

RAILMED
**FORUM ON THE INTEGRATED TRANSPORTATION SYSTEM IN THE
MEDITERRANEAN AREA
LECCE 11 -12 October 2012**

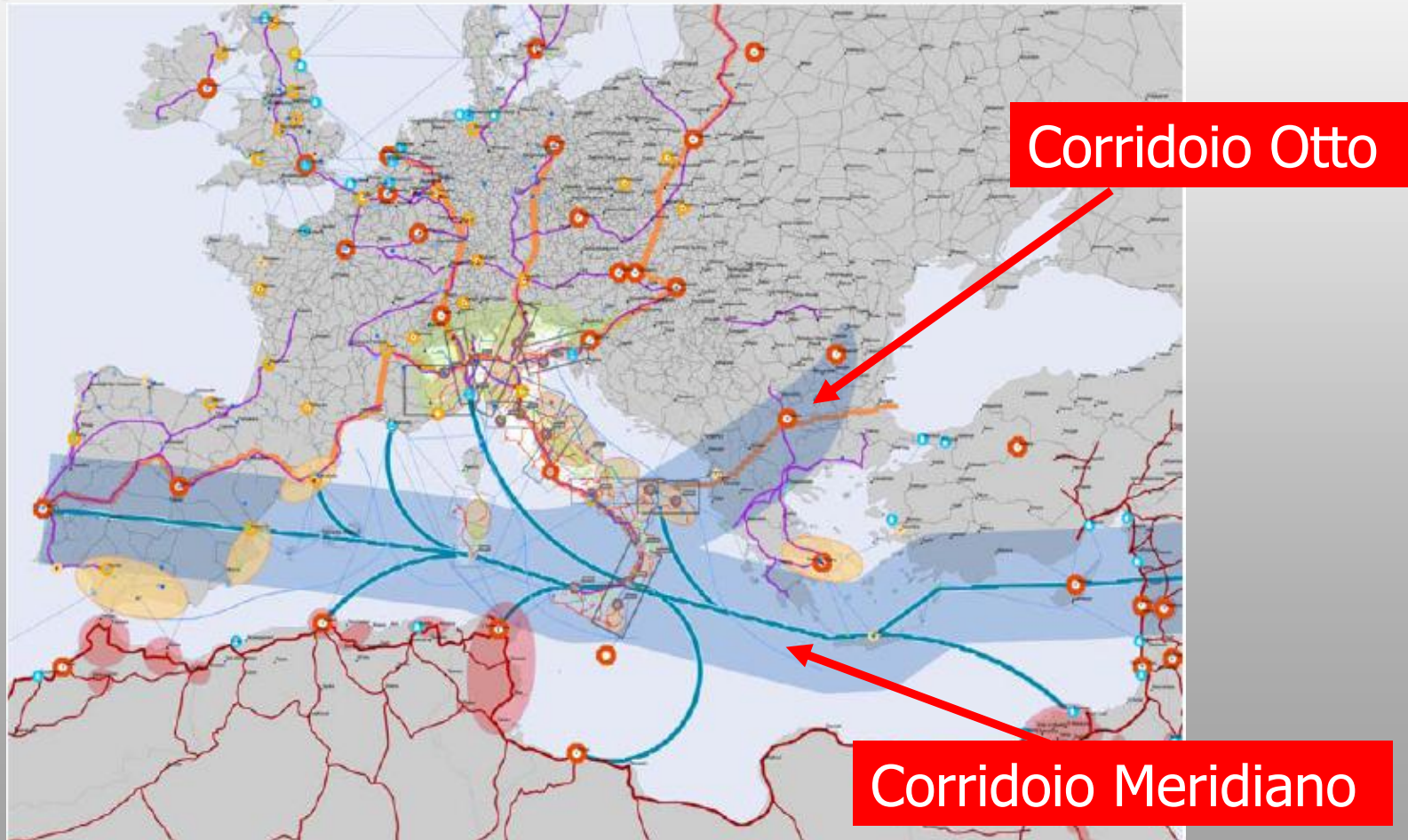
Relazione:

**La Piattaforma Logistica Territoriale
del multi-porto Adriatico**

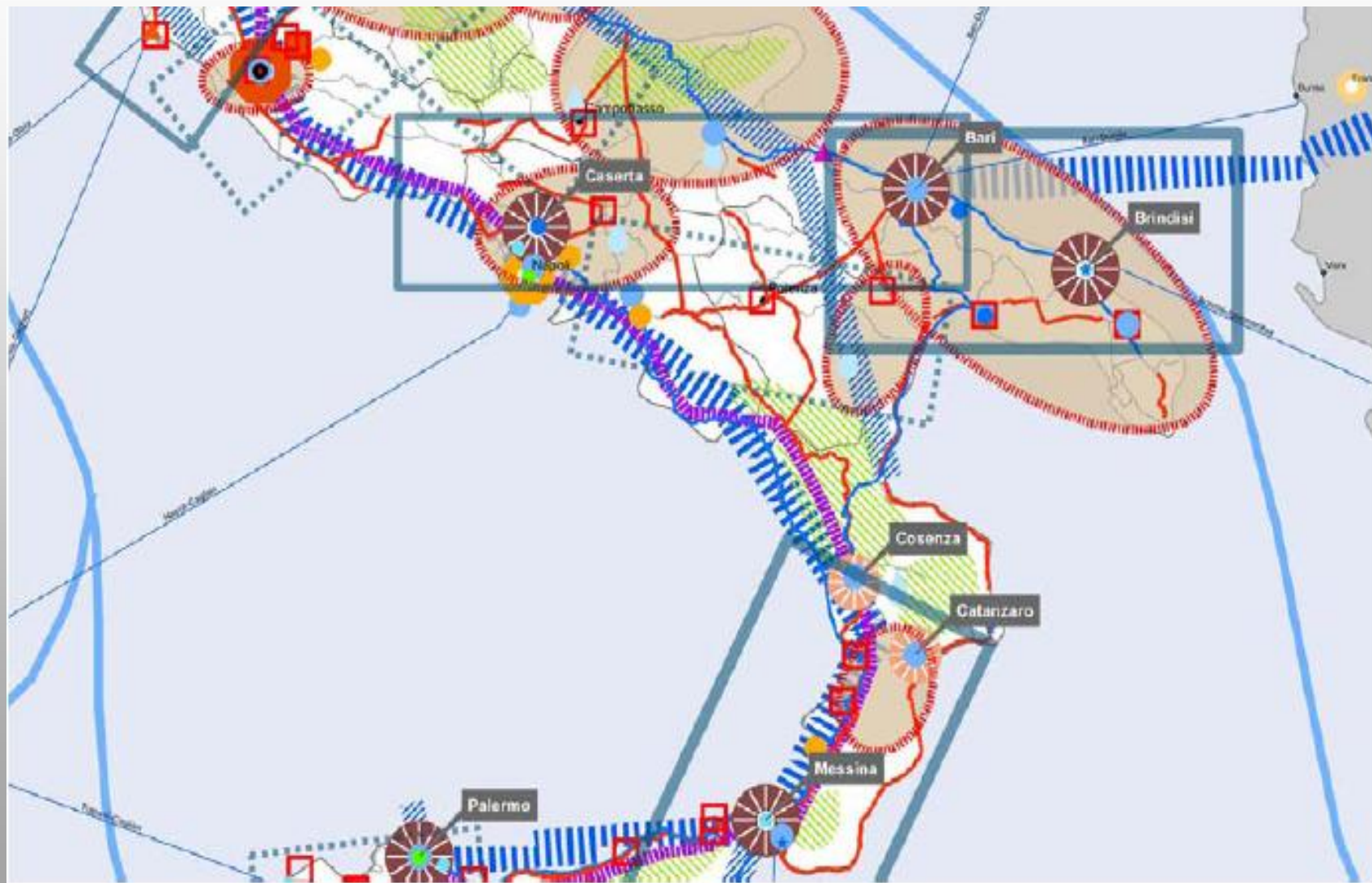
Ing. Donato Caiulo

LECCE 11-10- 2012

Il Quadro Strategico Nazionale proposto dal Ministero delle Infrastrutture (Dicoter, 2006), ha posto particolare attenzione ai processi di territorializzazione strategica del mezzogiorno come area su cui puntare per la competitività del paese, attraverso il "Corridoio Meridiano"



