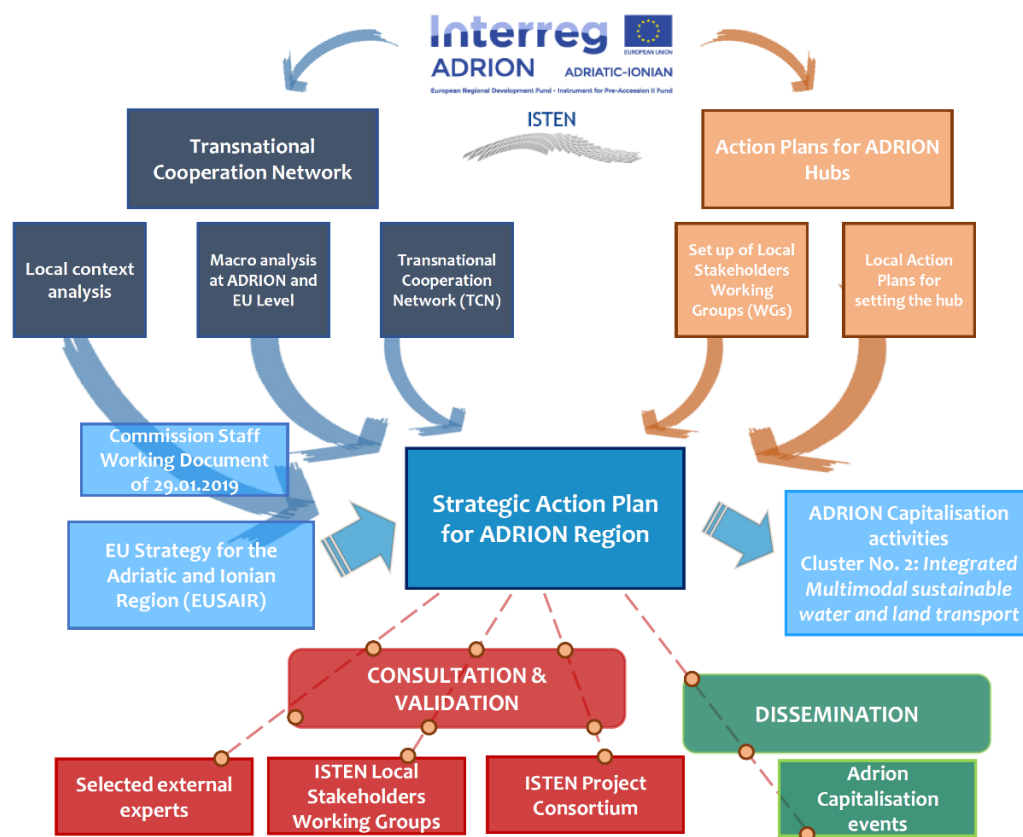
ISTEN ACTIVITIES

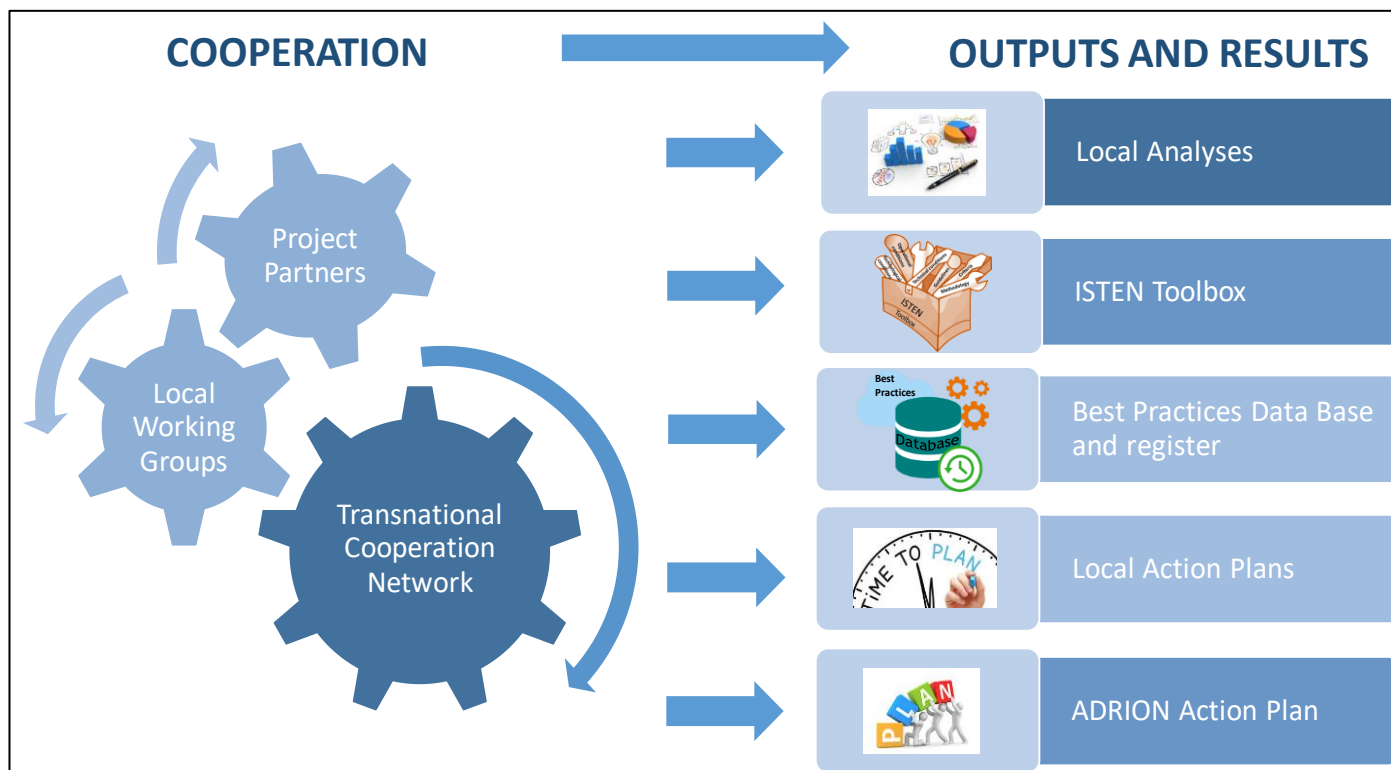


Final aims:

