

MED

(2007 - 2013)



Application Form

Targeted projects 2012 (3.1 Transport)

Priority-Objective 3-1

Axe 3: Improvement of mobility and of territorial accessibility

Objective 3.1: Improvement of maritime accessibility and of transit capacities through multimodality and intermodality

iFreightMED-DC

Intermodal Freight Services Development Committees

Submitted version

STC Programme MED

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1. Information for the drafting of the application

Welcome to the Presage CTE tool for the MED programme.

Please provide the information only for the active titles (for the preproposal) .

Please read first the instructions under the 'help' before filling in the boxes.

You can fill in this application in several phases, save your work, and print a PDF version at any moment.

The final printed and signed version must be identical with your final validated version in this monitoring tool.

2. Official Stamps

I hereby certify that the information stated in this application is to the best of my knowledge accurate and true.

| |
|-------------------------|
| Signature : |
| Name (Capital Letters): |
| Function : |
| Date: |

Official Stamp

| |
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- I - GENERAL INFORMATION

1. Identification of the project

Identification

| Title | Acronym | Program reference |
|----------------------------------------------------|----------------|-------------------|
| Intermodal Freight Services Development Committees | iFreightMED-DC | 2C-MED12-08 |

Length of project

| Project implementation starting date | Project implementation end date |
|--------------------------------------|---------------------------------|
| 2013-01-01 | 2015-06-30 |

Short description

The project aims to promote sustainable intermodal and rail freight services to make an optimal use of existing facilities and to enhance current levels of service in major infrastructure corridors. The creation of regional Intermodal Freight Services Development Committees will upgrade the logistics potential of Med area. This process will improve regional competitiveness by offering multimodal efficient freight transport services and by highlighting new opportunities of industrial investments.

2. Partnership

2.1 Partner list

CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|---------|------------------|---------------------|----------|------------|
| SPAIN | Med Partner | S0811001G | Cataluña | Region |

| Name | Type |
|---------------|--------------|
| PALOMO ALBERT | Lead Partner |

FERROCARRILS DE LA GENERALITAT DE CATALUNYA

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|---------|------------------|---------------------|----------|--------------------|
| SPAIN | Med Partner | Q-0801576-J | Cataluña | Public Corporation |

| Name | Type |
|------|------|
|------|------|

| | |
|----------------------|---------------------|
| DOMBRIZ MIGUEL ANGEL | Project Coordinator |
|----------------------|---------------------|

General Council of the Chambers of Catalunya

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|---------|------------------|---------------------|----------|--------------------|
| SPAIN | Med Partner | Q-0801185-J | Cataluña | Public Corporation |

| Name | Type |
|--------------|---------------------|
| BOSCH NARCÍS | Project Coordinator |

Chambre de Commerce et d'Industrie du Languedoc-Roussillon

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|---------|------------------|---------------------|----------------------|--------------------|
| FRANCE | Med Partner | 18340001900034 | Languedoc-Roussillon | Public Corporation |

| Name | Type |
|----------------------|---------------------|
| GUILLELMET JEAN MARC | Project Coordinator |

Port of Koper

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|----------|------------------|---------------------|-----------|-----------------------------------------|
| SLOVENIA | Med Partner | SI 89190033 | Slovenija | No profit organisation, association ... |

| Name | Type |
|-------------|---------------------|
| KALČIČ MIHA | Project Coordinator |

La Spezia Port Authority

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|---------|------------------|---------------------|---------|-----------------------|
| ITALY | Med Partner | 00070690110 | Liguria | Other Local Authority |

| Name | Type |
|--------------------|---------------------|
| MONTARESI Federica | Project Coordinator |

CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|----------|------------------|---------------------|-----------|-----------------------------------------|
| SLOVENIA | Med Partner | SI 73354376 | Slovenija | No profit organisation, association ... |

| Name | Type |
|--------------|---------------------|
| SEVER ROBERT | Project Coordinator |

PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATION

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|---------|------------------|--------------------------|----------------------|-----------------------|
| FRANCE | Med Partner | SIRET: 200 027 183 00017 | Languedoc-Roussillon | Other Local Authority |

| Name | Type |
|--------------------|---------------------|
| Georges Guillaumot | Project Coordinator |

Pôle Economique Saint Charles (PESC)

| Country | Eligibility Zone | Administrative code | Area | Legal type |
|---------|------------------|---------------------|----------------------|-----------------------------------------|
| FRANCE | Med Partner | 9499 Z | Languedoc-Roussillon | No profit organisation, association ... |

| Name | Type |
|------------------|---------------------|
| Walter SOUBIRANT | Project Coordinator |

2.2 Typology of the partnership

| | Type of partner | Partner typology | Role | Skills |
|----------------------------------------------------------------------|-----------------|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY | institutionnal | Regional Authority | Lead Partner. Responsible partner WP1 (Coordination) Responsible partner WP2 – 2.3 (final conference) Responsible partner WP5 – 4th WG (Promotional and Sustainability Actions) Regional coordinator partner (Catalunya) | Demonstrable experience in the participation and management of EU funded projects and regional authority responsible and competent for most of the themes and subjects included in the proposal |
| FERROCARRILS DE LA GENERALITAT DE CATALUNYA | operational | Regional Authority | WP5 – 1st WG (Strategic Planning) Identification of relevant operative stakeholders WP5 – 2nd WG (Operational Activities) Commercial and logistic feasibility analysis and Implementation of pilot projects | Ferrocarrils de la Generalitat is a rail company operator that offers the following services: rail freight operations, infrastructures, development of systems, among others. In main figures, it has over 80 million passengers/year, 1.499 workers, has a Network of 263 km of track (metric, international and Iberian gauge) and 91 stations. |
| General Council of the Chambers of Catalunya | operational | public/private organisation representing enterprises and SMEs | Responsible partner WP5 – 1st WG (Strategic Planning) | The functions usually developed by Chambers of Commerce in Spain are those in the role of the partner description. Both staff and governing bodies are trained and used to develop this functions. |
| Chambre de Commerce et d'Industrie du Languedoc-Roussillon | institutionnal | public/private organisation representing enterprises and SMEs | Responsible partner WP2 - 2.1 (website, visual logo and communication plan) Regional coordinator partner (Languedoc Roussillon) | Economic and territorial development, definition and implementation of strategic projects for SMES, institutional representation |