PIATTAFORMA TERRITORIALE STRATEGICA TRANSNAZIONALE SUD-ORIENTALE (A5)



DOCUMENTO STRATEGICO REGIONALE: CORRIDOIO 8

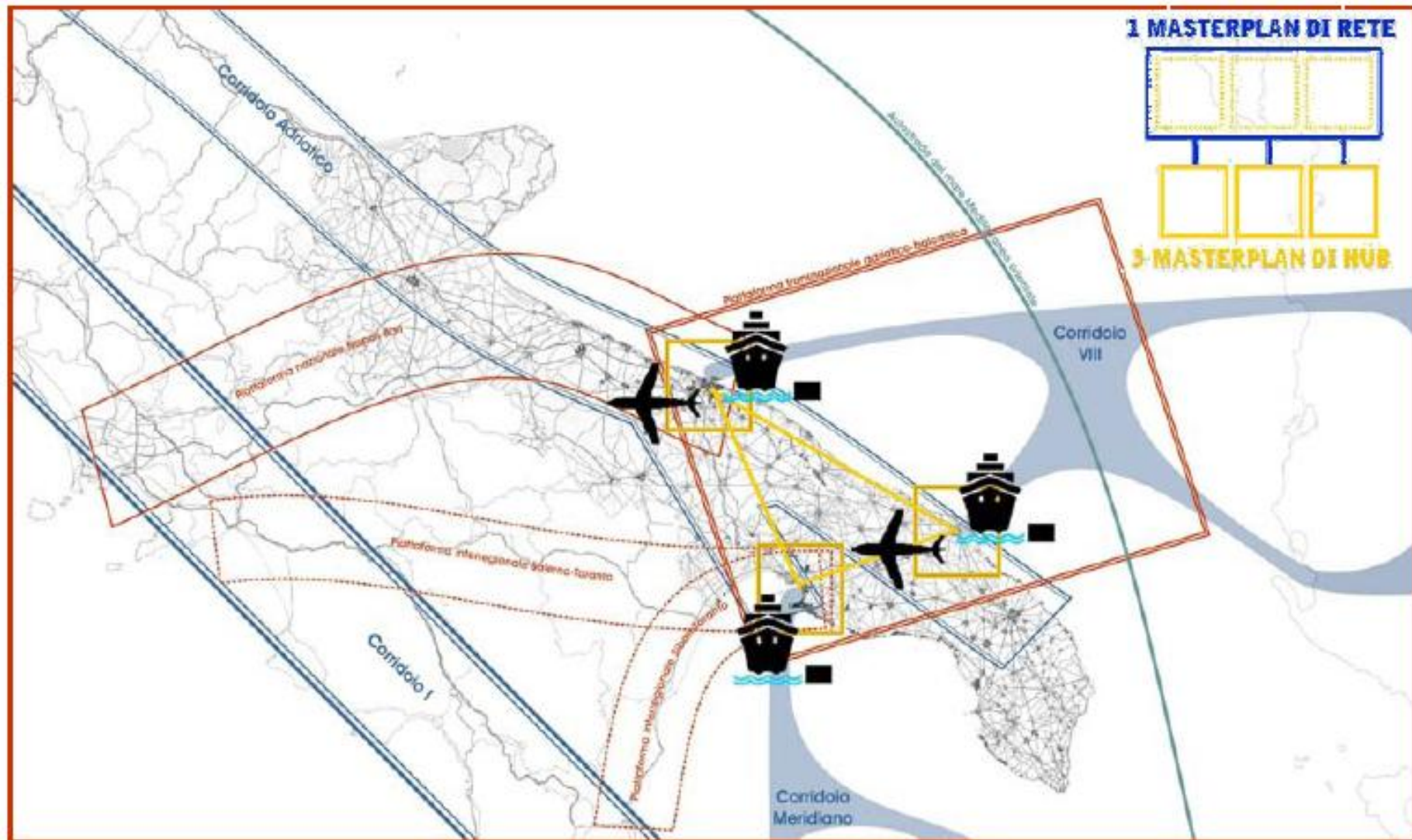


Figura 151. Gli HUB luogo del trasporto e della tecnologia

DOCUMENTO STRATEGICO REGIONALE: GLI ASSI FERROVIARI

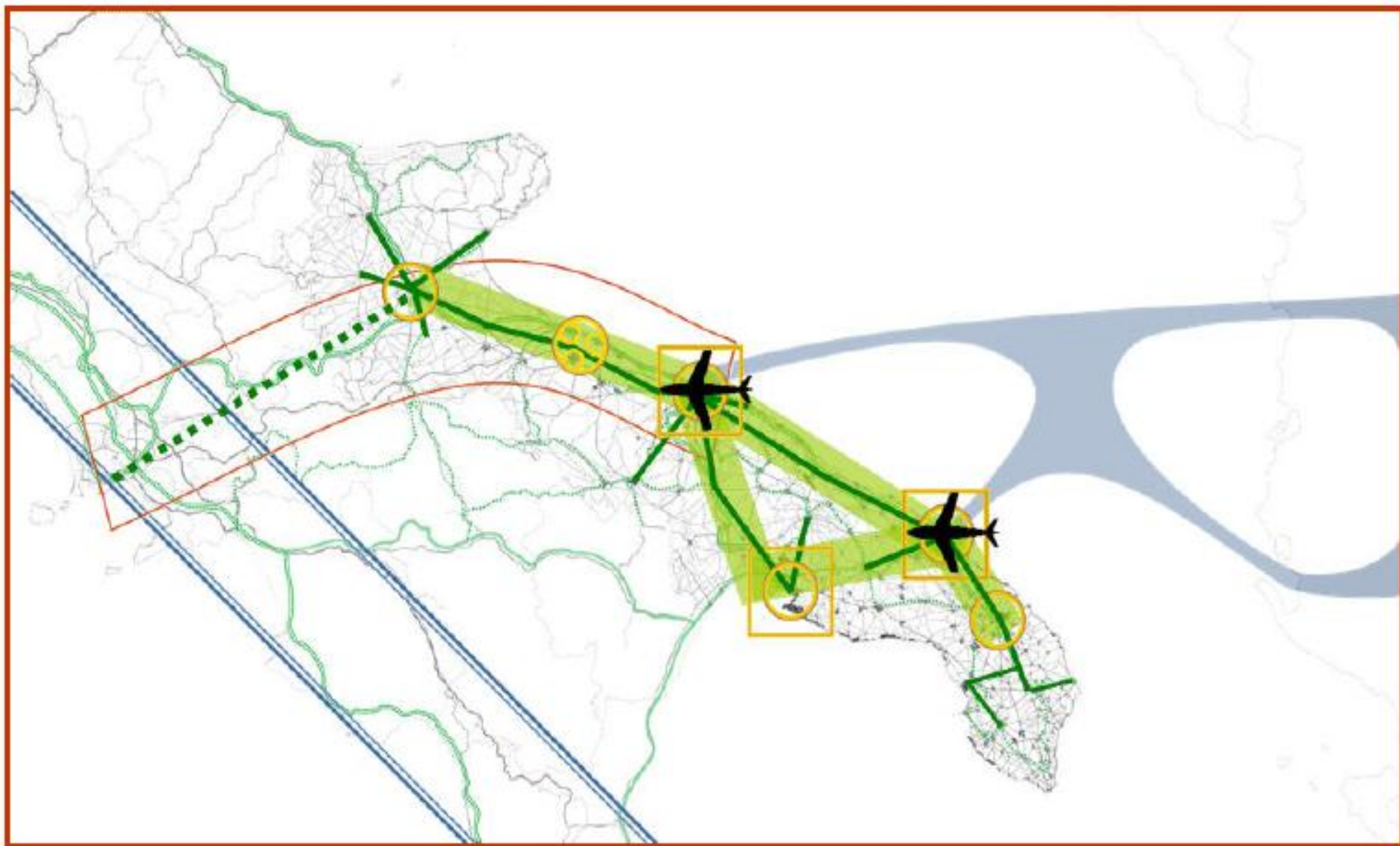