- Local Actions Plans
- ADRION Action Plan

Activities in detail





2 levels of cooperation:

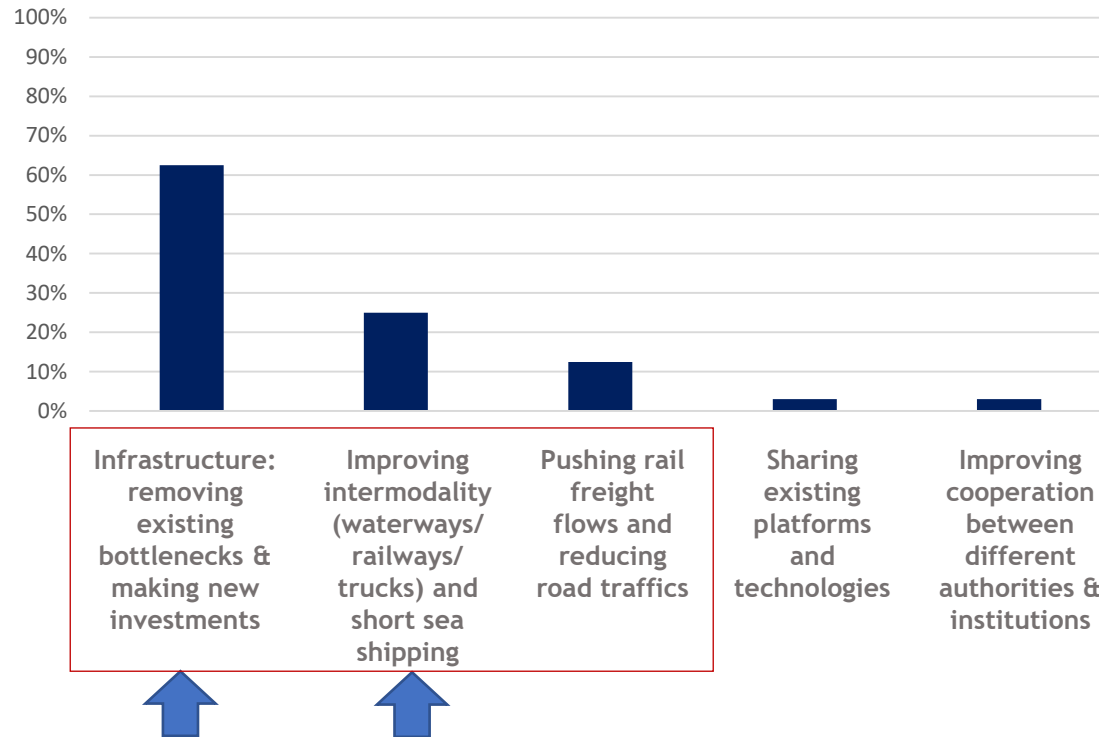
- **Local Level (LWG)**
- **Transnational (TCN)**

Main outputs/deliverables

- **9 local analyses + 1 collective** identifying common issues and bottleneck towards becoming integrated hubs
- ***Isten Toolbox*** (methodology, guidelines and criteria for defining the conditions to make the port and its hinterland an efficient and integrated hub)
- ***Collection of Integration Best Practices***
- **9 Local Action Plans** for effective integration of ports into their hinterland
- **1 Strategic Action Plan**, for an integrated port-hinterland freight hubs network
- ***Methodological Approach for Transferability Plan***

Major barriers to the development of an integrated network of ports and hubs

- Lack of intermodal coordination/cooperation
- Lack of real time interface of ports with dry ports, freight villages and intermodal/logistic centers
- Lack of efficient interfaces between public and administrative institution
- Road, rail, ports and dry ports congestion