| | | | | |
|----------------------------------------------|-------------|---------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Port of Koper | operational | National Authority | Responsible partner WP2 – 2.2 (newsletters, publications and publicity) Responsible partner WP5 – 3rd WG (Accompanying Measures) Regional coordinator partner (Zahodna Slovenija) | Luka Koper has become the leading port operator and global logistics solution provider serving the countries of Central and Eastern Europe. Its business covers cargo handling and warehousing services for all types of goods, complemented by a range of additional services for cargo with the aim of providing a comprehensive logistics support for our customers. The company manages the commercial zone and provides for the development and maintenance of port infrastructure. |
| La Spezia Port Authority | operational | National Authority | Responsible partner WP5 – 2nd WG (Operational Activities) Regional coordinator partner (Liguria) | La Spezia Port Authority carries out the mission of planning, controlling, coordinating and promoting for all port and commercial activities. One of the objectives fixes by the Port for the following years, is to strengthen of intermodal transport, in order to move 50% of container traffic by rail. |
| CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA | operational | public/private organisation representing enterprises and SMEs | WP5 – 1st WG (Strategic Planning) Identification of relevant operative stakeholders WP5 – 2nd WG (Operational Activities) Commercial and logistic feasibility analysis and Implementation of pilot projects WP5 – 4th WG (Promotional and Sustainability Actions) Commercial meetings and local presentations | TAS members are all main transport and logistics providers in Slovenia. We have good contact with national and local authorities (TAS is member of the Council of logistics and infrastructure at the Ministry of Infrastructure and Spatial Planning, member of international road transport delegation of the Republic of Slovenia, ...) TAS is member in FIATA (International Federation of Freight Forwarders Associations), CLECAT (European Association for Forwarding, Transport, Logistic and Customs Services), FONASBA (Federation of National Association of Ship Brokers and Agents) and ECASBA (European Community Association of Ship Brokers and Agents) |

| | | | | |
|-----------------------------------------------------|----------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATION | institutionnal | Regional Authority | WP 5.1 "Services and infrastructures mapping and strategic planning" WP 2 and 5.3. "Assisting to integral promotional campaigns" and " Accompanying measures". | PMCA is focussed on 5 business areas where he thinks it has a competitive advantage, one of them being logistics and freight. |
| Pôle Economique Saint Charles (PESC) | operationnal | public/private organisation representing enterprises and SMEs | WP 5.2 Operational activities: Commercial and logistics feasibility analysis and implementation of pilot projects".and promotion of new services and routes. | PESC proposes an analysis on the economic market of perpignan in a peripheral way thanks to diversity of its companies and its relationships to the communities with which she works on the infrastructures. |

2.3 Identification of the partners

| Name of partner | Geographic origin | | | Public | | | | | Private | | |
|-------------------------------------------------------------------------------------|-------------------|----------|--|------------|--------|-----------------------|--------------------|------------------------------------------------------|-------------------|-----------------------------------------|--|
| | Country | Area | | State Body | Region | Other Local Authority | Public Corporation | Other body (no profit organisation, association ...) | Economic Operator | No profit organisation, association ... | |
| CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY | SPAIN | Cataluña | | | X | | | | | | |
| FERROCARRILS DE LA GENERALITAT DE CATALUNYA | SPAIN | Cataluña | | | | | X | | | | |
| General Council of the Chambers of Catalunya | SPAIN | Cataluña | | | | | X | | | | |

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|------------------------------------------------------------|----------|----------------------|--|--|--|--|---|---|--|--|---|---|
| Chambre de Commerce et d'Industrie du Languedoc-Roussillon | FRANCE | Languedoc-Roussillon | | | | | | X | | | | |
| Port of Koper | SLOVENIA | Slovenija | | | | | | | | | X | |
| La Spezia Port Authority | ITALY | Liguria | | | | | X | | | | | |
| CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA | SLOVENIA | Slovenija | | | | | | | | | X | |
| PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATION | FRANCE | Languedoc-Roussillon | | | | | X | | | | | |
| Pôle Economique Saint Charles (PESC) | FRANCE | Languedoc-Roussillon | | | | | | | | | | X |

2.4 Participation to other projects financed by structural funds

| Name of partner | Participation to an Interreg III programme | Other Community cooperation programme | Other projects financed by structural funds |
|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY | X - ISARD in Interreg IIA; SAXE, ARCOMED, PORT NETS in Interreg IIIB; BEACHMED in Interreg IIIC; and others, also in the field of sustainability and environment. | X - ENPI and others, also in the field of sustainability and environment. | X - URBACT and others, also in the field of sustainability and environment. |

| | | | |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| FERROCARRILS DE LA GENERALITAT DE CATALUNYA | X - FGC has never participated in Interreg Programme. | X - FGC participated during 2006 and 2007 in the Leonardo da Vinci programme, as a partner in the DEPRAST Project, led by the Turkish Ministry of Education, developing an educational project on railway systems and technologies for Vocational Education. | X - FGC has not participated in any project financed by structural funds. |
| General Council of the Chambers of Catalunya | X - SUDOE projects R+D+I for Pimes and Dinamic. Both ended. MED project LOSAMEDCHEM, led by the Novara Province. Losamedchem is dedicated to improve safety and logistics for the chemical sector. Work in progress. | X - Interreg C COGITA Programme led by CISE from Forlì IT. Collaborate from public policy to increase the presence of integrated Corporate Social Responsibility among enterprises. | X |

| | | | |
|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Chambre de Commerce et d'Industrie du Languedoc-Roussillon | X - Partner of INTERREG IIB project PAMEL@ (2006-2009) Partner of INTERREG IIB project ARCOMED(2006-2009) | X - Enterprise Europe Network – MED2EUROPE (Competitiveness and Innovation Framework Program - CIP) | X - - "CHANGE" on energy efficiency with Intelligent Energy Europe program (2009-2010) - "DEVELOPMENT OF CLEANTECH SECTOR IN LANGUEDOC-ROUSSILLON" with ERDF (2009-2011) - "CAP TOURISME" to train professionals on marketing and human resource management with European Social Fund (2011-2012) - "TRANSPORT AND LOGISTICS REGIONAL FOR HEALTH SECTOR" with ERDF (2011-2012) - "ERASMUS FOR YOUNG ENTREPRENEURS" on call for proposals of European Commission |
| Port of Koper | X - SONORA - SoNorA i The project aims to develop accessibility in South North direction, between the Adriatic and Baltic seas. CLIMEPORT - The Climeport project encourages Mediterranean ports to combat climate change reducing greenhouse emissions | X - KOBALINK - Marco Polo grant. The funding scheme aims to shift freight from the continent's overburdened roads to more environment-friendly transport by means of rail, sea and river. HINTERPORT - Hinterport is a project from the Marco Polo programme. It aims at establishing a Forum of stakeholders functioning as a reference entity for the intermodality features in the port-hinterland integration. | |

