

PROCEEDINGS

WORKSHOP 03-09

“Feeder, Ferry and Short Sea cargo traffic in the Mediterranean Area”

17th – 20th April 2007
Genoa (Liguria – Italy)





CONTENTS

1. INTRODUCTION	3	
2. PRESENTATIONS	7	
3. RESULTS AND RECOMMENDATIONS	8	
Annex A	Programme	9
Annex B	Speakers, Participants and Guests	12
Annex C	Press, Release and Reactions	15
Annex D	Presentations – Full Text	18
Annex E	Events and excursions	

1. Introduction

Workshop 3.9 was the Component 3 final meeting within the PortNet Project ("Ports and Multi-modal Transport Structures - Maritime Cargo Transportation Challenges") which aimed at analysing environmental sustainable solutions to improve integration between maritime transport and intermodal transport in order to increase competitiveness (as for both costs and quality) of port areas and their hinterlands. The strengthening of the intermodal transport network within the transport industry – both inside individual regions and among different regions - is of the essence to achieve this goal. The EU worked hard to promote and develop an integrated system of transport service thanks to the Marco Polo Programme and the Motorways of the Sea Programme especially.

During the workshop held in Genoa, a number of solutions related to the Mediterranean area especially were analysed; these former want to support the growth of this market and make the Feeder, Ferry and SSS's integration more effective. On the one hand, Genoa is an important traffic hub for the ferry sector thanks to its many and effective ferry links to the Mediterranean islands, Spain and Africa; on the other hand, its importance as a feeder and SSS traffic hub is connected to its being – according to the European Commission - one of the possible "tollgates" of the "Motorways of the Sea" of the future running through the South-Eastern Mediterranean Sea, i.e. one of the thirty transport projects which have been labelled as "priority projects" by the European Union. The Motorways of the Sea especially are increasing the value of maritime transport and are now an alternative solution – which is often a complementary solution – for road haulage by trucks, they are thus contributing to make the European logistic system more effective. The development of the Motorways of the Sea is especially important for Italy which, thanks to its geographical position, is the crossroads for two of the four areas involved in the Programme: the Motorways of the Sea areas situated in South-western Europe and South-Eastern Europe.

The Genoa's Chamber of Commerce and its logistic department especially promoted the PortNet workshop. The logistic department of the Genoa' Chamber of Commerce works on the analysis and promotion of the activities of the maritime port sector, as well as the transport and logistics sectors.

The Port of Genoa – general outlook

Genoa's Port is now located in an area whose overall surface is 7 million square metres and extends for 20 kilometres along the coast and is protected by breakwaters; Genoa's port extends from the area of the Ancient Port that is located in the town's historical centre and gets to the Voltri borough. All these features allow Genoa's port and its peripheral areas to be one of the main port stations of the Mediterranean sea and Europe. In addition to these infrastructures, Genoa can rely on a very modern airport that was fully renovated in the 1980s. Genoa's airport is built on the sea and extends beyond Pegli's oil basin, which is known as an intercontinental port station thanks to its peculiarities. This latter is fully connected to the road and motorway transport systems, as well as the railways system and is only 30 minutes away from the city centre thanks to speedways. A wide port area is dedicated to the handling and movement of goods. Within such an area, thanks to the development of 13 Terminals – that are connected to railways and road networks – Genoa's port is able to guarantee the loading and unloading of solid and liquid goods, container goods, or general goods having any size and being any type of goods, transported by any type of ship having any tonnage. Genoa is now ranking first among the Mediterranean ports as for bulk of handled goods. As for ferry and cruise services, Genoa's port can rely on sea links to the rest of the world thanks to the services offered by the most important shipping lines; which allows it to be one of most important port stations on the sea routes linking the Mediterranean sea to the East, Australia, Africa and USA by sailing through the Suez Canal and the Strait of Gibraltar. (Web site of the Liguria Region).