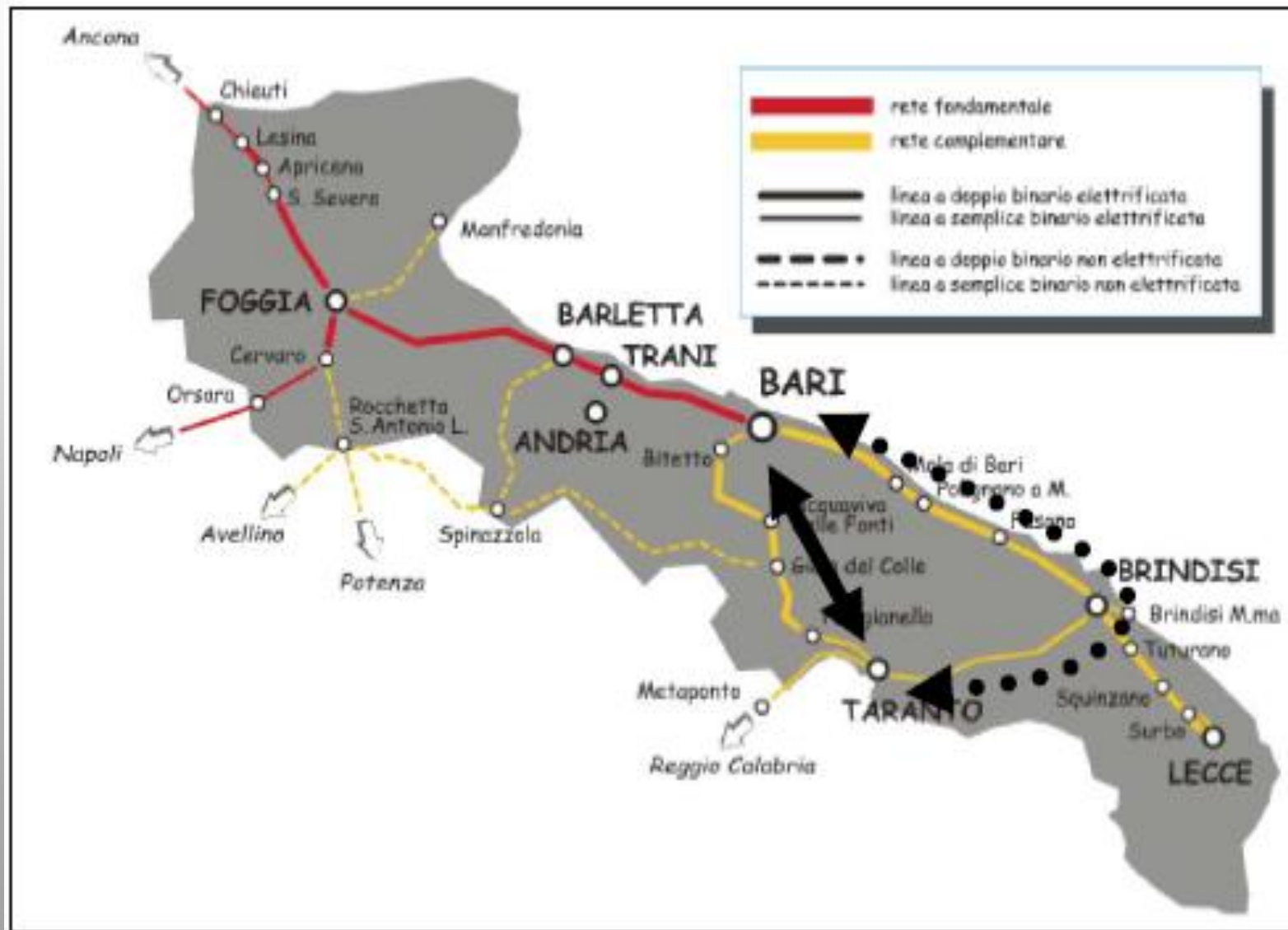
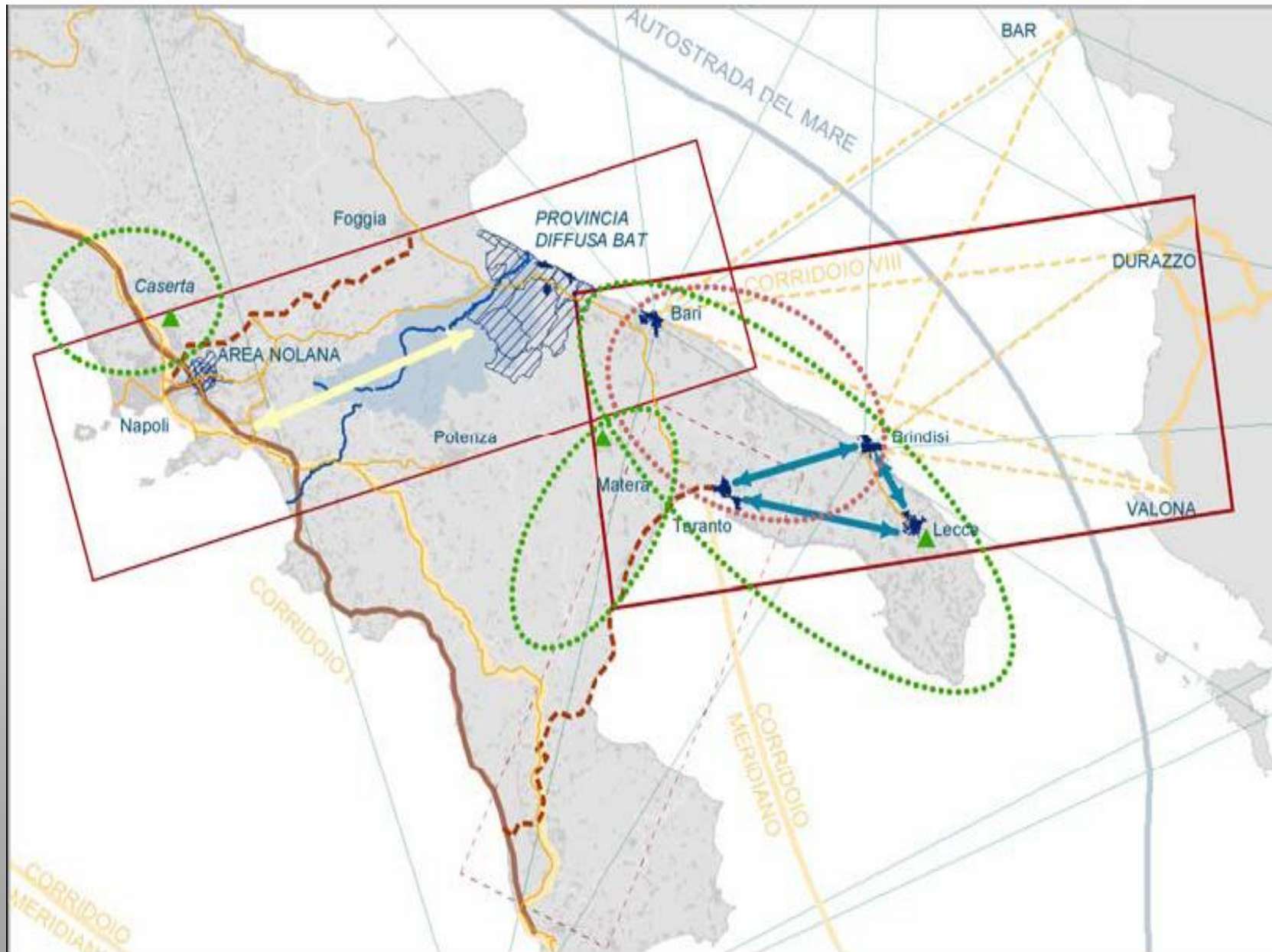


Figura 152. La ferrovia matrice di coesione e sviluppo territoriale

ASSE FERROVIARIO BRINDISI-TARANTO (PTCP)



Piattaforme Territoriali e Distretti



Legge Interporti (in corso di approvazione)