| | | | |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| La Spezia Port Authority | | X - ENPI CBC-MED Programme EMEAnet: an authoritative Network for Middle East-Africa Region and Europe: evolution of freight flows between 'Arco Latino' and Mediterranean Partner Countries | X - Programme MED 2G-MED09-382 Axe 3 - Objectif 3.1: Amélioration de la mobilité et de l'accessibilité des territoires Sea To Land: Connection des ports avec leur arrière-pays Programme Italie France 'Maritime' VENT ET PORTS: La prevision du vent pour la gestion et la sécurité des zones portuaires SP1 Cooperation - 7th Framework Programme of the EC SECTRONIC: the sectronic initiative addresses observation and protection of critical maritime infrastructures |
| CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA | X - iCon - Improved cooperation and networking among companies in clusters, networks and platforms, 04/2010 - 03/2013, Cross-border programme Slovenia-Italy Common opening of new markets in selected South-East-European countries in cooperation of companies from Carinthia and Slovenia, 10/2011 - 09/2014, Cross-border programme Slovenia-Austria Other projects: Transharmon,, Profili, Know US... | | X - Green - Greening Business through the Enterprise Europe, 04/2010 - 03/2012, Entrepreneurship and Innovation programme (EIP) REG CON - R&D based clustering" across regions of Europe, 02/2008 - 01/2010, Regions of Knowledge, Coordination Action, FP7 Slo INNO BOOST - Improving competitiveness and innovation capacity of Slovene SME, 05/2010-05/2012, Competitiveness Innovation Programme And many others ... |

| | | | |
|----------------------------------------------------------------|----------|----------|------------------------------------------------------------------------------------------------------------------|
| PERPIGNAN MEDITERRANEE COMMUNAUTE D'AGGLOMERATI ON | X - NONE | X - NONE | X - Railroad Freight terminal for containers in Perpignan, accepting on double tracks trains of 750 meters long. |
| Pôle Economique Saint Charles (PESC) | X - NONE | X - NONE | X - Valorisation and flow diagram for the industrial waste treatment in 2002 |

2.5 Non-partner structures

| Structure name | Type of structure | Typology of non-partner | Role | Skills |
|----------------|-------------------|-------------------------|------|--------|
|----------------|-------------------|-------------------------|------|--------|