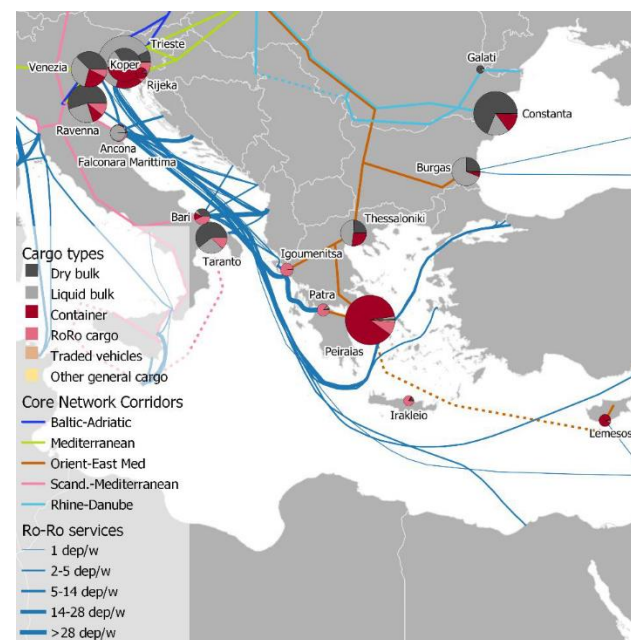
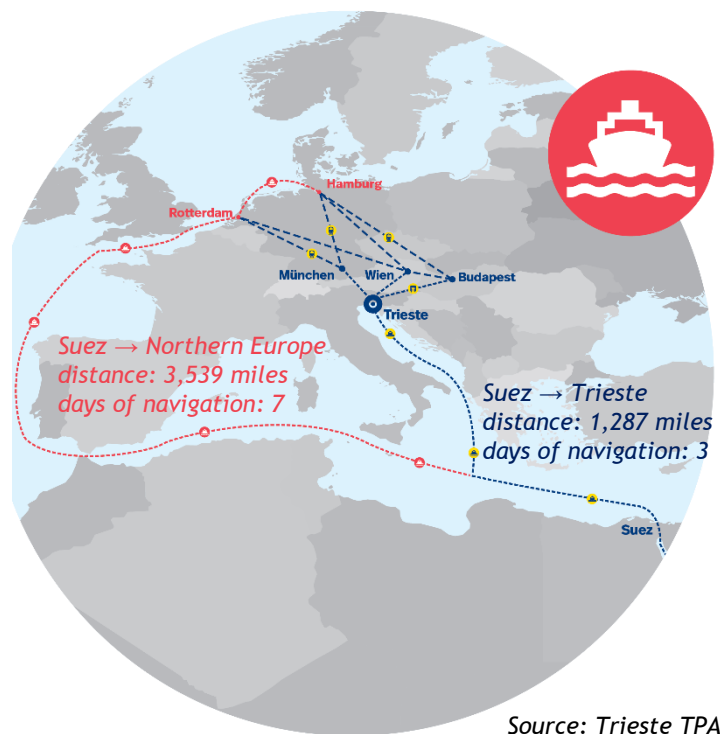
What should be the **leading objective** in drafting and conducting a transnational strategy for ADRION Region?



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Positioning ADRION ports and hubs

- Crossed by 4 main corridors
- At the center of the western Balkans extension
- Also MoS and ERMTS



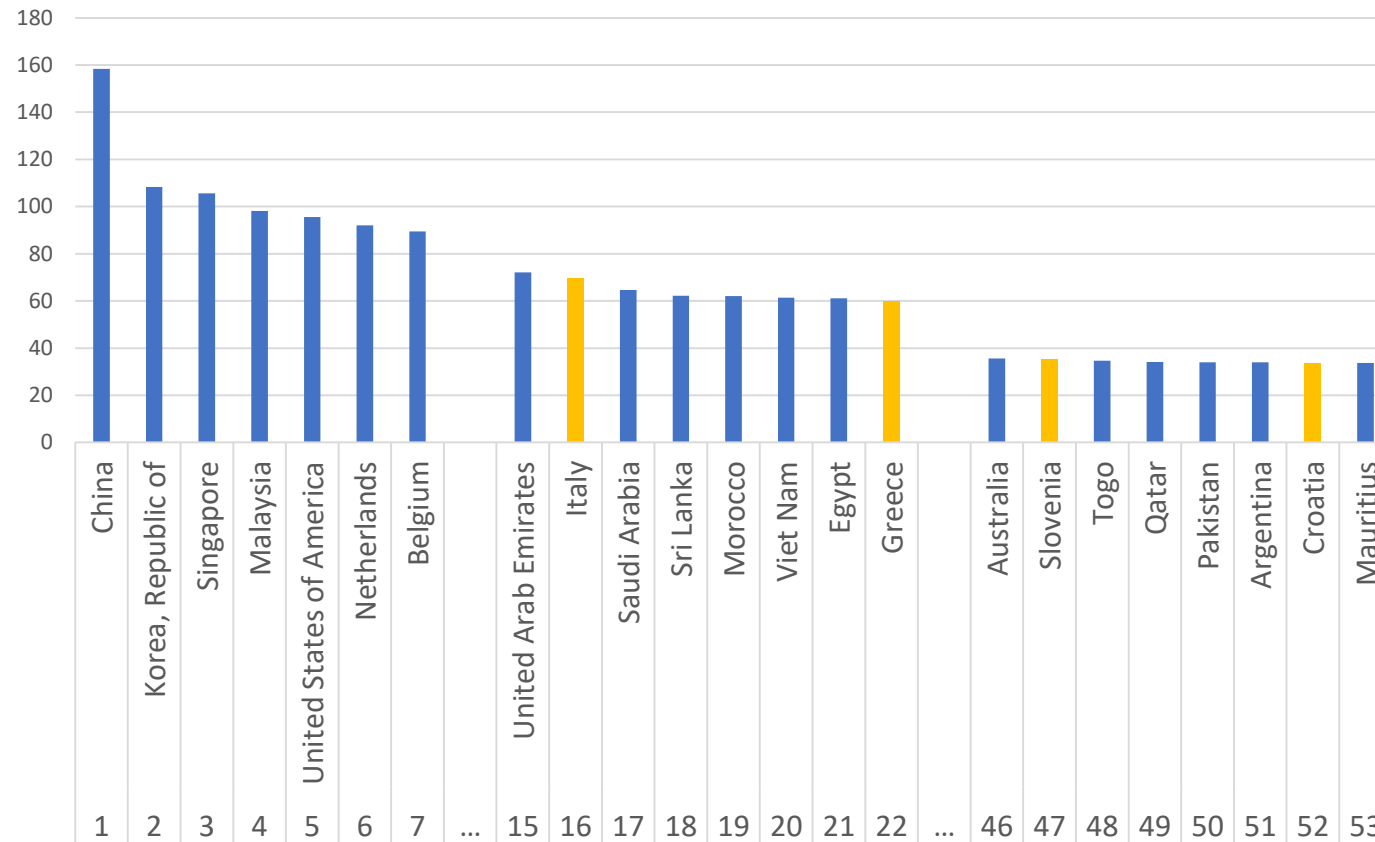
Source: ISL, 2019

STRATEGIC GEOGRAPHIC POSITION

Westbound Deep Sea
Shipping routes

Eastern Mediterranean
and Black Sea MoS

Maritime silk road



Competitiveness of ADRION ports and hubs (1)