- Art. 1.
- (Ambito di applicazione e definizioni)
-
- 4. Ai sensi della presente legge si intende:
- **a) per «piattaforma logistica territoriale»,**
- il complesso delle infrastrutture e
- dei servizi, presenti su un territorio interregionale,
- destinati a svolgere funzioni connettive
- di valore strategico per l'intero territorio
- nazionale, in particolare nei suoi rapporti con
- la rete transnazionale dei trasporti, per favorire
- l'interconnessione piu` efficace al fine di
- migliorare la competitivita` del Paese;

Legge 22 dicembre 2011, n. 214

Art. 46. Collegamenti infrastrutturali e logistica portuale

- 1. Al fine di promuovere la realizzazione di infrastrutture di collegamento tra i porti e le aree retro portuali, le **autorità portuali possono costituire sistemi logistici** che intervengono, attraverso atti d'intesa e di coordinamento con le regioni, le province ed i comuni interessati nonché con i gestori delle infrastrutture ferroviarie.
- 2. Le attività di cui al comma 1 devono realizzarsi in ottemperanza a quanto previsto dalla normativa comunitaria, **avendo riguardo ai corridoi transeuropei e senza causare distorsione della concorrenza tra i sistemi portuali.**
- 3. Gli interventi di coordinamento devono essere mirati all'adeguamento dei piani regolatori portuali e comunali per le esigenze di cui al comma 2, che, conseguentemente, divengono prioritarie nei criteri di destinazione d'uso delle aree.
- 4. Nei terminali retro portuali, cui fa riferimento il sistema logistico, il servizio ai fini dello sdoganamento è svolto di norma dalla medesima articolazione territoriale dell'amministrazione competente che esercita il servizio nei porti di riferimento, senza nuovi o maggiori oneri a carico della finanza pubblica.
(comma così modificato dall'art. 9, comma 3-novies, legge n. 44 del 2012)

Mercato di riferimento hub portuale di Taranto



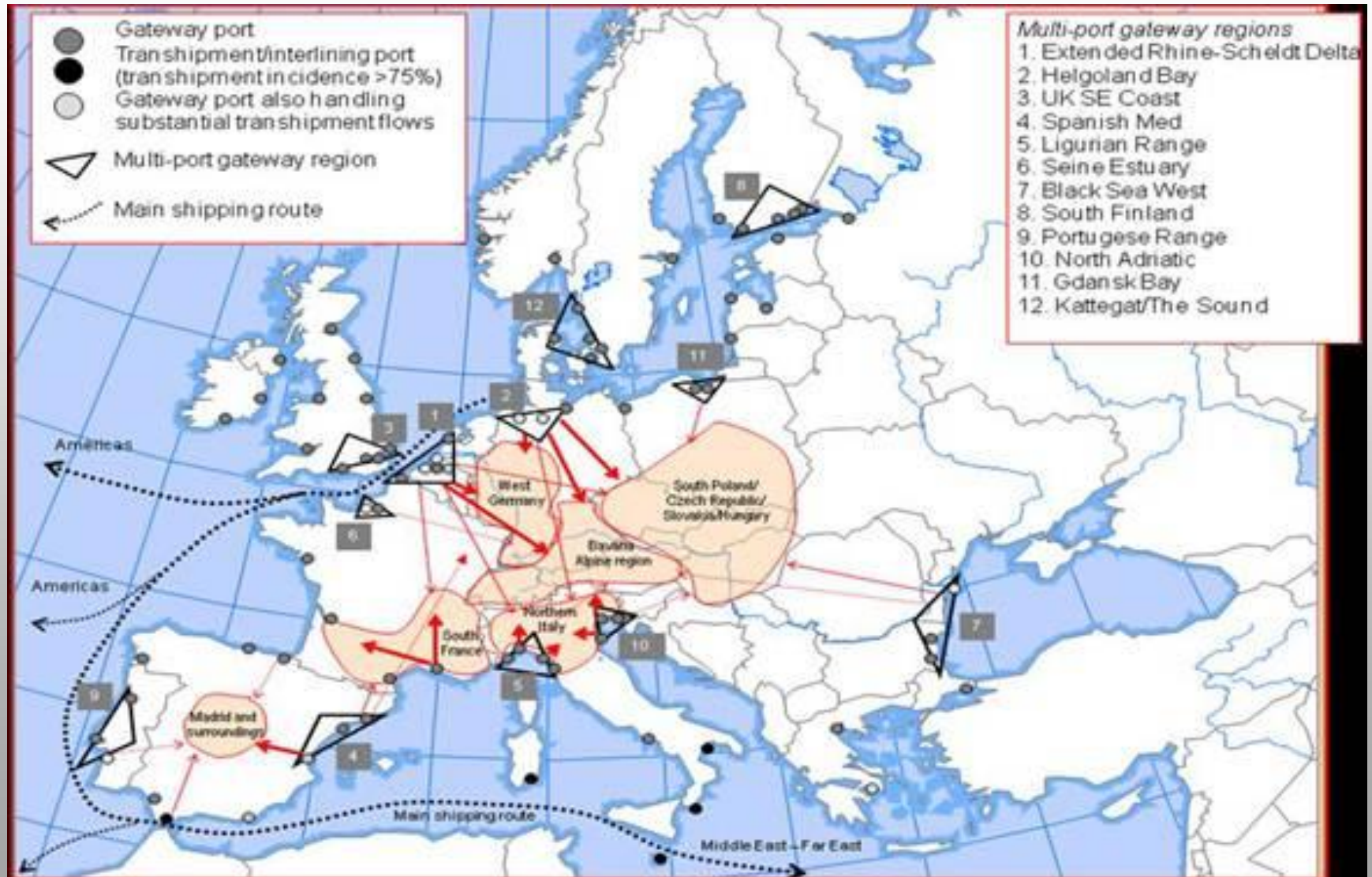
Piattaforma Strategica Territoriale A5 e Corridoio 8



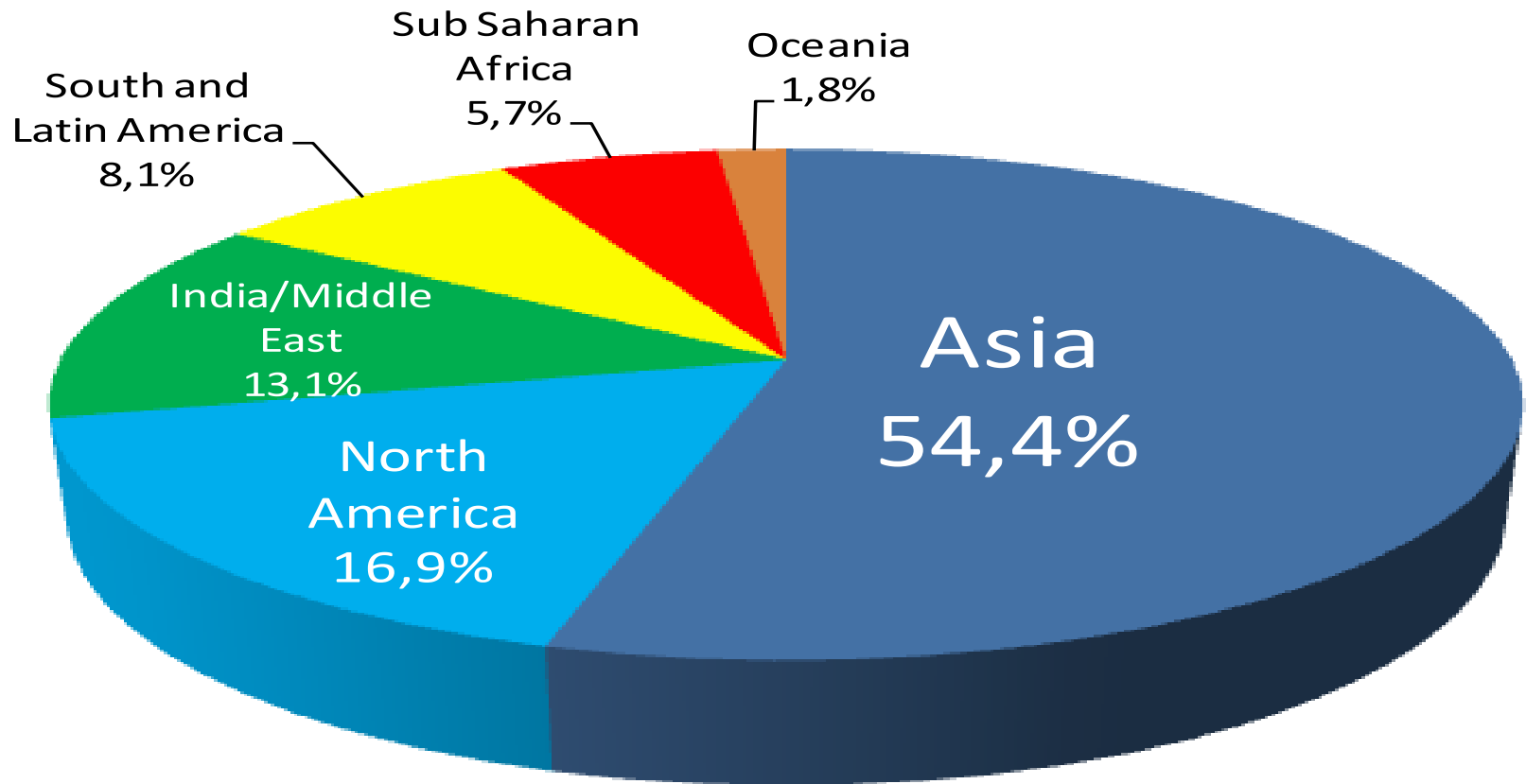
Le Piattaforme Territoriali Strategiche tra Africa e Balcani