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|---|-------------------|-------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | PORT DE BARCELONA | operational | Regional Authority | <p>The Port of Barcelona will take part to some of the technical and commercial meetings programmed for WP 5, especially Working Groups 1, 2 and 3 of this Work Package, together with the project partners Ports of Koper and La Spezia. We will also collaborate in the definition of the mapping of new cargo catchment of MED Ports for ship routes disembarking at North EU ports.</p> <p>And is particularly committed/interested to the following activities (related Work Package/ Actions):</p> <p>Working Package 5:</p> <ul style="list-style-type: none"> -□ 1st Working Group/ Phase: assessment in the infrastructures and services mapping. -□ 2nd Working Group / Phase: Collaboration in the identification of the commercial and logistic feasibility of the new routes. Helping in the implementation of pilots to test its feasibility. -□ 3rd Working Group /Phase: Best practices. This partner will actively collaborate in the best practices implementation. | <p>The Ports of Barcelona is the primary transport and services infrastructure in Catalonia, and is also a benchmark in the Euromed region. With links to 850 ports across five continents, the Port is the leading Spanish State port for international traffic.</p> <p>The Port is highly diversified, with over 30 terminals able to transport all kinds of products. The main traffic comprises containerised cargo and high-value goods, such as consumer goods, electronic goods and motor vehicles.</p> <p>The Port generates 32,100 jobs and channels 23% of Spanish foreign trade.</p> |
|---|-------------------|-------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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|---|--------------------------|-------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2 | TARRAGONA PORT AUTHORITY | operational | Regional Authority | <p>This institution will take part to some of the technical and commercial meetings programmed for WP 5, especially Working Groups 1, 2 and 3 of this Work Package, together with the project partners Ports of Koper and La Spezia. We will also collaborate in the de definition of the mapping of new cargo catchment of MED Ports for ship routes disembarking at North EU ports.</p> <p>And is particularly committed/interested to the following activities (related Work Package/ Actions):</p> <p>Working Package 5:</p> <ul style="list-style-type: none"> -□ 1st Working Group/ Phase: assessment in the infrastructures and services mapping. -□ 2nd Working Group / Phase: Collaboration in the identification of the commercial and logistic feasibility of the new routes. Helping in the implementation of pilots to test its feasibility. -□ 3rd Working Group /Phase: Best practices. This partner will actively collaborate in the best practices implementation. | <p>The Port of Tarragona is, the leading operator in Catalonia, one of the great engines of Catalonia and a benchmark for the whole community of maritime and port of Spain and the Mediterranean. It has a strong interest in developing freight transportation by rail to give service to its huge petrochemical industrial area.</p> |
|---|--------------------------|-------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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|---|---------|-------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 | CIMALSA | operational | Regional Authority | <p>CIMALSA will take part to some of the technical and commercial meetings programmed for WP 5, especially Working Groups 1, 2, 3 and 4 of this Work Package. Given our character of infrastructures promoter in Catalonia we will collaborate in the strategic planning of services and assess on its feasibility, according to the existing infrastructures and facilities (roads, ports, logistic activity areas, airports and railways). We will also seek the involvement to this project activities of our counterparts in the partner regions.</p> <p>And is particularly committed/interested to the following activities (related Work Package/ Actions): Working Package 5:</p> <ul style="list-style-type: none"> - <input type="checkbox"/> 1st Working Group/ Phase: assessment in the infrastructures and services mapping. - <input type="checkbox"/> 2nd Working Group / Phase: Collaboration in the identification of the commercial and logistic feasibility of the new routes. Helping in the implementation of pilots to test its feasibility. - <input type="checkbox"/> 3rd Working Group /Phase: Best practices. This partner will actively collaborate in the best practices implementation. - <input type="checkbox"/> Commercial actions: CIMALSA will collaborate in the promotion of the project's committees. | <p>CIMALSA is a public company of the Government of Catalonia entrusted with promoting, developing and managing infrastructures and centres for goods transport and logistics.</p> <p>CIMALSA's mission is to offer the transport and logistics sectors the best locations for their competitiveness.</p> <p>CIMALSA's wish is to add its contribution to that of other public held infrastructures in Catalonia, such as the network of roads, the ports, the logistic activities areas, the airports and the railways.</p> |
|---|---------|-------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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|----------|------------------------------|-----------------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>4</p> | <p>PROVINCE OF LA SPEZIA</p> | <p>institutionnal</p> | <p>National Authority</p> | <p>The province of la Spezia will provide the institutional backing to the Port of la Spezia. It will strongly contribute to the definition and setting up of the Italian Development Committee. It will take part especially in the meetings of the first Working Group, sharing information about services and infrastructures mapping of the existent and forecasted facilities and needs of the Region of la Spezia and collaborate in the promotion of the services provided by the Committee.</p> <p>And is particularly committed/interested to the following activities (related Work Package/ Actions):</p> <ul style="list-style-type: none"> -□ Working Package 2 Communication: It will contribute to the dissemination of the project results and will take part to the local presentations with the industrial /logistic areas. -□ Working Package 5: Reduction of negative externalities through the better management of existing facilities. La Spezia Province will assess in the infrastructures mapping. It will assess in the drafting of the commercial brochure for its Region and collaborate in the establishment of the Italian permanent office, under the leadership of the Port of la Spezia. | <p>The province of La Spezia, is a region of the Italian Liguria. It has an area of 881 km², and a total population of 223,606 inhabitants (2010). There are 32 communes in the province (source: Italian institute of statistics Istat. The province of la Spezia closely works with the Port of la Spezia with all the issues related to hinterland and infrastructures planning.</p> <p>The Province of La Spezia is very well connected to the whole Italian territory by the Italian Railways. Two main lines cross the territory: the "Tirrenica" line linking the province to Genoa and Rome, and the "Pontremolese" line that goes in the direction of Parma. There are regular trains that connect the province with the main Italian cities, including: Milan, Turin, Florence, Pisa, Palermo, Reggio Calabria, Naples, Savona and Ventimiglia.</p> |
|----------|------------------------------|-----------------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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|---|-------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 | operational | Public and non profit oriented transport provider | <p>This institution will take part to some of the technical and commercial meetings programmed for WP 5, especially Working Groups 1, 2 and 3 of this Work Package. Given our technical character of freight transport operator it will collaborate in the definition and implementation of the project pilot pilots as well as in the definition of services planned and assess on its feasibility.</p> <p>And is particularly committed/ interested to the following activities (related Work Package/ Actions): Working Package 5:</p> <ul style="list-style-type: none"> -□ 1st Working Group/ Phase: assessment in the infrastructures and services mapping. -□ 2nd Working Group / Phase: Collaboration in the identification of the commercial and logistic feasibility of the new routes. Helping in the implementation of pilots to test its feasibility. -□ 3rd Working Group /Phase: Best practices. This partner will actively collaborate in the best practices implementation. | <p>Translog Sud de France is an association and receives technical and financial support from the Languedoc-Roussillon Regional Council, the Languedoc Roussillon Regional Chamber of Commerce and the State.</p> <p>LOGISTICS Series of regional meetings focussed on logistics</p> <p>ECO-FRIENDLY DRIVING PROGRAMME</p> <p>TRANSLOG SUD DE FRANCE, DREAL, ADEME and the Languedoc Roussillon Region set up the 'Objectif CO2, the transporteurs' s'engagent' initiative. This is a global initiative to fight climate change.</p> <p>Regional Urban Logistic</p> <p>TRANSLOG SUD DE FRANCE, MERCADIS and the FNTR decided to conduct a survey in order to put forward innovative Supply Chain solutions designed to improve the organisation of urban transport and logistics.</p> <p>CO2 TARGETS IN LANGUEDOC-ROUSSILLON</p> <p>The 'Objectif CO2 : les transporteurs s'engagent' initiative is a national scheme that aims to reduce energy consumption and CO2 emissions by road hauliers. All of the Languedoc-Roussillon firms involved are strongly committed to the scheme through the intermediary of TRANSLOG.</p> |
|---|-------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- II - PRESENTATION OF THE PROJECT

1. Specific information

1.1 Theme of the project

The basis of the project is to improve regional competitiveness by promoting the development of efficient intermodal and rail freight services along Med area from existing and future infrastructures, but without waiting for the completion of major investment plans, as the proposed revision of TEN-T policy. This focus on current facilities will help to meet logistics requirements in transeuropean routes of main shippers and forwarding companies, always from a multimodal approach. So, promoting new cargo consolidation services among main nodes will value the logistics potential of Med area (and especially its ports) and will underline its attractive for worldwide industrial investors within the framework of European and global economies.

1.2 Geographic coverage

The regions directly involved in this project are:

- in Spain, Catalunya (Barcelona and Tarragona).
- in France, Languedoc-Roussillon (Montpellier).
- in Italy, Liguria (La Spezia).
- in Slovenia, Zahodna Slovenija (Ljubljana and Koper).
- in Croatia, Jadranska Hrvatska (Rijeka).

According to the latest European Commission proposal, all these regions are crossed by at least one of the 10 Core Network Corridors and each region hosts at least one Core Network Node, except for Languedoc-Roussillon. This is the case of Barcelona and Tarragona in Catalunya, La Spezia in Liguria, Ljubljana and Koper in Zahodna Slovenija and Rijeka in Jadranska Hrvatska. Among those nodes we identify main maritime ports (Barcelona, Tarragona, La Spezia, Koper and even Rijeka) and main intermodal rail-road terminals (Barcelona, Tarragona and Ljubljana). So, as the focus of the project is the promotion of efficient intermodal and rail freight services, the partnership covers absolutely relevant territories concerning Southern Europe logistics and freight flows.

Besides, the participation of Languedoc-Roussillon, neighbouring region to Catalunya along the Mediterranean Corridor, allows a deep and detailed analysis of specific cross-border issues. Despite its main transportation nodes have been included in the Comprehensive Network and not in the Core Network, Languedoc-Roussillon plays a key role in economic and commercial relations from and to Iberian Peninsula through the Mediterranean Corridor.

In fact, the five selected regions share a common vision about logistics as a growing economic sector in the near future. This vision includes internal market relations but also external and intercontinental flows. Although nowadays Northern European ports concentrate about 75% of containerized goods exchanges with Far East markets, Southern European ports share the

ambition to become a competitive alternative gateway. So the challenge is to reach an optimal balance between collaboration and competition inside the Mediterranean area. And the corridor approach for inland stages and the port and seafront approach for maritime stages are two extremely useful tools to reach that goal.