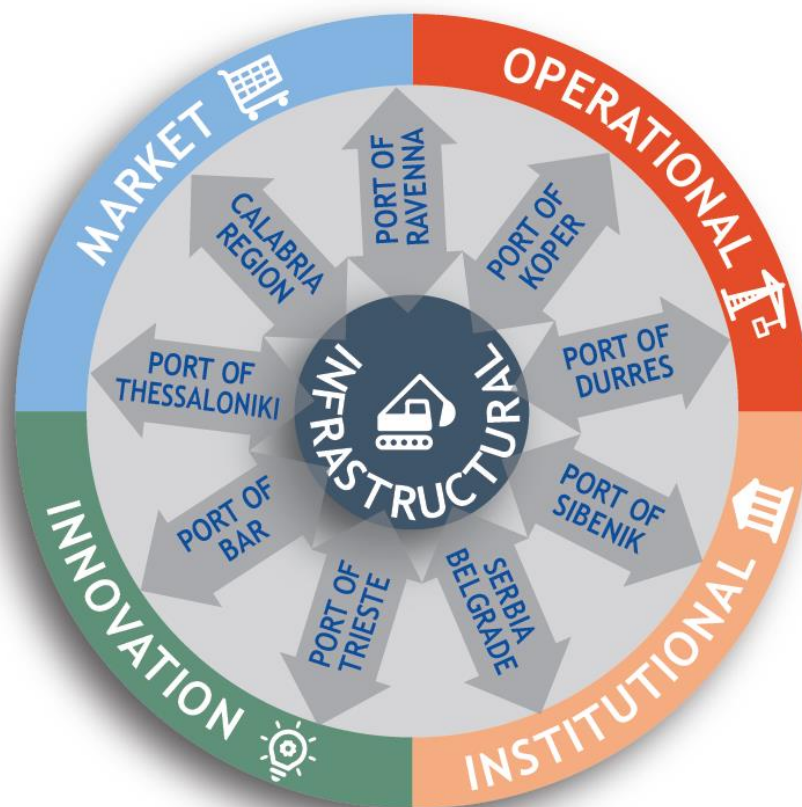
Liner Shipping
Connectivity Index, 2019

Country	Score	Ranking	% of highest performer (Germany = 100)
Italy	3,74	19	85,56
Slovenia	3,31	35	72,30
Greece	3,20	42	68,86
Croatia	3,10	49	65,72
Serbia	2,84	65	57,50
Montenegro	2,75	77	54,53
Albania	2,66	88	51,84
Average	3,09	55	65,19

Competitiveness of ADRION ports and hubs (2)

Logistics Performance Index, 2018

Ranking of ADRION countries in
terms of LPI in 2018

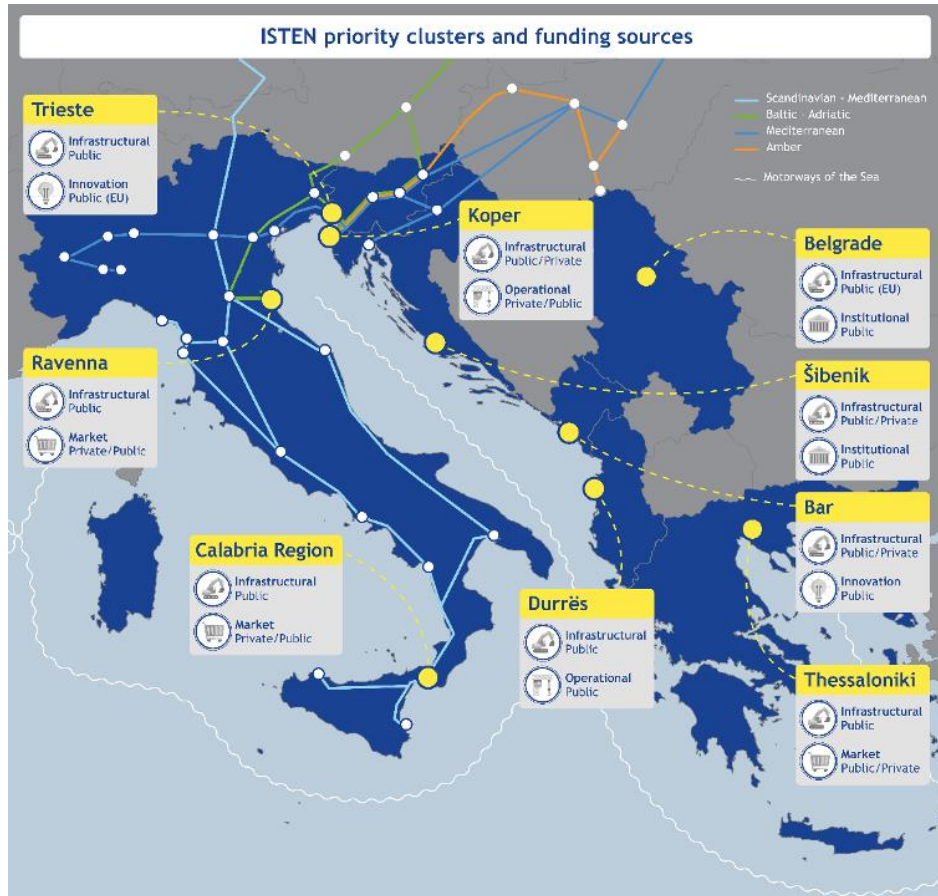


Local Action Plan

Methodology based on the **CANVAS model**. Simplified way to describe **actions and activities**.