T. Notteboom (2010), Journal of Transport Geography, vol. 18 n. 4



The European container market, year 2010



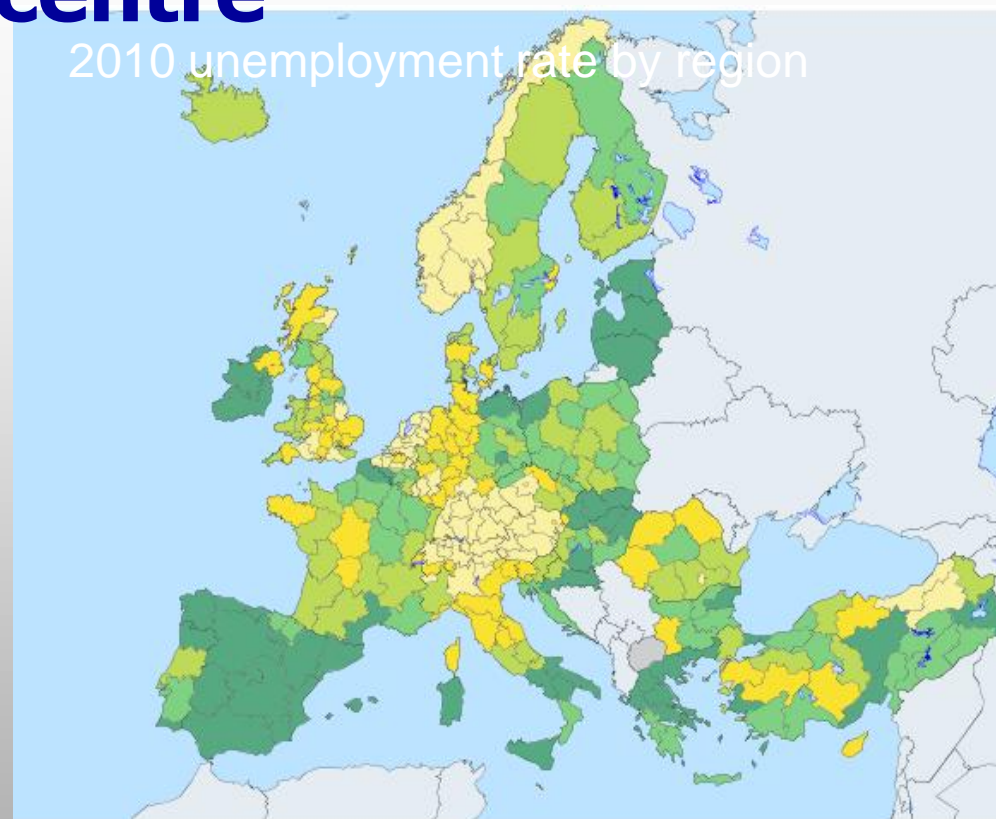
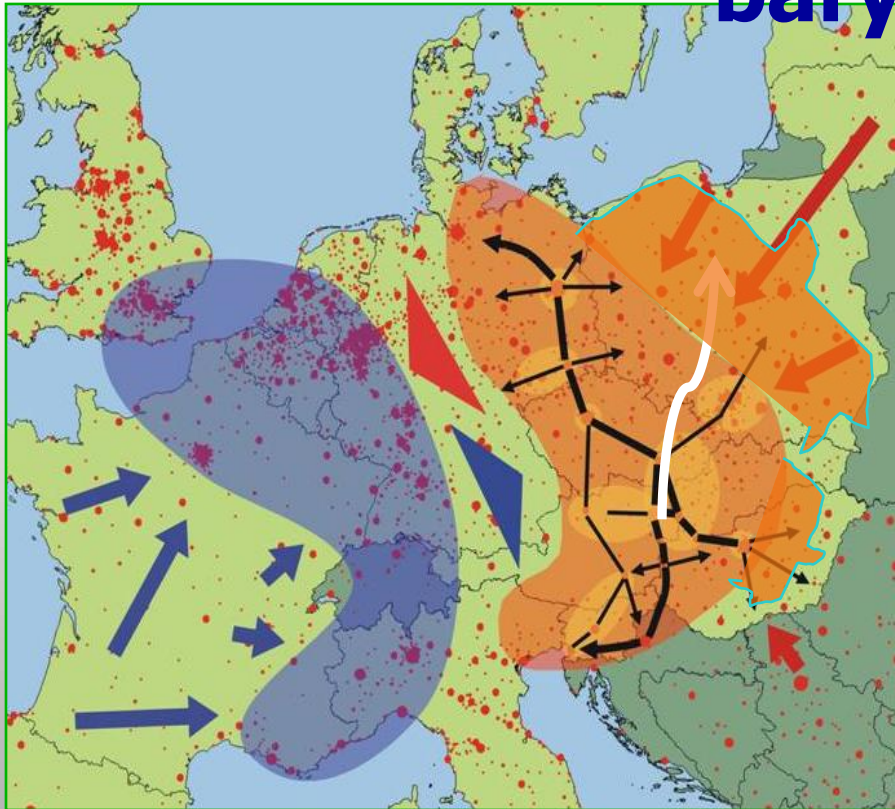
The global economy and the new role of ports

Over the last 15 years the economic scenario has changed dramatically and **new countries** entered the global arena. This evolution has profoundly **modified** the **trade patterns** and, in turn, the **role** of **ports**.

Between **1997** and **2008** trade flows in **Italian** ports **rose by 27%**, whereas those of the **EU** ports rose by **50%**.