In this context, the promotion of regional Intermodal Freight Services Development Committees with a common vision is a remarkable opportunity to improve the use of existing infrastructures in relation with intermodal and rail freight transport, to improve the connection with dry ports and the use of inland ports to relieve port areas and speed up flows management and to reduce the volume of long distance road traffic. The implementation of new intermodal and rail freight services at both regional and transnational level will be a step in the right direction to reduce negative externalities through multimodality and intermodality.

1.3 Summary of the project

The project pursues the creation of regional Intermodal Freight Services Development Committees. Each regional Committee will operate as a technical working group to analyze the operational feasibility and the socio-economic return of new intermodal freight services, on demand of interested companies or by proposal of any of its members. In addition, this technical group would provide a wide range of commercial support possibilities.

A key point is the demand-oriented approach. This means that the Committees will not promote any new service unless it meets a proven need by shippers, forwarders or transport operators. Their commitment is to help those economic agents developing new business opportunities and to improve the regional competitiveness of the concerned territories, not only individually but also taking into account the benefits shared by the whole Mediterranean area over its competitors.

The project will be structured in 4 axes. Each axis will be addressed by a Working Group (WG) that will involve all relevant local stakeholders and complementary actors (public bodies, port authorities, chambers of commerce and intermodal freight transport operators). Every WG will be lead by a different partner, taking advantage of its relevant knowledge and competences.

1st WG: Strategic Planning. Establishing a common working framework.

Joint definition of the concept of Development Committees, as starting points and involved stakeholders are different for each region. This phase shall allow the administrative setup and the specific role definition of all regional Committees, and also to share information about services and infrastructures mapping.

WG Coordinator: General Council of Catalan Chambers of Commerce.

Chronogram: 4 months (January 2013 – April 2013).

2nd WG: Operational activities. Active promotion of new services and routes.

Each regional Committee will be focused on the identification of new demand-oriented transport services or operational facilities needed and the elaboration of feasibility and viability analysis of actions jointly with interested companies, giving priority to cross-border dimension.

WG Coordinator: Port of La Spezia.

Chronogram: 26 months (May 2013 – June 2015).

3rd WG: Accompanying Measures. Identifications of mechanisms and best practices to increase the competitiveness of intermodal and rail freight transport.

This phase will include the development of pilot actions and an intense effort on the communication strategy.

WG Coordinator: Port of Koper.

Chronogram: 26 months (May 2013 – June 2015).

4th WG. Promotional and Sustainability Actions.

Project partners will focus on the future sustainability and transferability of the Committees and their link with the governance structure provided by the European Commission for a coordinated approach with regard to infrastructure use and investments of every Core Network Corridor: the Corridor Platform.

WG Coordinator: Generalitat de Catalunya.

Chronogram: 12 months (July 2014 – June 2015).

1.4 Origin of the project

The idea of setting up this project comes after two previous relevant experiences in interregional cooperation projects by the Generalitat de Catalunya and the General Council of the Chambers of Catalunya. During 2006 and 2008, the Generalitat of Catalunya took part in ARCOMED – MEDOCC project, with 8 partners from 3 countries, about planning and connexion of high speed lines. Currently, the General Council of the Chambers of Catalunya is engaged to the LOSAMEDCHEM project (2010 – 2013), with 10 partners from 5 countries, about the improvement of logistics and security for the transportation of chemicals. These two experiences have concluded that, beyond pending infrastructure, intermodal and rail freight services are considered very poor along the Mediterranean area by all stakeholders. So this proposal benefits from these experiences to build a brand new project.

To face the challenge of making the optimal use of existing infrastructure and enhancing levels of commercial services and after analyzing the state of the art, the Generalitat de Catalunya and the General Council of the Chambers of Catalunya have agreed to foster the adaptation to freight inland services and to different regions a local initiative: the Barcelona Air Route Development Committee. This Committee, which remains fully operational, was created in 2005 in order to promote the development of new intercontinental routes from Barcelona Airport with a demand and business-oriented approach.

1.5 State of the art

Med area suffers from many critical issues in terms of transportation capability in comparison with Central and Northern European regions. Those inefficiencies in logistics shorten competitiveness of the whole industrial sector and restrict local economic growth and employment opportunities. A key element is the absolute dominance of road transport in long distance services because of multiple problems of rail freight transport. For instance, bottlenecks keeping the modal integration very difficult, not enough efficient and effective intermodal terminals in use, or lack on interoperability among national nets, in terms of track gauge, signalling or electrification. But these are not the only problems and, as new massive infrastructure investments are difficult to cope in the current crisis, it is time to focus on enhancing levels of service as far as possible.

So, the creation of Intermodal Freight Services Development Committees is a clear opportunity to offer new demand-oriented transport services or operational facilities:

- by demand concentration of existing industrial and logistics areas in the partner territories or in the transportations corridors.
- by new cargo catchment of Med ports, attracting ship routes currently disembarking at ports of Northern Europe that would consider Mediterranean seaports as a real option if efficient intermodal services were available to reach Central European consumption markets from the South.

The success of both components requires a real improvement of competing conditions of intermodal freight services and a clear upgrading of rail freight reliability. And the continuous surveillance task provided by regional Committees will offer a permanent incentive to enhance quality service to all involved stakeholders.

On the other hand, the concept of a services development committee has been successfully implemented in Catalunya, in relation to air transit. The Barcelona Air Route Development Committee (BARDC) was created at the beginning of 2005 by Aena (Spanish Airports Authority), the Catalan Autonomous Government (Generalitat), the Barcelona City Council and the Barcelona Chamber of Commerce in order to promote the development of new intercontinental routes from Barcelona Airport. Since then, the objectives of the BARDC have remained unchanged and the work patterns have been well established.

BARDC has achieved notable success and has contributed to convincing many companies to begin to operate in Barcelona or to opening new connections there. The number of weekly intercontinental frequencies has risen by over 30 both in winter and in summer seasons. The Committee's activity in clarifying legal elements and in enabling the transmission of information between airlines and institutions has been most significant.

Therefore, as project partners share the view that a demand oriented approach and a coordination effort will contribute to expand logistics potential of Med area, they bet on the success of the Committees.