To summarize the main characteristics, in terms of:

- involved stakeholders,
- key actions, aims,
- problems and risks,
- implementation timeframes
- possible funding sources



OVERVIEW OF THE KEY PRIORITIES

5. Calabria Region

The Calabrian port system consists of 39 ports of different sizes and functions, distributed along the 780 km coastline, partly along the Tyrrhenian side and partly along the Ionian one. The main commercial ports are Gioia Tauro, Vibo Valentia, Crotone and Corigliano Calabro.

The port of Gioia Tauro is located about 56 km north from Reggio Calabria town. The "logistic system" of Gioia Tauro is spread over a flat area of about 7 million m² of which the port areas cover an area of 3,200,000 m². The port has a channel configuration with an internal water surface of 1,800,000 m² located parallel to the coast, on which three main quays are developed (North, Eastern and West quays).

The port of Gioia Tauro, with a throughput about 3 millions of TEU/year, is one of the main transshipment port in the Mediterranean sea and the first port in Italy considering only TEU traffic (30% of the 10 million TEUs in Italy). It is a core network port belonging to Trans European Network and in particular to: i) the Scandinavian-Mediterranean TEN-T infrastructural corridor, that is implementing and is planned to complete in the 2030 (TEN-T, corridor 5); and ii) the Central North-South Rail Freight commercial Corridor, that will be implemented by the end of 2015 (RFC, corridor 3). The ports of Vibo Valentia, Crotone, and Corigliano serve mainly a local market, moving goods by specific production and consumption of the surrounding territories.

Key bottlenecks identified

- | Market | Infrastructural | Operational |
|--|--|--|
| <ul style="list-style-type: none"> Port activities specialization on a single sector Lack of commercial connections with the Italian and Eastern Mediterranean countries | <ul style="list-style-type: none"> Inadequacy of the regional rail network Inadequacy of last mile connections (rail, road) Inadequacy of port and logistics infrastructure | <ul style="list-style-type: none"> Operative related to inadequate infrastructure and rail hinterland Lack of a road and rail for some hinterland Poor port capacity and high intermodal (sea-road) |

9. Port of Durres

The Port of Durres is located in the middle of the Adriatic Sea, to the South of the Durres City, about 35 km away from the capital Tirana. It is the center of the Albanian railway network and also the starting point of the Pan-European Corridor 8, and an important intersection of roads Durres-Kukes-Morine, which connects Albania with Kosovo.

The port covers an area of about 650,000 square meters, and water area of 67,000 square meters. Entrance to the port is realized through an access channel with a depth of 8.5 m, 1.8 km in length and width of 104 m.

Being the largest port of Albania, it processes a volume of about 5.5 Million tonnes per year, handling roughly 78% of the country's seaborne trade in tonnage terms and 75% of all the export and import trade of the country. Maritime trade exchange through Durres Port volume is increased especially with Italy, Russia, and Turkey. In 2017, more than 2.1 million tonnes of goods were traded from Durres port to more than 63 different seaports in the Mediterranean region, in the United States, China, and Brazil. Italy and Russia account respectively for 21% of the volume of goods traded via Durres Port. The list also includes Turkey, Malta, Greece, China, Egypt, Spain, Germany, the US, and Turkmenistan. The port has an annual container volume of 66,000 TEU (twenty foot equivalent unit).

Country: **Albania** Region: **County of Durres**

Adriatic cargo specialization:
General cargo, containers

Characteristics of the Durres container terminal				
Total length of quays (m)	Terminal quay depth (m)	Maximum vessel draft allowed* (m)	Total terminal area (m ²)	Container stacking capacity (TEUs)
265	8.60-10.00	8.00	60,062	3,000

* Durres Container Terminal S.A., official website 2019.
Available at <https://www.dct.al/> (accessed: 27 September 2019)

