

*Results from the peer reviews in the framework of the MED capitalization and clustering process*



## MED projects on Sustainable Ports and Transports in the Mediterranean

# Background

Since the first thematic brainstorming series in summer 2011 and the Capitalization Day in Marseilles in winter 2011, a bottom-up clustering process involving all MED projects has been carried out aiming to form clusters of projects within the same thematic areas. In this way, information shall be exchanged and common innovative outputs and results shall be mainstreamed and transferred to Mediterranean territories.

So far, this process led to the identification of 4 topics and 8 clusters of projects:

## ***Policies for Smart Growth: innovative and creative SME's***

- 1) Web-based platforms for knowledge and technology transfers
- 2) Innovative services and “soft” infrastructures for innovative and creative SMEs/industries
- 3) Smart Specialisation in Rural Areas

## ***Policies for Sustainable Urban Models and Climate Change***

- 4) Sustainable urban models, urban design and economic development
- 5) Energy Efficiency, Waste management and Pollution Prevention (buildings and neighbourhoods)

## ***Policies for Sustainable Management of Natural Risk and Resources***

- 6) Governance and Adaptation Policies in Coastal Mediterranean Zone
- 7) Integrated and Sustainable management of natural areas and resource in Mediterranean Area

## ***Policies for Sustainable Ports and Transports***

- 8) Sustainable Ports, Transports and Accessibility

The cluster of MED projects on the topic '**Ports & Accessibility**' is consistent with the EU strategies framework: The promotion of global competitiveness and economic growth (embedded in the 2000 Lisbon strategy); the promotion of sustainable model of development integrating social and environmental concerns (embedded in the Gothenburg objectives adopted in 2004); the adoption of the Mediterranean Protocol on ICZM (Integrated Coastal Zone Management); the flagships initiatives of the EU 2020 strategy with particular regards to 'a Resource Efficient Europe', and with the 'Roadmap for moving to a competitive low-carbon economy in 2050' (find more at: [http://ec.europa.eu/clima/policies/roadmap/index\\_en.htm](http://ec.europa.eu/clima/policies/roadmap/index_en.htm)).

The partners share the same vision on what transports infrastructures and especially ports' infrastructures should be like: efficient, competitive and environmentally friendly. The cluster produced a joint package of innovative outputs with important synergies to be mainstreamed in regional and local development plans and to be transferred in the different territories of the Mediterranean basin.

## Who is (in) the cluster?

### ***Participating MED projects:***

- |             |               |             |               |
|-------------|---------------|-------------|---------------|
| + APICE     | + BACKGROUNDS | + COASTANCE | + FREIGHT4ALL |
| + FUTUREMED | + LOSAMEDCHEM | + MAREMED   | + MED-NET     |
| + PORTA     | + SECUREMED   | + TERCONMED |               |

### ***Participating IPA projects:***

- |               |          |           |
|---------------|----------|-----------|
| + AdriaMoveit | + A3-NET | + ADRIMOB |
|---------------|----------|-----------|

## What are the cluster's main pillars?

The cluster of projects on 'Ports and Accessibility' (P&A) has reflected on outputs to be integrated and combined. Two main joint-packages of tools can be foreseen:

- 1) on information and data on freight transport and logistics chains gathering projects that tried to improve fluidity of flows and logistics by the creation of ICT platforms
- 2) gathering 'immaterial assets' and best practices to improve the competitiveness and environmental quality of P&A actors: methodological documentation, networks, strategies or lobbying tools.

Both joint-packages present the same approach, namely the integration of information and tools aiming to improve the public and private decision-making.

# What are the outputs?

The projects involved in the cluster have already produced best practices and lessons to be learned which are relevant for mainstreaming policies at local and regional level and for transfer in ports and territories of the Mediterranean area.

## Information and data on freight transport and logistics chains

P&A projects are gathering professionals of maritime transport (shipping companies, logistic service companies, port authorities, municipalities and regions etc.) involved in a very competitive environment and in need of fine-tuned tools to improve the overall quality of services provided by Mediterranean ports. In that perspective, these projects are characterized by the high level of technical expertise required to develop ambitious ICT tools aiming at mapping freight traffic in the Mediterranean area and the characteristics of all available P&A infrastructures in the region.

Within **FREIGHT4ALL**, the idea was to create an ICT platform allowing to collect all relevant data on port containers (capacities, types of infrastructures, traffic, procedures etc.) and to transmit them to all the actors subscribed to their platform. Information will be provided in real time by involved port authorities and will be available on the Internet; the users will receive a SMS alert each time relevant information will be sent.

The **TERCONMED** project is clearly complementary to the above mentioned process since it is aiming to create a database mapping and recording containers' flows being transported in the Mediterranean basin. This tool would clearly benefit port authorities aiming at adapting their infrastructures to the trends of trade flows in the Mediterranean region.

Innovation may also result from the methodology used for analysing the environmental impact of P&A activities. For **APICE**, innovation is produced from scientific analysis of territories: evaluation of mitigation measures and control of gas emissions. This methodology combined territorial strategic planning and monitoring of air quality. Thanks to newly elaborated dispersion models, scenarios of city exposition to chemical pollutants were developed according to different assumptions concerning port development, local planning and urban projects. A significant point was to combine EU standards on air quality with the local context and standards.