1.6 Strategic impacts

As the guidelines by the European Commission for the development of the trans-European transport network propose, this project in particular aims to:

- (a) improve sustainable use of transport infrastructure, including its efficient management;
- (b) promote the deployment of innovative transport services or new combinations of proven existing transport services, including through the establishment of relevant governance structures and even the application of ITS;
- (c) facilitate multi-modal transport service operations and improve cooperation between transport service providers;
- (d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning, resource sharing and cooperation;
- (e) analyse, provide information on and monitor markets, fleet characteristics and performance, administrative requirements and human resources.

The achievement of these goals will generate positive impacts at all scales: local, regional, Mediterranean area and in the rest of the European Union. Rail freight service level enhancement in the Mediterranean seafont will reduce negative externalities in Northern and Central Europe, due to the fact that southern ports will become more attractive to transoceanic shipping services, so a more balanced maritime traffic distribution shall be expected. Therefore, road congestion and gas emissions will decrease and global logistics will turn economically more efficient. As a matter of fact, the Port of Barcelona has estimated up to 15% savings in greenhouse gas emissions for containerized cargo coming from Far East to Central Europe if disembarking through southern ports.

Definitely, the strategy of building Intermodal Freight Services Development Committees also aims to a more balanced long distance traffic distribution between the Mediterranean area and the Northern Europe seafont. A rebalancing of the access points from the north to the south of Europe is a requirement for a sustainable development of the territories. Because seaports have a major role as logistics centres and require efficient hinterland connections. Their development is vital to handle increased volumes of freight both by short sea shipping within the European Union and with the rest of the world.

1.7 Sustainability and Transferability

This project has been conceived as a pilot project of common interest to provide efficient intermodal freight transport services that basically use the current infrastructure of the Core Network Corridors and to contribute to reducing carbon dioxide emissions.

According to the European Commission, Core Network Corridors are an instrument to facilitate the coordinated implementation of the Core Network. Core Network Corridors shall be based on modal integration, interoperability, as well as on a coordinated development and management of infrastructure, in order to lead to resource-efficient multimodal transport. Therefore, Core Network Corridors shall provide for a coordinated approach with regard to infrastructure use and investments, so as to manage capacities in the most efficient way. Multimodal infrastructure within Core Network Corridors shall be built and coordinated, wherever needed, in a way that optimises the use of each transport mode and their cooperation. The Core Network Corridors shall support the comprehensive deployment of interoperable traffic management systems.

Governance of Core Network Corridors

Regarding infrastructure, the above mentioned guidelines call Member States concerned for a corridor platform responsible for defining the general objectives for each Core Network Corridor. That corridor platform shall be composed of the representatives of the Member States concerned and, as appropriate, other public and private entities. In any case, the relevant infrastructure managers on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

The corridor platform may be established as a permanent legal entity, such as a European Economic Interest Group. And each corridor platform shall be chaired by a European Coordinator designated by the European Commission. For each Core Network Corridor, the Member States concerned, in cooperation with the corridor platform, shall jointly draw up and notify to the Commission a corridor development plan.

Besides all these corridor platforms, the creation and maintenance of Intermodal Freight Services Development Committees will provide a complementary perspective from a service-oriented and demand-oriented point of view for the enhancement of efficient multimodal transport and services using current infrastructure. So, the involved stakeholders in the creation of each regional Committee are likely to support its maintenance, keeping its functions without major changes and adapting its workload to the available resources.

Although the corridor platform may be established as a permanent legal entity, the Committees do not need such legal proceedings. A memorandum of understanding between partners will be enough to establish the annual action plan and to allocate the specific resources. Additionally, a stable agreement between the corridor platform and the corresponding Committees will be highly desirable.

2. Objectives and added value of the project

2.1 General and specific objectives of the project

MAIN OBJECTIVE

To improve the use of infrastructures in relation with rail freight transports.

GENERAL OBJECTIVES

1. To develop the logistic potential of the Mediterranean area within the framework of European and global economies, with a multimodal approach.
2. To improve the competitiveness of shippers and forwarding companies which operate in the European single market, meeting their logistics requirements in transeuropean and intercontinental routes.
3. To offer an effective local and regional interlocation on logistics to economic operators interested in doing business or investing in the Mediterranean area.
4. To facilitate public-private partnerships between intermodal terminal managers, freight operators and forwarding

companies to improve the supply of rail logistics services.

5. To contribute to establish efficient freight transport services in major transeuropean infrastructure corridors.

6. To promote the development of low carbon emission, less energy dependent and economically competitive supply chains through major ports, intermodal terminals and rail corridors along the Mediterranean area.

SPECIFIC OBJECTIVES

1. To create regional Intermodal Freight Services Development Committees by a shared setup work of all partners involved in the project to exchange available best practices, define the administrative proceedings and identify other relevant stakeholders and their specific role in each Committee.

2. To identify and to promote new demand-oriented transport services or operational infrastructures needed through joint feasibility and viability analysis with interested companies.

3. To promote at least one or two new pilot services by region that will serve as business cases to establish a common methodology for the promotion of future services.

4. To support operational meetings between suitable stakeholders, promotional events and communication campaigns of new commercial services with a transnational dimension.

5. To contribute to establish a MedNet of regional Committees for shared problems solving, permanent transnational cooperation, capitalisation strategy and long lasting effects, such as further national and international institutional cooperation or mobilization of private investment in logistics.

Each regional Committee will operate as a technical working group to analyze the operational feasibility and socio-economic return of new intermodal freight services, on demand of interested companies or by proposal of any of its members, giving priority to cross-border dimension. This technical group would provide a wide range of possibilities to support the commercial launching of those services. Their commitment is to help those economic agents developing new business opportunities and to improve the regional competitiveness of the concerned territories, but also taking into account the benefits shared by the whole Med area over its competitors. The project will also offer induced economic benefits to the rest of European and Med regions.

2.2 Outputs of the project

The main outputs of the 4 Working Groups (WG) of the technical Work Package will be:

1st WG: Strategic Planning.

1.1 5 regional Intermodal Freight Services Committees created (one per region).

1.2 5 infrastructure mapping reports, including seaports, dry ports and inland intermodal terminals.

1.3 5 service mapping strategic reports, from which each regional Committee will identify at least 3 new intermodal or rail transport services potentially sustainable.

2nd WG: Operational activities.

2.1 15 feasibility plans, corresponding to the identified services in the previous WG.

- 2.2 3 new potential partnerships (especially transnational) to operate the identified services.
- 2.3 5 pilot projects, to promote at least one new transnational freight service per region.
- 2.4 5 back-office service: full assistance to economic operators until the service is operational.

3rd WG: Accompanying Measures.