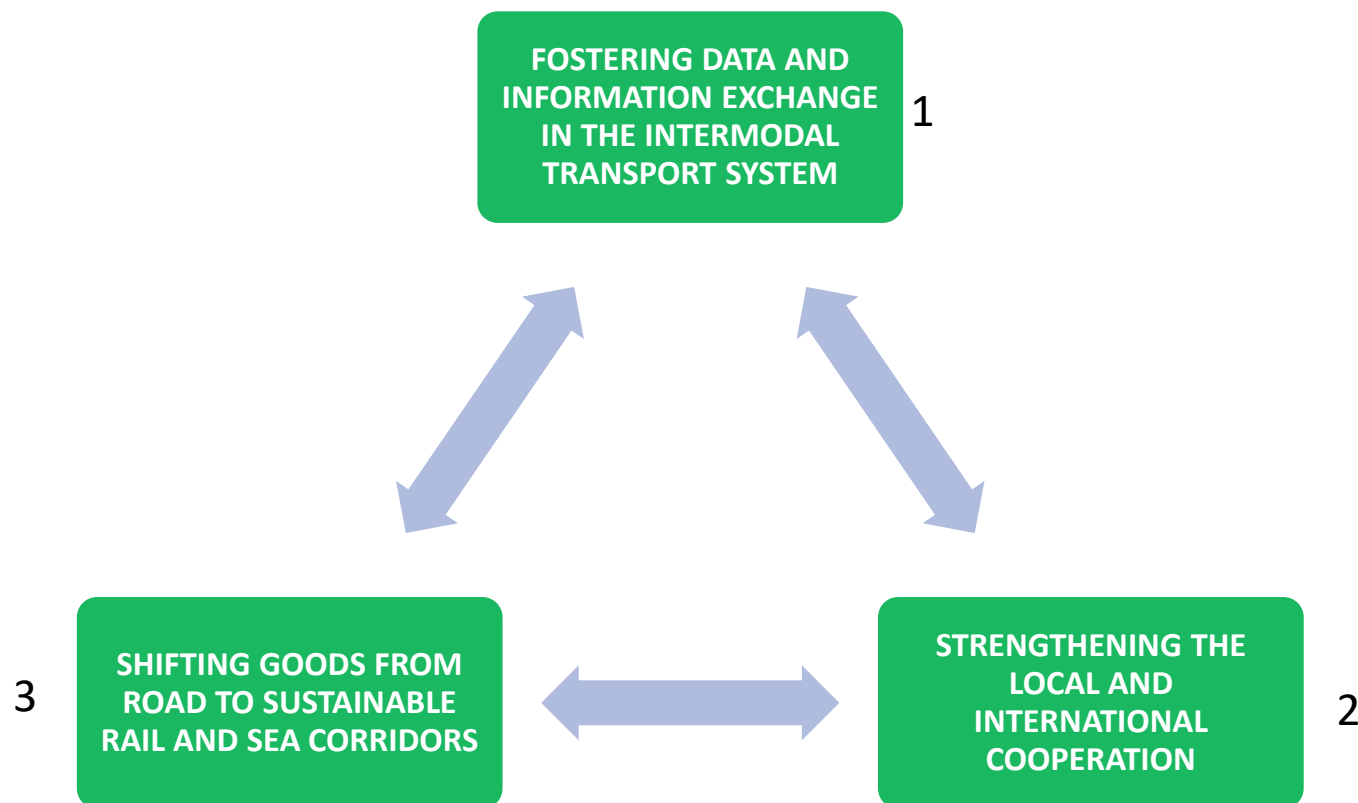


Figure 34 - Port of Durres
Source: <https://container-map.com/>

Key bottlenecks identified in the local context analysis

- | Market | Infrastructural | Operational | Institutional | Innovation |
|--|---|--|---|---|
| <ul style="list-style-type: none"> Quality of the services offered by the railway transport is such that cannot meet the requirements of the present transport market Limited intermodal services within port system | <ul style="list-style-type: none"> Road infrastructures mainly used by operators for the transport of goods Inadequate port infrastructure such as the length of quay, depth, lack of appropriate surface to operate, lack of railway connections and road networks around the port Inadequate soft infrastructure especially toward Rail Operational System, Customs clearance system, and interfaces between systems | <ul style="list-style-type: none"> No coordination between operators within port, and among public and private actors Inability to quantify the financial, economic benefits of port hinterland actors' coordination / cooperation | <ul style="list-style-type: none"> Lack of coordination and collaboration among stakeholders Frequent planning at local/regional/national level | <ul style="list-style-type: none"> Low innovation content in the services provided Not harmonised (or missing) digital information exchange between port hinterland actors and between operational & public (e.g. customs) actors |

3 strategic clusters of actions



Fostering data information exchange

- Promote and enhance **reliable** and **fast exchange** of information and documents between the stakeholders involved in the logistic chain, both at the **operational** and **institutional** levels; it is the **core of the efficiency** of the different parts of the transport and logistics processes
- **Integration** between the **different IT systems**
- **ADRION Port Community System** (dialogue among different PCS)

Expected results: decrease of the generalised costs associated with logistics and transport, increase the competitiveness of the transport system as a whole

Strengthening the local and international cooperation

- Promote and facilitate the development of LWG for the whole logistics chain where stakeholders from ports to the hinterland, can discuss common problems and agree on possible solutions and strategies
- Fostering international cooperation and removing border obstacles

Shifting from road to sustainable rail and sea corridors

ISTEN Priorities:

- Extension of the TEN-T to the Western Balkans
- Integration of ports and hinterlands
- Motorways of the Sea



