Rationalising Mediterranean Sea Ways: from Southern-Eastern to Northern-Western ports

OPTIMED

Priority 3  Promotion of better conditions and modalities for ensuring the mobility of persons, goods and capitals

Measure 3.2  Improvement of conditions and modalities of circulation of goods and capitals among the territories
Project in brief
The development of maritime transport and logistics sector in the Mediterranean still needs to be improved in order to ensure more efficient and sustainable trade relations between the northern and south-eastern shores of the Mediterranean Sea. In this context and by means of a virtual logistics platform structured around the ports of Porto Torres (Italy) and Beirut (Lebanon), OPTIMED project will promote new opportunities, facilities, tools and skills leading to the enhancement of commercial connections amongst public and private operators in Lebanon, Italy, Spain and France. The seven actors part of the project will also develop new tools (such as the organization of business meetings and the promotion of short sea shipping) thus contributing to a more efficient transport and logistics model, characterized by better delivery times of freight and consequently by a greater competitiveness.

Beneficiary
Autonomous Region of Sardinia (Italy, Sardegna)

Partnership
1. University of Cagliari - CIREM (Italy, Sardegna)
2. Port Authority of Olbia and Golfo Aranci (Italy, Sardegna)
3. Association of Mediterranean Chambers of Commerce (Spain, Cataluña)
4. European Short Sea Shipping School (Spain, Cataluña)
5. Chamber of Commerce, Industry and Agriculture of Beirut and Mount Lebanon (Lebanon)
6. Ministry of Public Works and Transport - DGLMP (Lebanon)

Specific objective
To optimize the maritime trade network between the northern shores of the high Tyrrhenian arc and the southern-eastern shores of the Mediterranean sea, creating an innovative virtual logistics platform structured around ports strengthened as Ro-Ro* hubs

* Roll-on/roll-off (Ro-Ro) ships are vessels designed to carry wheeled cargo, such as automobiles, trucks, semi-trailer trucks, trailers, and railroad cars, that are driven on and off the ship on their own wheels. This is in contrast to Lift-on/Lift-off (Lo-Lo) vessels, which use a crane to load and unload cargo (source: Wikipedia)
Expected results

• New identified opportunities for economic operators and institutions between the northern shores of the High Tyrrhenian arc and the south-eastern shores of the Mediterranean sea
• Planned interventions to the port infrastructures of Porto Torres and Beirut in order to improve their performance as Ro-Ro hubs in the framework of the freight shipping network
• A more efficient process of shifting freight started, based on the implementation of the virtual platform supporting the new optimized maritime trade network
• Target groups and stakeholders stimulated to develop new business relationships based on the opportunities of new optimized maritime trade network

Main activities

• Design of a new-hub based network structure for connections between the French - Spanish - Italian arc and the southern-eastern part of the Mediterranean area
• Design of a new hub-based port facilities in Beirut and Porto Torres
• Design, development and implementation of a software for traffic management enabling businesses to plan shipping and identify the best transport option
• Implementation of B2B meetings in France, Italy and Spain and Lebanon
• Training of concerned public and private operators on the benefits of Short Sea Shipping, Motorways of the Sea and e-freight

Target groups

• Public institutions in the field of maritime transport
• Shipping companies
• Business operators
• Shipbrokers

Final beneficiaries

Consumers of European and partner countries
Duration
24 months (December 2013 - December 2015)

Budget
• Total budget: € 1,999,403
• Programme contribution: € 1,799,462 (90%)
• Project co-financing: € 199,941 (10%)

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