
Round Table : Building of the Pan Mediterranean dialogue between stakeholders and the developed policies for an integrated system of transport and logistics

Naples Shipping Week
1 July 2016

Intermed : For a balanced transport network in Europe and a new dialogue in Med



- A little history of the association
- The Intermed perspective
- Challenges for the future

1. A little history

Intermed was founded in 1998 by the ports of Barcelona, Marseilles and Genoa



The main objective of the association is to promote the **role of Intermed** and Mediterranean ports on a **sustainable and more efficient European logistics.**

1. A little history

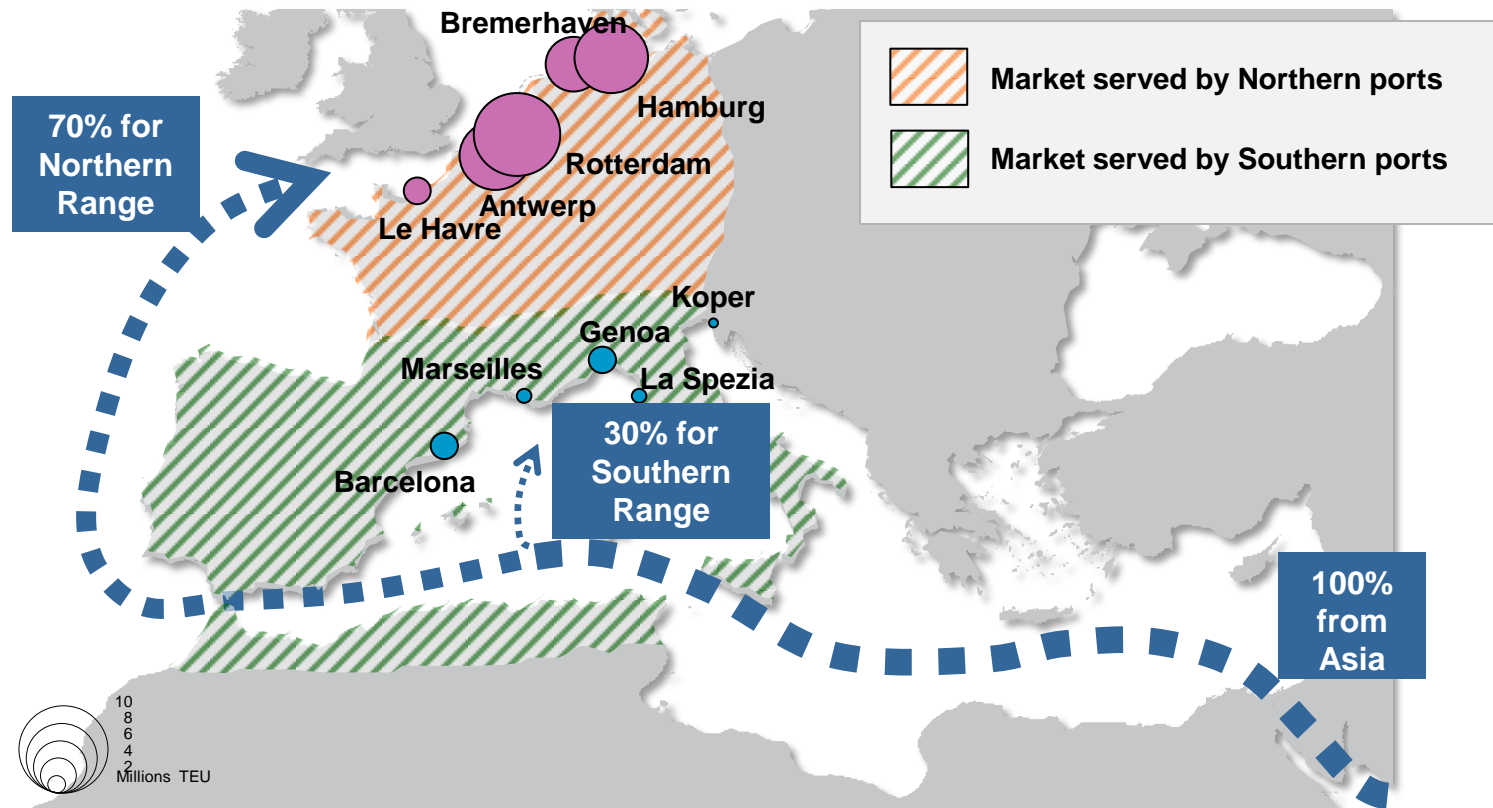
➤ Intermed actions have been focussed on:

- **Studies:** Development of reports and studies on issues where the cooperation among Intermed ports could be stronger (SSS, ...etc)
- Defending the North-West Mediterranean ports interests before the relevant **EU institutions:**
 - “Analyse rapport Van Miert sur RTE-T” (January 2004)
 - “Intermed proposal for the TEN-T to aid rebalancing and sustainability of the TEN-T” (march 2001),...
 - Intermed presentation at the European Parliament on November 2012
 - Position paper on the EC Communication “Ports: an engine of growth”
- Highlighting the **potential of Mediterranean ports** for overseas customers interested in the European markets:
 - Participation in workshops and conferences: Hong Kong (1999); Miami (2003) Marseilles (1999 and 2013), Singapore (2014, 2015)...etc
 - Organization and support of conferences (TOC Europe)

2. The Intermed perspective

European transport & logistics system imbalance

Although Mediterranean ports are better positioned geographically on the Far East - Europe route for distribution of goods to Central and Southern Europe today **Northern European ports handle about 70% of this traffic, while the remaining 30% goes through Southern ports.**



2. The Intermed perspective

Present situation reduces the efficiency and sustainability of the European logistics system and undermines the long-term competitiveness of the European economy.

This should be changed.

Present and future European cargo flows should be taken into account

Relevance of the MED in the Europe-Far East route and Europe-America trade. Great market with high economic potential. New North-South axis.

New logistics trends: Flexibility (Combination of different ports and transport chains);

Logistics differentiation depending on products, markets,...; Unsustainability of large vessels trend ; ...

Congestion in the North transport system and underutilisation of Southern European Ports. Validity of the first White Paper Transport diagnosis “ Europe suffers from central congestion and extremity paraplegia” and also in the new EC Port Policy Communication

Reduces European economic and social cohesion

Instability of the maritime business...the MED is the best option

Extra super-slow steaming

Fuel price increase

Freight rates volatility

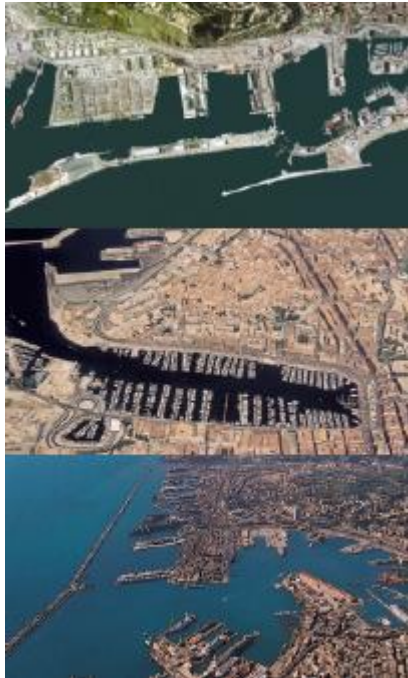
New vessels on order. 18.000-20.000 TEU

2. The Intermed perspective

The role of Intermed and Mediterranean ports on a **sustainable and more efficient logistics**

- **Reduction of logistics cost** resulting from the reduction of number of ships, fuel consumption, distance and land haulage. Improvement of lead time
- Reduction of **environmental costs** due to the shorter distance of MED ports to the Far East. Consequently less fuel consumption and CO2 emissions
- Reduction of **congestion** in Northern infrastructures
- European economic and social **cohesion** as a result of better infrastructures and connections
- Taking advantage of economic **potential** of Mediterranean and Northern Africa

3. Challenges for the future



- Cooperation with **other Mediterranean organisations** with similar objectives (NAPA,...)
- Cooperation with **non-EU ports** from neighbour countries (North Africa,...)
- Studies **on impact of EU regulations** on Med ports for a better collaboration with ESPO
- **Med ports cooperation** in some specific fields

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