Shift of the European economic barycentre



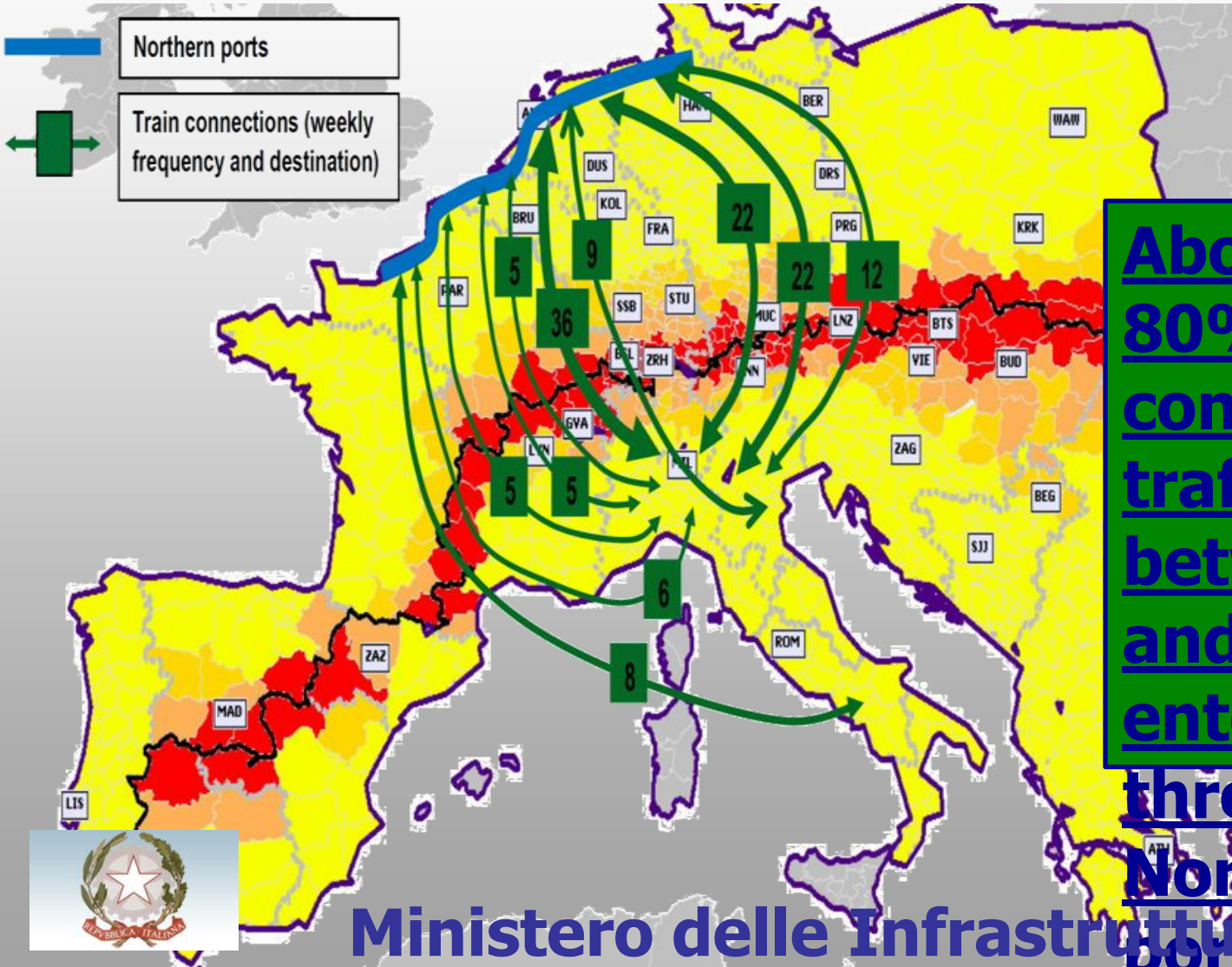
2030: The “new Europe” is expected to double its share of the EU GDP. The growth of market share will be balanced between domestic market and western EU countries.

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Northern Europe towards southern Europe

Europe



About 70-80% of container traffic between Asia and Europe enters Europe through the Northern ports

Trade flows and competition: the contestable markets

Presently the EU logistic system faces the paradox of connecting **Shanghai** to **Munich** via Rotterdam instead of via either Trieste or Genoa, though this implies **4.815 extra km** at sea and **287 km extra km** inland.






This is due to:

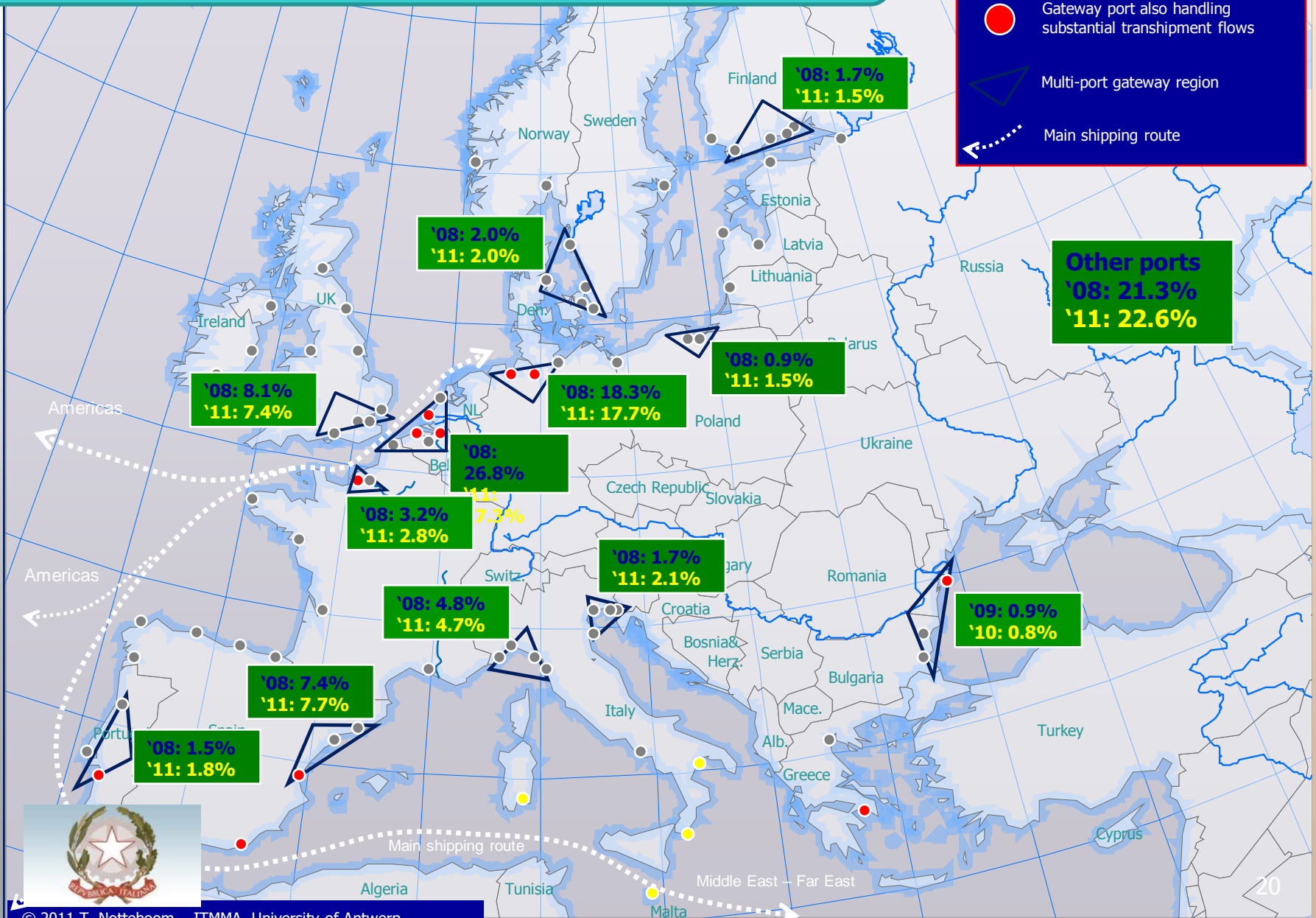
- **difficulties** for the Italian ports to **handle 10-12 million TEU/year**, accommodating **12.000 TEU** vessels;
- **difficulties** to ship **containers through the Alps**, towards the northern European market. It is worth noticing, however, that some 160 trains/week enter the Italian market from the northern European ports.