As for the container sector, one of the most important features for the port of Genoa to establish itself as an important actor at the international level is the presence of infrastructures and organisational structures that need to be able to meet the demand for wide warehousing areas, suitable depth contours, adequate goods forwarding systems, and logistic and distribution services at the European level. Genoa's morphologic configuration makes it difficult to find suitable port areas and the construction of new infrastructures that may change the coastal landscape. First, traffic prospects for Genoa's port mean a reorganization of the railways system for both environmental and economic needs, as well as meaningful modifications of road networks.



2. Presentations

No.	Name	Position, Company/Institution	Topic
1	Maciej Matczak	Senior consultant, Actia Forum Ltd	The traffic flows between the Baltic ports and other major European ports
2	Laura Canale	Manager European Affairs Department, Regione Liguria	The European policy and funding opportunities"
3	Virgilio Cimaschi	Manager Director, Strade Blu srl	The point of view from the private sector
4	Alberto Cappato	Director, International Institute of Communication of the Chamber of Commerce of Genoa	The Motorways of the Sea in the Mediterranean area
5	Alessandro Feniello	Commercial Manager, Grandi Navi Veloci SpA	Genova-Barcellona: the first experience of SSS in Italy"
6	Laura Ghio	Strategic Planning Department, Port Authority of Genoa	Feeder, Ferry and SSS: the case of the Port of Genoa
7	Giordano Bruno Guerrini	Secretary, Council of Intermodal Shipping Consultants (C.I.S.Co.)	The traffic development of SSS in the Mediterranean Area
8	Fahima Mati	International Institute of Communication of the Chamber of Commerce of Genoa (IIIC Genova)	The maritime traffic flows in the Mediterranean between Italy and North Africa
9	Edoardo Monzani	Director, Stazioni Marittime SpA	The Genoese Market and the ferry traffic in the Port of Genoa
10	Bruno Musso	President, Gruppo Grendi	The coastal motorways, development bonds: alternatives

For the full text of the presentations, please see Annex D



3. Results and Recommendations

The PortNet workshop, which was held in Genoa, was a very important event for both its organisers and their partners since the present maritime transport methods - i.e. Feeder Ferry and SSS – used in the Mediterranean area have been described, and for port workers since their point of view was described. During the workshop the new areas for European planning were identified within the maritime and port sectors, these former are envisaged by the future EU planning for the years 2007-2013 and for the learning of the many financing programmes for the transport sector (TEN-T, Marco Polo Programme, VIIPQRST, cross-border and transnational cooperation). Data related to the Feeder, ferry and SSS traffic were also presented, they involve the Mediterranean area and the possible integration development.

This workshop highlighted how important is for Genoa – thanks to its geographical and morphologic peculiarities, as well as its geographic position – to be part of the European Programme for the Motorways of the Sea (MoS), this latter has been included among the 30 European priority projects by the EU and was financed by allocating 1.8 billion Euro starting in 2007. Therefore, the Motorways of the Sea are a very important resource for Europe as a whole in order to build a transeuropean intermodal transport network to “channel the goods fluxes onto logistic itineraries based on maritime ways, thanks to which the present maritime transport services may be developed or new, regular and frequent ones may be created; which will be used for goods transport among member States.” The presentation of Actia Forum – which is related to the Motorways of the Sea in the Baltic Sea – highlighted the importance of such an opportunity for the development of intermodal transport.

Last but not least, the importance of the town of Alessandria was highlighted in various ways, it may be Genoa's future back-port area thanks to its intermodal platforms.

This workshop was also a very important event since the many actors working in the port of Genoa were involved: Genoa's Port Authority, Maritime Port Stations, the Genoa's Chamber of Commerce, the IIC Genova Study Centre and the Liguria Region.