## Networking: hybrid partnerships updating and 'refreshing' the P&A vision

P&A projects are also managed to bridge networks, skills, people and visions that would otherwise exist separately. Within the **LOSAMEDCHEM** project for example, the involvement of the European chemical regions network is a key asset as it gathers the most important and committed authorities. At local level, every six months the project partners organise discussion groups with local stakeholders involving the public and private sector to better understand the actors' needs and to diffuse information on the implementation of project.

**BACKGROUNDS** has introduced the concept of the 'catchment area': the local economic and social context around port facilities as an opportunity for sustainable ports development. In this perspective, efforts have been made to involve private actors and businesses from the ports' 'catchment areas' through the establishment of local working groups aiming at identifying ways of improving connection between port and local economic fabric.

# Mainstreaming and Transfer

## Mainstreaming: projects impact on the regulatory framework

In some cases, cooperation projects manage to have a direct impact on public policies and on legal and regulatory framework. The **APICE** project carried out an in-depth analysis of air quality and of the local pollution emission sources in each participating territory. In the area of Marseilles for example, unexpected levels of particulate matter were measured in winter due to the massive use of biomass (wood) in heating systems. Local state agencies thus decided to integrate these results in the local Plan for Air Protection (PPA) that must be elaborated in each French department (provincial level). APICE also directly influenced the local PPA with the planning of the docks electrification as a way to reduce pollutants emissions from the port area.



In a top-down perspective, P&A cooperation projects also contribute to enhance the implementation of European standards at local and regional level. **COASTANCE** complies with the basic requirement of ICZM policy as stated in the EC Recommendation (413/2002). It produced a system of operative tools to implement ICZM policies in the specific themes of coastal erosion and marine flooding risk.

The Guidelines on “Environmental Impacts focused on coastal protection” can be incorporated in the legal framework of each region (as realised by the Emilia Romagna region). In the same line, **MAREMED** aims to provide practical tools for short, medium and long term plans for the implementation of Directive 60/2007 on the assessment and management of flood risks.

Within **FREIGHT4ALL**, the guidelines for the preparation of Environmental Impact Studies and Strategic Environment Assessment are based on the common European legal framework and the relevant European Directives. Besides the basic assessment, matrixes are designed to be compliant with the Nature 2000 directive and are fully compatible with the Mediterranean environmental peculiarities.

## Governance: the impetus provided by macro regional approaches

MED P&A projects may also be characterized by their multilevel governance. It is observed that the support of a macro-regional strategy strongly facilitates the involvement of national authorities. The Adriatic-**MOS** project for example, has been designed as a contribution to the macro regional approach by several countries of the Adriatic and Ionian area. In this perspective, the project aims at developing a Master Plan for the development of Motorways of the Sea (MoS) in the Adriatic area. Such a macro-regional approach seems to have had a positive impact on the partnership of the project that benefits from a surprisingly high participation of national authorities together with universities.

The **NELI** project (funded by the IPA Programme and aiming at developing logistics and nautical education services focused on Inland Waterway Transport in the Danube corridor) is explicitly in line with the Danube macro-regional Strategy and is also benefiting from the participation of national authorities.



# What about the future?

Projects' partners have highlighted four different topics as relevant objectives for projects to be funded during the next programming period:

## **1 Improving the connections of Mediterranean ports with logistic platforms**

The Mediterranean area is characterized by poor connections between ports and other logistic platforms. The competitiveness and sustainable development of these infrastructures require improving inter-modality and modal shift. This ambition is consistent with the objective to promote the creation of short sea shipping and motorways of the sea that combine road, ships and railway in integrated logistic chains. Such an issue should remain on top of transnational cooperation programs in the Mediterranean area.

## **2 Harmonising custom procedures**

Harmonising custom procedures is a crucial issue: Many cooperation projects and other initiatives aiming at improving the fluidity of goods transport in the Mediterranean are facing obstacles due to custom and administrative procedures. These procedures strongly vary from one country to another. This lack of harmonization among the different Mediterranean countries strongly undermines the capacity of maritime transport (and particularly short sea shipping) to compete with road transport and other freight modalities. Thus, the harmonisation of custom procedures illustrates an increasing challenge for MED projects. This is even more challenging since the actual decision-makers (central custom administrations) have to be involved – this represents a difficulty for

## **3 Better integration and connection between port and urban areas**

Usually port infrastructures are located close to urban areas and have therefore a deep impact on urban environmental quality, but also on local transport systems and more generally on urban governance. The issue at stake is to identify best practices and methodologies in order to improve the connections between two heterogeneous 'worlds' that tend to develop in parallel without identifying connections.

## **4 Development of renewable energy sources and promotion of energy efficiency in Mediterranean P&A infrastructures**

The contribution of P&A infrastructures and activities to air pollution and GHG emission is being increasingly recognised. The sustainable development of these activities involves a massive shift towards more efficient and "greener" use of energy resources. Such a field of investigation and experimentation deserves to be further developed during the next programming period.

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CLUSTERING PROCESS AND CAPITALIZATION AT:**

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The flyer resumes the results of the capitalization process sustained by the MED Programme and implemented by CeSPI (Centro Studi di Politica Internazionale) and Institut de la Méditerranée (IM) through case study analysis and peer reviews meetings. CeSPI/IM thank all the projects for their active participation.