**Ministero delle Infrastrutture
e dei Trasporti**

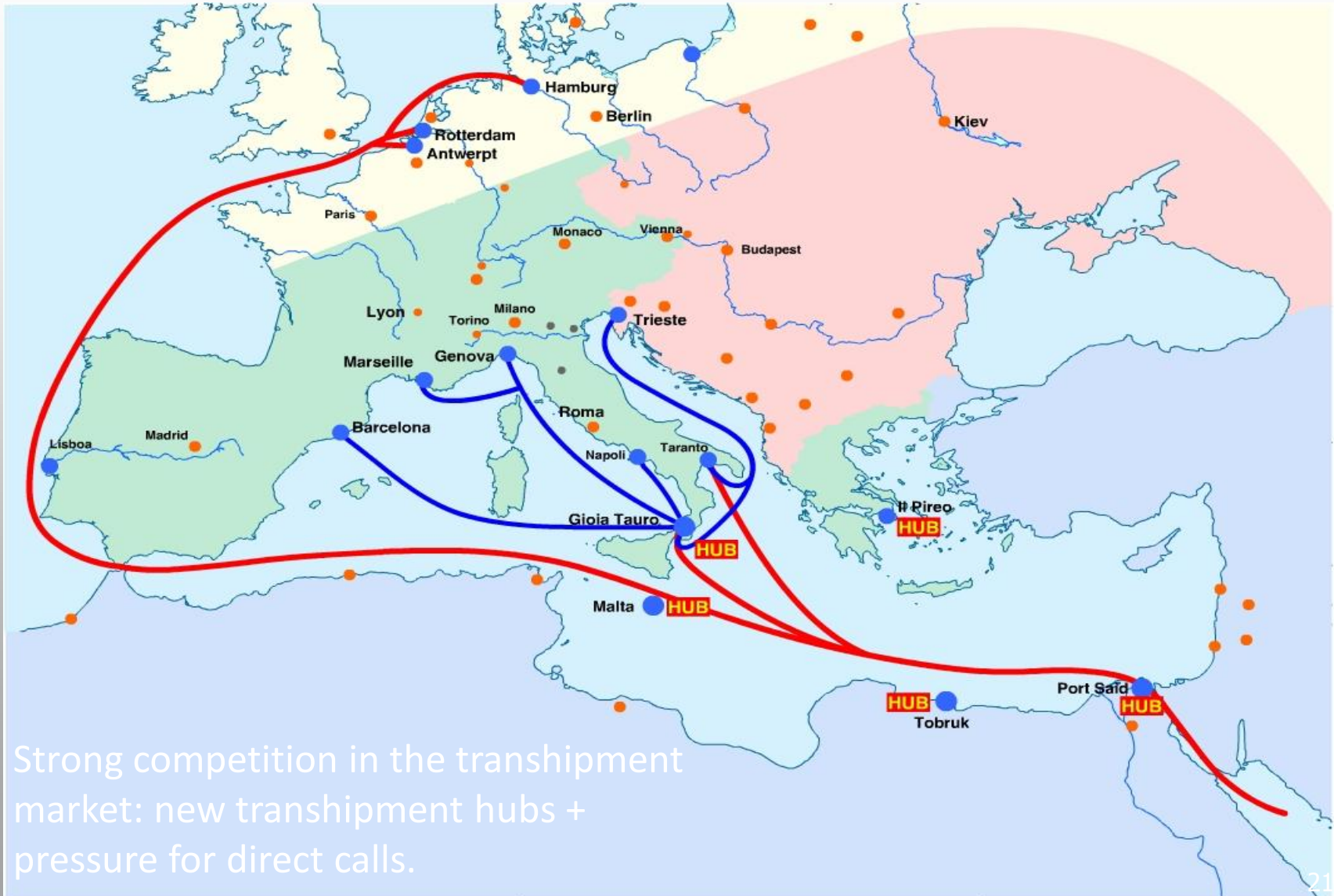
Market shares in total European container traffic (sample of 79 ports)

-  Gateway port
-  Transshipment/interlining port (transshipment incidence >75%)
-  Gateway port also handling substantial transshipment flows
-  Multi-port gateway region
-  Main shipping route





Sea-sea transshipment flows from the Far East are consolidating in Port Said



Strong competition in the transshipment market: new transshipment hubs + pressure for direct calls.

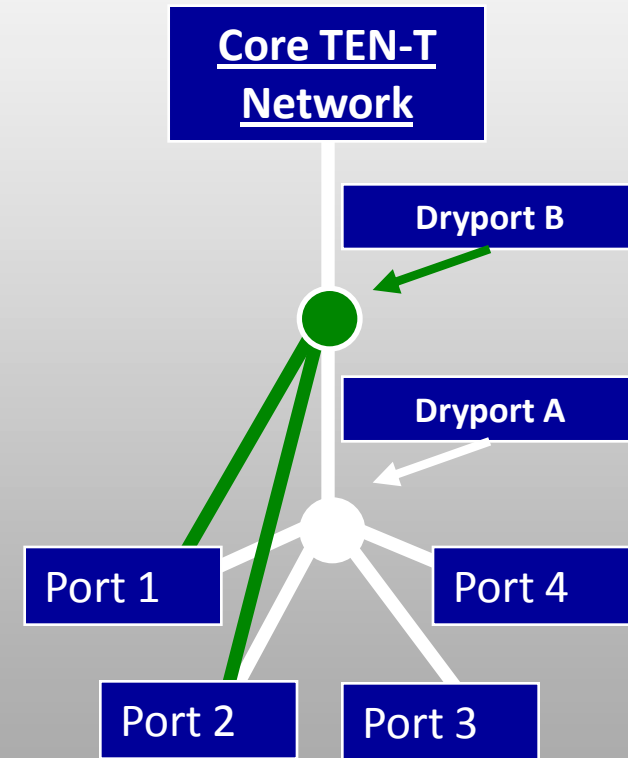
From a port system to a multi-port

None of the Italian ports has the infrastructural and operative features to make it **convenient** for a 12.000 TEU vessel deployed on a far-east Europe route to call it as **single port of call**.

This result can be achieved only by **gathering** together **several ports** in the **same service**. These have to play as ports of the **same port system**. On the Adriatic side these are Ravenna, Venezia and Trieste (plus **Ancona ...Bari, Brindisi e Taranto**).

As to be competitive, it is required that every port in each port system, is equipped **both to accommodate big vessels** and **to move goods** along the relevant TEN-T corridors.

This necessarily implies to shape a “multi-port logistic system connected to the TEN-T corridors network”.




multi-port logistic system
connected to the TEN-T
corridors









The Adriatic port and corridor system



Mediterranean corridor 

Adriatic-Baltic Corridor 

Helsinki-La Valletta corridor 





-  = Dryport
-  = Port
-  = Airport
-  = Urban area

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The Helsinki-La Valletta system