Annex A – The Programme



PROJECT PART-FINANCED
BY THE EUROPEAN UNION

WORKSHOP 03-09

"Feeder, Ferry and Short-Sea Cargo traffic in the Mediterranean Area"

17th – 20th April 2007

GAL Appennino Genovese and Camera di Commercio di Genova

Tuesday, April 17

Tuesday afternoon/evening: arrival of participants to the Best Western Hotel Metropoli in Genoa

18:00 – 20:00 Guided City Tour

20:00 – 22:00 *Welcome drink, Histoire Café Garibaldi (Old City)*

Wednesday, April 18

Venue: Salone del Consiglio – Camera di Commercio di Genova, Via Garibaldi 4

Chairman: Andrea Susto, Camera di Commercio di Genova

09:00 – 09:15 Registration of participants

09:15 – 10:15 Welcome addresses of the representatives of Regional Authority, Camera di Commercio and Union Camere Liguria, representatives of Organizers

10:15 – 10:45 Laura Ghio, Port Authority of Genoa - "Feeder, Ferry and SSS: the case of the Port of Genoa"

10:45 – 11:15 *Coffe Break*

11:15 – 11:45 Laura Canale, Regione Liguria – "European policy and funding opportunities"

11:45 – 12:30 Alberto Cappato, IIC Genova – "Motorways of the Sea – RAM's experience"

12:30 – 14:00 *Lunch*

14:00 – 14:30 Giordano Bruno Guerrini, Council of intermodal shipping consultants (CISCO) – "Traffic development of SSS in the Mediterranean Area"

14:30 – 15:00 Alessandro Feniello, Grandi Navi Veloci Spa – "The first experience of SSS in Italy"

15:00 – 15:30 Virgilio Cimaschi, Strade Blu

- 15:30 – 16:00** Bruno Musso, Gruppo Grendi – “Coastal motorways, development bonds: alternatives”
- 16:00** Conclusions – Marisa Bacigalupo
- 17:00 – 19:00** Visit to the Galata Maritime Museum
- 19:00** *Dinner in typical “trattoria”*

Thursday, April 19

Venue: Salone del Consiglio – Camera di Commercio di Genova, Via Garibaldi 4

Chairman: Angela Rollando, Lag Appennino Genovese

- 09:30 – 09:45** Registration of participants
- 09:45 – 10:00** Welcome – Paolo Odone, President Camera di Commercio
- 10:00 – 10:30** Maciej Matczak, Actia Forum – “Traffic flows between the Baltic ports and other major European ports”
- 10:30 – 11:00** *Coffe Break*
- 11:00 – 11:30** Fahima Mati, IIC Genova – “Maritime traffic flows in the Mediterranean between Italy and North Africa”
- 11:30 – 12:00** Edoardo Monzani, Stazioni Marittime Spa – “ The Genoese Market”
- 12:00 – 13:00** Final Conference WG3 Recommendations and results (incl.evaluation)
- 13:00 – 14:00** *Lunch*
- 14:30** Meeting Point – Hotel, transfer by bus to the Maritime Station
- 15:00 – 16:00** Cruise facility visit (M/V Fantastic)
- 16:30 – 21:30** *Port information and tour to Portofino by ferry boat* Welcome – Giorgio Devoto, Major Comune di Portofino
Press Conference
Visit and Dinner at Brown Castle



Annex B – Speakers, Participants and Guests

List of Speakers

Maciej Matczak

Senior consultant, Actia Forum Ltd

maciej@actiforum.pl

Virgilio Cimaschi

Managing director, Strade Blu S.r.l.

virgilio.cimaschi@strade-blu.it

Laura Canale

Manager European Affairs Department, Regione Liguria

laura.canale@regione.liguria.it

Alberto Cappato

Director, International Institute of Communication of the Chamber of Commerce of Genoa

cappato@iicgenova.it

Edoardo Monzani

Director, Stazioni Marittime S.p.a.