- 3.1 5 implementation of best practices, including viability analysis of practical actions to overcome operative constraints (limited maximal length of freight trains, active insurance programs to intermodal logistic services, ...).
- 3.2 1 final report on best practices and policy recommendations.

4th WG. Commercial and Sustainability Actions.

- 4.1 5 brochures on services and infrastructure portfolio and 5 integrated services promotional campaigns to present the services offered by each Committee.
- 4.2 5 economical sustainability plans and creation of a MedNet of regional Committees.

2.3 Project results

The most relevant results expected from all the actions undertaken by the project are:

- (a) further institutional cooperation, at regional, national, Mediterranean, European and international level, after all the meetings, studies and discussions needed for the overall project implementation.
- (b) a dynamic information exchange with both regional and general scope through project web site, newsletters, press conferences, local presentations, publications in specialized magazines, presence in international exhibitions and regional information campaigns to attract attention of targeted stakeholders over the project during its lifecycle.
- (c) the creation of 5 regional Intermodal Freight Services Development Committees, with mid-term perspective and economically sustainable, and the promotion of a MedNet of regional Intermodal Freight Services Development Committees, linked to infrastructure Corridor Platforms. Each regional Committee should assess at least 3 single projects and facilitate the commercial launch of 1 new pilot freight service.
- (d) a final report on best practices and policy recommendations, aimed at a general audience to trace the work done.
- (e) last but not least, this process will improve regional competitiveness by demand concentration of existing industrial and logistics areas and by new absorption through Med ports of maritime flows that are currently being traded through Northern European ports and then inland distributed with clear energy consumption inefficiency.

2.4 Transnational added value of the project

The general and specific objectives of the project can only be reached through a joint effort of all involved international

partners. Therefore, transnational cooperation is a necessary precondition for the progress of the project. Moreover, the project will foster many positive impacts at multilateral level, like a more coordinated and demand-oriented management of existing logistic infrastructures, a more coordinated planning and prioritisation for future infrastructures or a more fluent share of know-how and exchange of successful cross-border experiences.

The impulse given to intermodality will also stimulate the strengthening of territorial cohesion in the Mediterranean area through collaboration and cooperation of public authorities and private stakeholders involved in the project. In fact, the five selected regions (Catalunya, Languedoc-Roussillon, Liguria, Zahodna Slovenija and Jadranska Hrvatska) share a common vision about logistics as a growing economic sector in the near future. This vision includes internal relations but also external and intercontinental flows. Southern European ports share the ambition to become a competitive alternative gateway to Northern European ports in containerized goods exchanges with Far East markets. So the challenge is to reach an optimal balance between collaboration and competition and the geographic distribution of partners and their different fields of expertise will assure a multilevel approach to the tackled problems.

2.5 Innovative aspects of the project

The most important innovation aspect of the project is its demand-oriented approach. This means that actions are focused on promoting the development of efficient intermodal and rail freight services along the Mediterranean area from existing and future infrastructures, but without waiting for completion of major investment plans. This focus on current facilities is due to the shared opinion among partners about the logistic potential of Med area within the framework of European and global economies, especially if involved stakeholders can maximize the potential logistics yield of Southern European ports and inland intermodal terminals

Another main innovative aspect is the cooperative tool promoted by the partners: the regional Intermodal Freight Services Development Committees and the corresponding MedNet. These Committees will establish common standards and methodology in order to successfully implement new efficient freight commercial services. Furthermore, Committees will emphasise the need for more attention to aspects of flexibility and frequency if intermodal transport wants to compete with road transport. Always from a multimodal approach, Committees are conceived as a tool to improve competitiveness of shippers and forwarders who operate in the European single market and they will be linked to the governance structure provided by the European Commission for a coordinated to infrastructure use and investment plan of every Core Network Corridor: the Corridor Platform.

2.6 Use of past experiences and of project already realised for the definition of the project and of its objectives

As previously stated, this project goes back to two previous relevant experiences in interregional cooperation projects by the Generalitat de Catalunya (ARCOMED – MEDOCC) and the General Council of the Chambers of Catalunya (LOSAMEDCHEM).

These two experiences share diagnosis about major bottlenecks to freight railway efficiency: lack of interoperability and intermodality, especially at cross-border sections and main freight terminals (seaports and inland terminals). Besides, road congestion will probably tend to continue growing and maritime trade will increase its key role. So rail is the real freight transport challenge for the coming years. But even beyond pending infrastructure, rail freight services are considered very poor along the Mediterranean area by all stakeholders.

In addition, the Generalitat de Catalunya and the General Council of the Chambers of Catalunya have agreed to foster the adaptation to freight inland services and to different regions the Barcelona Air Route Development Committee. This Committee, created in 2005, continues to offer a wide range of possibilities to support and promote the commercial launching of new flights, within the framework of supporting the opening of new routes and with special attention on new intercontinental developments. Accumulated experience shows the power of institutional collaboration at regional level in order to facilitate new transport services. So it will be adopted as a model for all other territories.

2.7 Environmental incidences of the project

The project has set efficient intermodality development as one of the most important objectives, by reducing current dominance of road freight transport, when and where possible, and enhancing rail transport level of service and quality. As a direct consequence of this approach, the Mediterranean area but also the whole European Union will benefit from a more sustainable transport system, in terms of economic, social and environmental needs.

As stated by the European Commission, a better integration of different modes of transport is a very immediate priority, as a way to improve the overall efficiency of the system, the development of innovative technologies and even the competitiveness of European economy at a global scale. The optimal functioning of transport system requires full integration and interoperability of the individual parts of the network, as well as interconnection between different modal networks. Nodes are crucial in achieving this result, as logistics centres offer connectivity and choice for freight transport.

In this sense, well focused demand-oriented services will help avoiding congestion and time losses, if a view to optimising global transport chains and the overall transport network is adopted. Making the optimal use of existing facilities can already achieve a lot with more limited resources, but this requires real proper management. So Intermodal Freight Services Development Committees may serve well these policy objectives for sustainable transport.