Extension of the TEN-T to the Western Balkans



ISTEN Priorities on Italian Adriatic Corridor

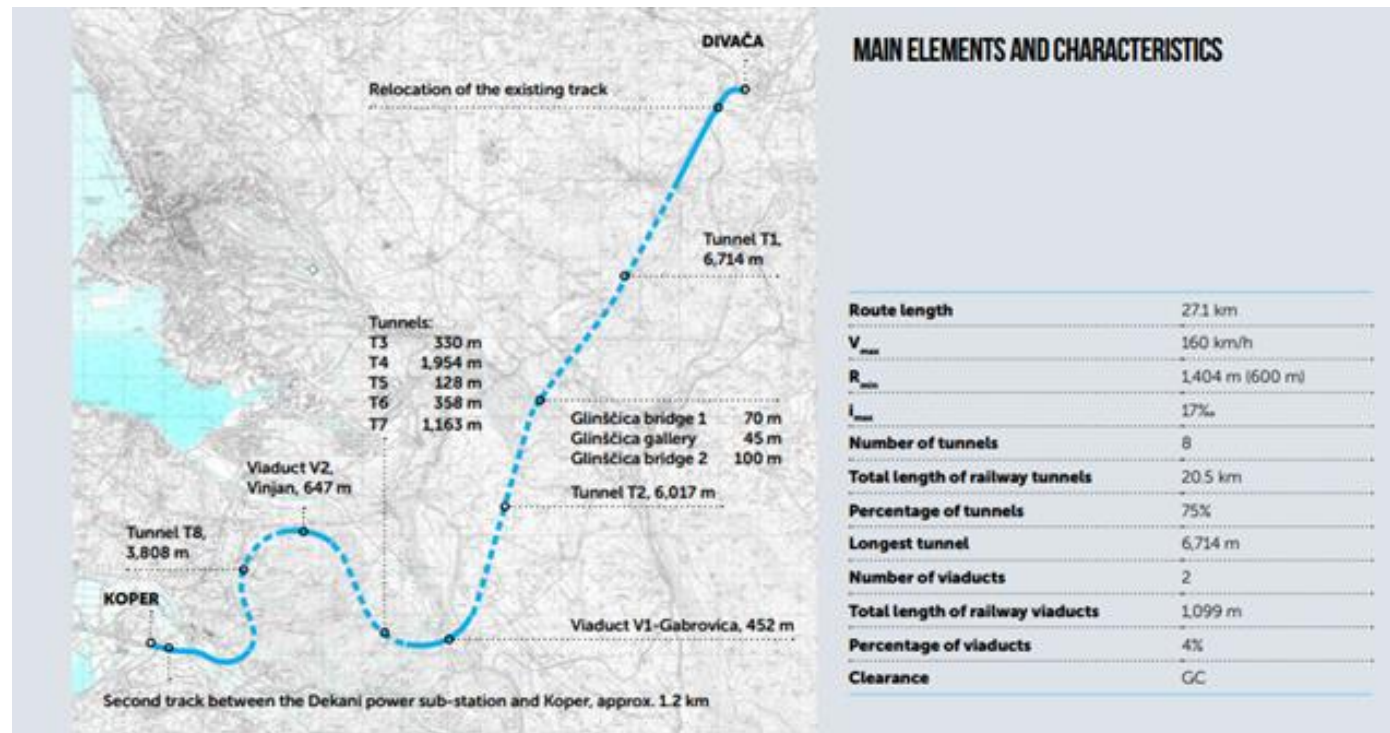
Improved connection of
Calabria Region with the
Adriatic Corridor

Inclusion of the Ionian
railway in the TEN-T
comprehensive network

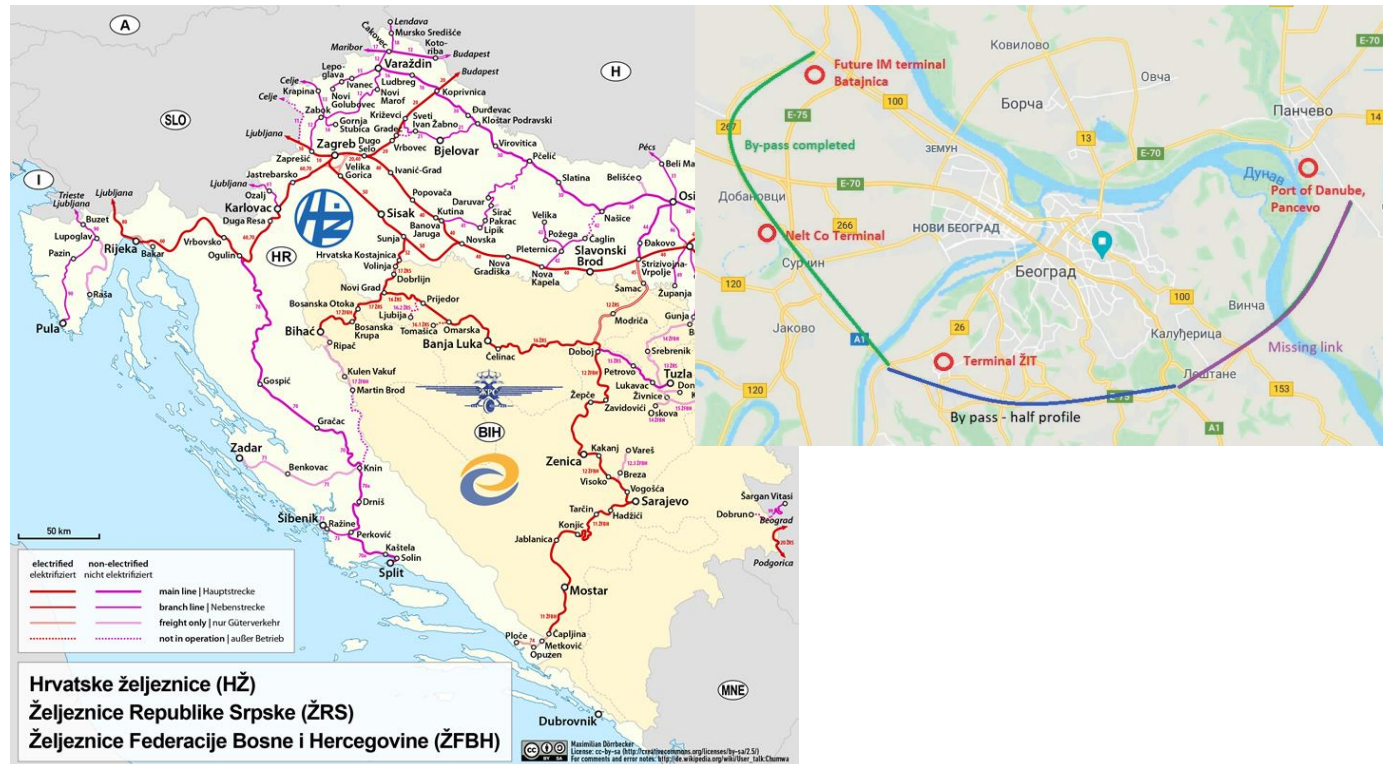
**Railway Program #Italiaveloce
June 2020**