segreteria@smge.it

Riccardo Mollo

Manager Ports and Logistics Office, Regione Liguria

riccardo.mollo@regione.liguria.it

Giordano Bruno Guerrini

Secretary, CISCO

guerrini@ciscoconsultant.it

Alessandro Feniello

Commercial Manager, Grandi Navi Veloci SpA

alessandro.feniello@gnv.it

Bruno Musso

President, Gruppo Grendi

bruno.musso@grendi.it

Laura Ghio

Strategic Planning Department, Port Authority of Genoa

l.ghio@porto.genova.it

Fahima Mati

International Institute of Communication of the Chamber of Commerce of Genoa

mati@iicgenova.it

List of Participants

Hans-Ulrich Wolff (Uniconsult Hamburg/Portnet PMT)	Germany	u.wolff@uniconsult-hamburg.de
Anna Ode (Hamburg Port Authority)	Germany	anna.ode@hpa.hamburg.de
Jens Kristian Elvers (Hamburg Port Authority)	Germany	JensKristian.Elvers@hpa.hamburg.de
Ingo Fehrs (Hamburg Port Authority)	Germany	ingo.fehrs@hpa.hamburg.de
Michael Stange (BWA)	Germany	michael.stange@bwa.hamburg.de
Klaus Groeger (Port and Transport Lawyer and Advisor / Bonn)	Germany	k.groeger@arcor.de
John Winn (Haven Gateway Partnership, Birketts)	UK	john-winn@birketts.co.uk
Jason Bongailas (Malta Maritime Authority)	Malta	jason.bongailas@mma.gov.mt
Ceslovas Rimkus (Klaipeda State Seaport Authority)	Lithuania	c.rimkus@port.lt
Maciej Matczak (Actia Forum Ltd)	Poland	maciej@actiaforum.pl
Iwona Gorecka (Port Authority Szczecin)	Poland	i.gorecka@port.szczecin.pl
Andrzej Baron (Port Authority Szczecin)	Poland	a.baron@port.szczecin.pl
Leva Dzintare (Freeport of Riga Authority)	Latvia	
Edgars Suna (Freeport of Riga Authority)	Latvia	edgars@mail.rop.lv
Riccardo Mollo (Regione Liguria)	Italy	riccardo.mollo@regione.liguria.it

Maurizio Campanai (Regione Emilia Romagna)	Italy	campanai@interfree.it
Riccardo Campion (Province of Alessandria)	Italy	riccardo.campion@provincia.alessandria.it
Nuria Mignone (Province of Alessandria)	Italy	europa@provincia.alessandria.it
Paolo Odone (Chamber of Commerce of Genoa)	Italy	presidenza@ge.camcom.it
Franco Agostini (Chamber of Commerce of Genoa)	Italy	segreteria.generale@ge.camcom.it
Andrea Susto (Chamber of Commerce of Genoa)	Italy	andrea.susto@ge.camcom.it
Marco Marozzo (Chamber of Commerce of Genoa)	Italy	marco.marozzo@ge.camcom.it
Marisa Bacigalupo (Lag Appennino Genovese)	Italy	info@appenninogenovese.it
Angela Rollando (Lag Appennino Genovese)	Italy	a.rollando@appenninogenovese.it
Elena Manara (Chamber of Commerce of Genoa)	Italy	elena.manara@ge.camcom.it
Veronica Raiola (Lag Appennino Genovese)	Italy	info@appenninogenovese.it
Michela Morsini (Lag Appennino Genovese)	Italy	info@appenninogenovese.it

List of Guests

Michael Pradel (Hapag Lloyd)	Italy	michael.pradel@hlag.com
Romano Merlo (Unioncamere Liguria)	Italy	unione.liguria@lig.camcom.it
Alessandro Eterni (CISCO)	Italy	eterni@ciscoconsultant.it
Giorgia Merletto (Lag Appennino Genovese)	Italy	info@appenninogenovese.it

Claudia Riccio (Lag Appennino Genovese)	Italy	info@appenninogenovese.it
Marina Oliveri (Lag Appennino Genovese)	Italy	info@appenninogenovese.it
Davide Idda (Regione Liguria)	Italy	davide.idda@regione.liguria.it
Monica Puppo (Stazioni Marittime S.p.a.)	Italy	puppo@stazionimarittimegenova.com
Maurizio Gidoni (Confitarma – Fedarlinea per la ricerca)	Italy	
Paola Giampietri (Port Authority of Genoa)	Italy	p.giampitri@porto.genova.it
Augusto Astengo (Lag Appennino Genovese)	Italy	info@appenninogenovese.it
Alice Tordo (Lag Appennino Genovese)	Italy	info@appenninogenovese.it
Giuseppina Ferrari (Lag Appennino Genovese)	Italy	info@appenninogenovese.it
Alessandra Repetto (Chamber of Commerce of Genoa)	Italy	alessandra.repetto@ge.camcom.it
Paola Carbone (Chamber of Commerce of Genoa)	Italy	paola.carbone@ge.camcom.it
Cristina Erculei (Chamber of Commerce of Genoa)	Italy	cristina.erculei@ge.camcom.it