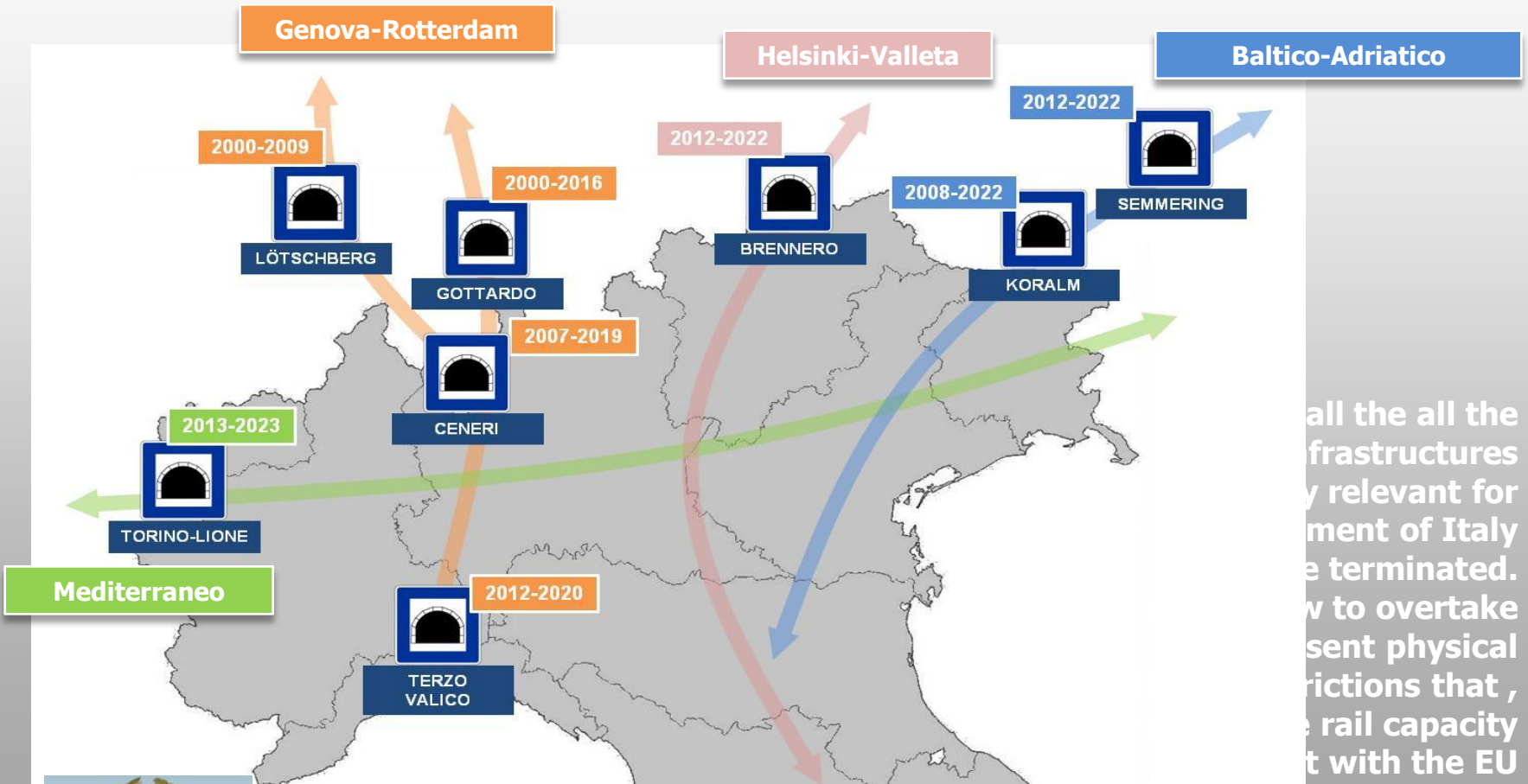


The Helsinki-La Valletta
multi-port logistic system

-  = Dryport
-  = Port
-  = Airport
-  = Urban area

Ministero delle

Italian passes to Europe



all the all the
frastructures
y relevant for
ment of Italy
e terminated.
w to overtake
sent physical
rictions that ,
e rail capacity
t with the EU
markets.



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Infrastrutture e dei**

The forthcoming Italian port system of European Interest

OF EUROPEAN INTEREST
(2011 PROPOSAL)




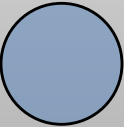





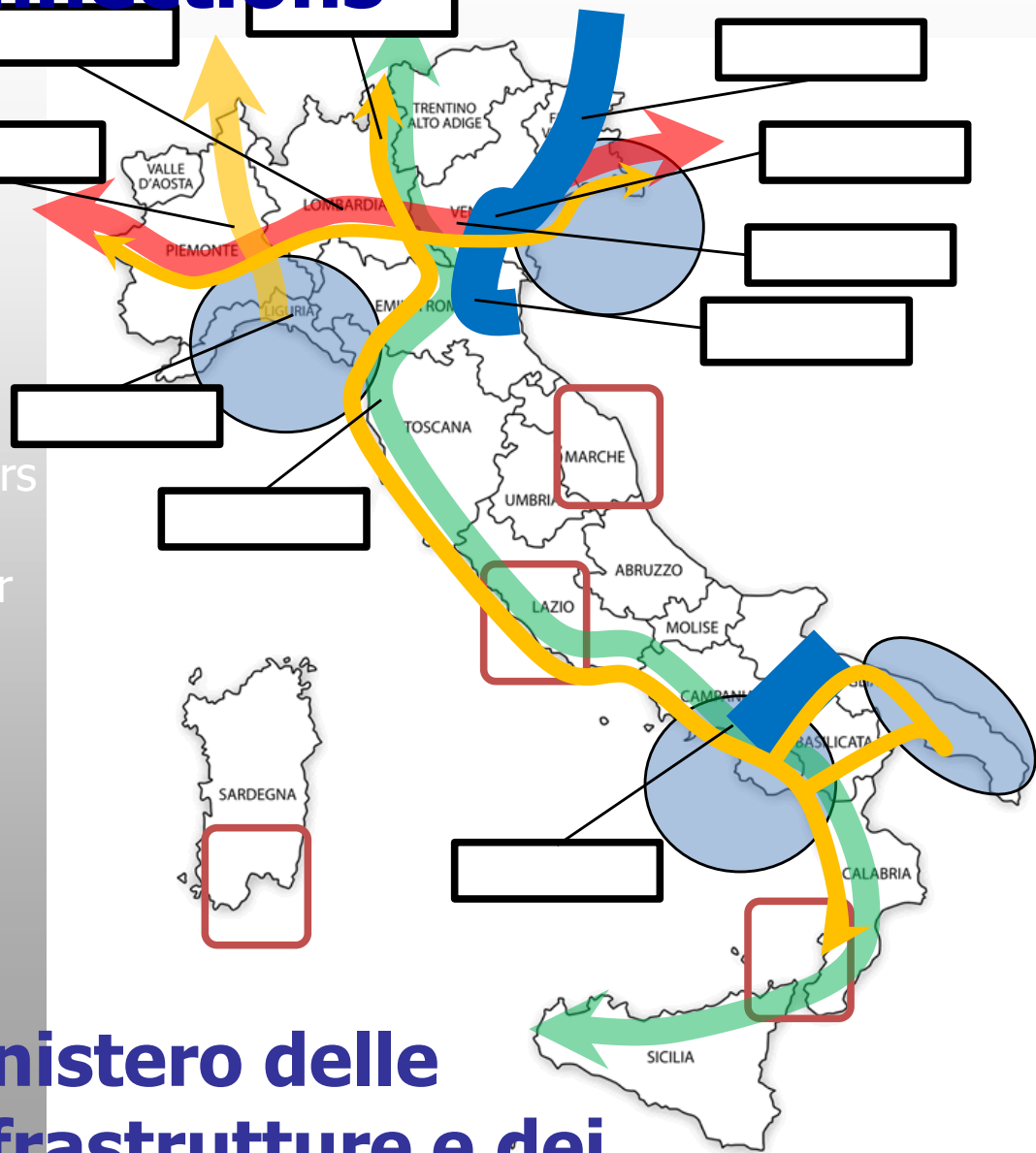
The TEN-T corridors will cross Italy from north to south and from east to west, connecting its regions to each other and with the rest of Europe. At the same time the corridors will connect the most important Italian port clusters with the mainland, allowing goods to move quickly to and from the European markets. The TEN-T network identifies four main Italian port clusters, two at the north and two at the south of the peninsula.

Northern clusters are the Tyrrhenian and the Adriatic, whereas at the south ports are those of the Campania and of the Puglia regions.

The Italian transport system and its connections

connections

-  Mediterranean Corridor
-  ERTMS and Freight Corridors
-  Helsinki-La Valletta Corridor
-  Port systems
-  MoS terminals
-  Network improvements
-  Dryport



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Il porto di Brindisi, con i due seni di levante e ponente, richiama il concetto di water-front quale piazza d'acqua alla scala urbana.



VARIANTE P.R.P. 2002/2006 NUOVI ACCOSTI TRAGHETTO



SITUAZIONE ATTUALE



SITUAZIONE FUTURA



PUNTO DI VISTA

FIGURA 1
INTEGRAZIONE ALLO
STUDIO DI IMPATTO AMBIENTALE
QUADRO DI RIFERIMENTO AMBIENTALE
VARIANTE PRP BRINDISI
MOLO ENEL E S. APOLLINARE
FOTOINSERIMENTO DEI NUOVI ACCOSTI
VISTA A

PIATTAFORMA STRATEGICA SUD-ORIENTALE

PIASTRA LOGISTICA DI COSTA MORENA



LA PIASTRA LOGISTICA DI COSTA MORENA

1	410.721.qm	oicIartS°1 TSE ANEROM ATSOC
2	003.131.qm	oicIartS°2 TSE ANEROM ATSOC
3	026.012.qm	(ITB) TSEVO ANEROM ATSOC
4	081.211.qm	ERARRET ELLED ATNUP
5	681.09 .qm	ELADOMRETNi LANIMRET
ACITSIGOL ARTSAIP ELATOT 003.176 .qm		
6	234.82.qm	LENE OLOM
7	670.61.qm	IRTLA DE LPG OLOM