Strengthening the last-mile connections and developing maritime infrastructural improvements for canal depth, new terminals and quays of Ravenna Port



Second railway track from Koper to Divača. This is representing from many years the critical bottleneck for the link between the port and the hinterland



Modernisation of the Oštarije - Knin railway line

Improving connectivity
of regional multimodal
corridors and enabled
intermodality thanks to
railway by-pass around
the City of Belgrade

Rail: Compliance 2030 (South)



Critical Rail Issues:

- ERTMS, Train length
- Axle load issue in Romania
- Line speed issue in Bulgaria
- Hinterland rail connections of seaports in Greece (Igoumenitsa!)
- Interoperability issues along the long section Békéscsaba – Thessaloniki (HU-RO-BG-EL)

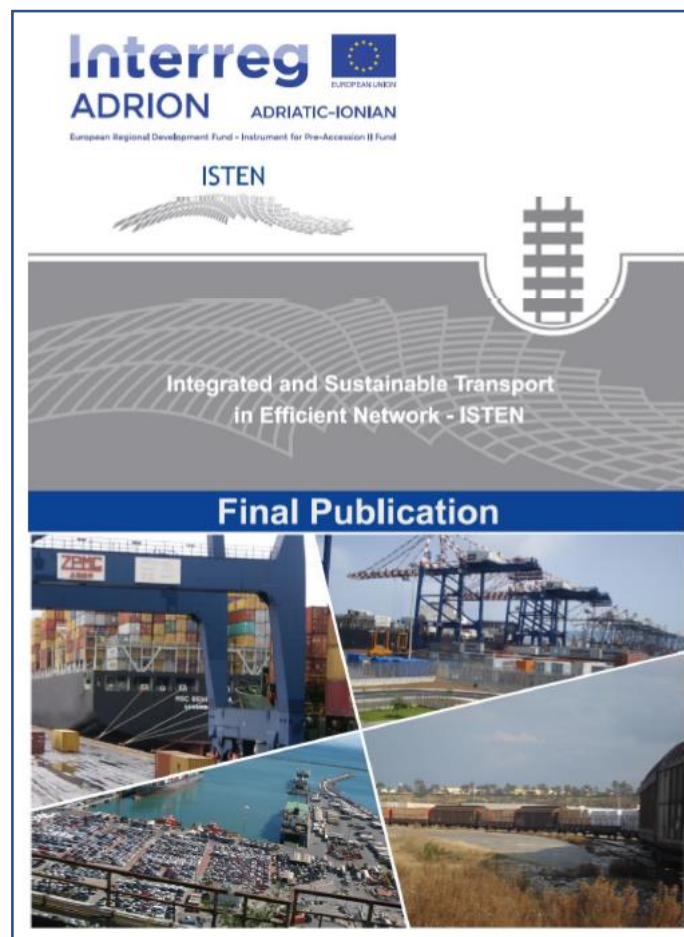
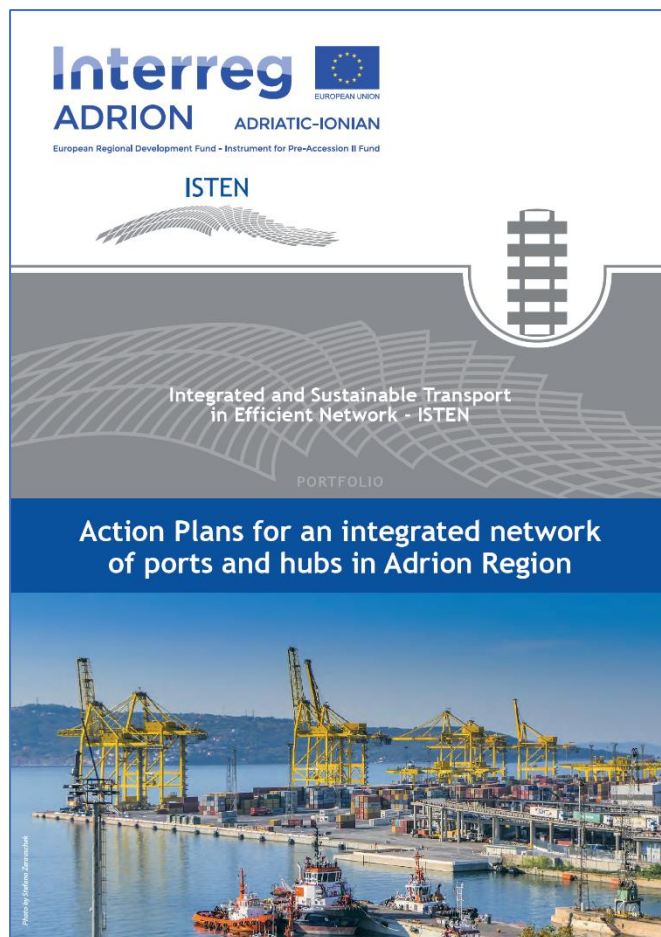
Enhancement of rail and road connectivity at the regional level - international market and especially with the Balkan region



ISTEN TRANSNATIONAL ACTION PLAN

Main expected Project impacts

- A competitive regional intermodal port system
- Reliable freight transport network and intermodal connection of the ports with the hinterlands
- Sustainable and efficient logistics and transport
- Advance in transnational cooperation
- Exchange of Data and Information



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