Annex C – Press Release

See press releases attached in the folder “Press conference”

Annex D – Presentations

For the full text of the presentations please see the attached files

Annex E – Events and Excursions

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Excursion 1 – The old city of Genoa

The historic city centre is the very heart and soul of Genoa. In its narrow alleys you will find old-style shops and fashionable boutiques, ethnic food shops and traditional confectioneries. Walking around the streets of the medieval city centre, the largest in Europe, you can discover treasures such as lavish XVI century palazzi or precious marble devotion altars.

The palazzi once dwelling of the wealthiest merchant families are today housing museums and art galleries. Among the many fine churches, the cathedral of St. Lorenzo stands out with its magnificent façade, the typical black and white stripes and the amazing chapel of St. John the Baptist.



The medieval and renaissance splendours meet the colourful bustling alleys of this international port of call. The area also features the best of Genoa's traditional cuisine: "friggitorie", serving fritters such as "friscieu de baccalà" (dried cod) and "panissa" (made with chick pea flour) "tripperie", offering tripe cooked in huge open copper pots bakeries displaying "focaccia" and the Genoese "pandolce", a typical cake with raisins, candied fruits and pine seeds.

Excursion 2 – Galata Maritime Museum of Genoa

The Galata Maritime Museum at Genoa with more than 10,000 square metres of exhibition space is now the largest maritime museum in the Mediterranean.

It is located in the oldest of the buildings of the municipal docks, restored by the Spanish architect Guillermo Vasquez Consuegra, who covered the original early seventeenth century building with steel, glass and wood.

Galata Maritime Museum is named after a base established by the Genovese at the port of Istanbul. It was the heart of the republic's arsenal. Weapons were forged and stored here, but it was most important for the construction of the galleys, the ships which Genoa send to defend its power at sea. The exhibition, arranged on four floors, logically starts with the large Galea. Spectacular reconstructions of ships and historic scenes, multimedia stations and spectacular audio-visual effects complete the wealth of nautical instruments, atlases, nautical maps, arms and antique pictures on show.



Excursion 3 – Portofino

“Portofino” is of Roman origin, and, to the visitor, it looks marvellous and charming because here shape, volume, light, and colour have been lavished with such wisdom as to make the sight unique and unforgettable. The importance of Portofino increased during the Middle Ages thanks to its natural harbour being a sure landing place and refuge for the sailing ships of that time. The economy of this little town was then based on fishing for the inhabitants of the coast and on agriculture for those of the mountain.

The bay is delightful and sunk in a perennial greenery, and if one walks along the quay, one can breathe the salty fragrance of the sea which combines with that of pitosforo, pine trees, and junipers coming down from the mountain (610 m. above sea level), which is now the Parco Regionale (regional park), which one can reach through panoramic trails.

At the beginning of the XX century the English were the first to discover this natural amphitheatre, which is almost unique in its harmonious beauty. Then followed some other German families. From this moment on, Portofino becomes known abroad before it does in Italy.

Early in the 1950s, tourism becomes really important for the inhabitants of Portofino, who thus turn into entrepreneurs, promoters of the image of the town, and careful guardians of the precious and secluded air of this magical rare pearl.

The centre of international fashion and Jet Set, some years ago it also became a place of culture and a venue for special events, thus prompting the creation of the slogan: "PORTOFINO PORT OF ART". The famous "Piazzetta", delimited by the little houses, slopes down and ends in the water of the harbour.