2.8 Environment checklist

| Question | YES | NO |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| Will the realization of the project lead to a limitation or a reduction of GHG and atmospheric pollutants? (transport, industry...) | X | |
| Will the realization of the project lead to improve energy efficiency and savings? | X | |
| Will the realization of the project favour the use of Renewable Energy Sources ? | | X |
| Will the realization of the project contribute to the decrease of loss of biodiversity ? | X | |
| Will the realization of the project support the protection of natural habitats ? | | X |
| Will the realization of the project promote a more efficient use of water ? | | X |
| Will the realization of the project promote a better protection/improvement of the water quality (Mediterranean sea, rivers, ground water) | | X |
| Will the realization of the project contribute to waste reduction or sustainable waste management ? | | X |
| Will the realization of the project contribute to the reduction of contaminated sites ? | X | |
| Will the realization of the project contribute to reduce soil pollution coming from agricultural activities ? | | X |
| Will the realization of the project contribute to prevent and control natural risks better?(floods, fires, drought, earthquakes, landslides...) | | X |
| Will the realization of the project give the possibility to limit the pressure on land due to the development of economic activities and to urban development ? | X | |
| Will the realization of the project contribute to the protection of natural heritage ? | | X |

2.9 Equal opportunity principle

All project partners are committed to promoting equal opportunity within the project activities and their staff, as every partner applies the principles of equity and anti-discrimination legislation. Moreover, all partners' procedures incorporate the spirit and intent of equal opportunity. Partners will pursue a balanced participation of women and men from different nationalities in project activities, combating any gender, racial or any other related prejudices. The project accepts its responsibilities in relation to these rights for all the people involved in the project, from the first to the last phase or activity. In addition, each partner will also actively promote these values in its relations with any other stakeholder taking part in the project.

3. Coherence of the project with the orientations of the Med programme

3.1 Specify how your project contributes to one or several general objectives of the Med programme

Partners are interested in promoting and sustaining transnational cooperation in order to successfully implement a project designed to achieve the following advantages: regional economic growth, improvement of territorial competitiveness for both industrial and services companies, and increasing occupation as natural follow-up of the significant development of the

commercial activities in the Mediterranean area. In addition, the exchange of experiences will increase the innovation capability of partners and will not only improve logistics efficiency but also increase safety and environmental protection. The project aims to increase the use of greener modes of transport and to enhance their safety levels in freight services, in order to contribute to a sustainable model of economic development.

So, the project will promote new investments and foster productivity, a preliminary condition for territorial development and economic growth. Logistics improvements will also help the integration of involved regions. The know-how and technology transfer will ease the development of production processes strictly connected with distribution activity. The geographical distribution of partners and their different fields of competence (a strong combination of regional and local authorities, ports and transport bodies and other relevant bodies from civil society and business community) will assure a multilevel approach to the tackled problems and a polycentric development of the whole basin.

3.2 Coherence with the orientations of the Axis and of the specific objective corresponding to the project

This project primarily addresses the third axis of the Med programme, which is dedicated to improve territorial mobility and accessibility. In particular, the project originates from the need to focus on intermodal and rail freight services, mainly with origin or destination in ports, to make an optimal use of the existing facilities and to enhance current levels of service. Therefore, the project fits objective 3.1, improvement of maritime accessibility and of transit capacities through multimodality and intermodality.

More specifically, the project is particularly coherent with the reduction of negative externalities, which is one of the three main objectives identified for this call. Always from a multimodal approach, the project is conceived as a tool to improve competitiveness of shippers and forwarding companies which operate in the European single market, offering them effective interlocation, meeting their logistics requirements in transeuropean routes and facilitating efficient freight transport services in major infrastructure corridors.

So, the project fits Work Package 5 as defined in the Terms of Reference ('to reduce negative externalities with a better management of existing facilities'), especially by the following awaited results:

- (a) to improve the use of infrastructures in relation with rail freight transports.
- (b) to improve the connection with dry ports and the use of inland ports to relieve port areas and speed up flows management.
- (c) to promote actions aiming to reduce the volume of road traffic.

4. Coherence with European and national policies and with other community programmes

4.1 CSG and NSRF coherence

The programming period 2007-2013 stresses the need to strengthen competitiveness and the economic potential of regions parallel to the objectives of economic and social cohesion. It puts great emphasis on the dynamics of innovation, concerning both technological innovation as well as non technological innovations. For this reason, the partners are invited to promote technologies, processes, types of organisation, governance and management which are innovative and which can produce a dynamic effect on their socio-economic and institutional environment.

A common feature for all regions of the Med area is a very weakly developed system of multimodal transportation. Such a positioning has to go through strengthening and modernising the institutional dimension of transport system, ensuring the development of multimodal/intermodal transport, including logistics and ports and their upgrading alongside the active promotion and adoption of safety measures.

Concerning this project, the ambition is to promote the development of efficient intermodal and rail freight services along the Mediterranean area from existing and future infrastructures, with an special attention to those having their origin or destination in maritime or dry ports. Always from a multimodal approach and a transnational dimension, the project will try to improve European competitiveness by creating regional Intermodal Freight Services Development Committees and a MedNet of regional Committees to identify new demand-oriented transport services or operational infrastructures needed through joint feasibility and viability analysis with interested companies.

Committees will not promote any new service unless it meets a proven need by shippers, forwarders or transport operators. Their commitment is to help those economic agents developing new business opportunities and to improve the regional competitiveness of the concerned territories, not only individually but also taking into account the benefits shared by the whole Mediterranean area over its competitors. Reaching the project objectives will ensure suitable answers to logistic challenges faced by involved countries, offering induced economic benefits to the rest of European and Mediterranean regions.

So, the project is coherent with Community Strategic Guidelines (CSG) and National Strategic Reference Framework (NSRF) of the countries of the different partners as it proposes relevant non strictly technological innovation about processes, types of organisation, governance and management for intermodal and rail freight transport services. Moreover, the project has been conceived as a pilot project of common interest to provide efficient intermodal freight transport services that basically use the current infrastructure of the Core Network Corridors. That means that actions are expected to offer visible results and measurable effects through setting up and development of transnational strategies for institutional networks and common systems and common operational tools, and even to make the Mediterranean area a more attractive place to invest and work.

4.2 Synergies with other programmes and actions

As above mentioned, the main goal of this project is to provide efficient intermodal freight transport services, especially over

the current infrastructure of the Core Network Corridors. So, there is a clear synergy between the TEN-T policy review process and the implementation of this project.

According to the European Commission, Core Network Corridors are an instrument to facilitate the coordinated implementation of the Core Network. Core Network Corridors shall be based on modal integration, interoperability, as well as on a coordinated development and management of infrastructure, in order to lead to resource-efficient multimodal transport. Therefore, Core Network Corridors shall provide for a coordinated approach with regard to infrastructure use and investments, so as to manage capacities in the most efficient way. Multimodal infrastructure within Core Network Corridors shall be built and coordinated, wherever needed, in a way that optimises the use of each transport mode and their cooperation. The Core Network Corridors shall support the comprehensive deployment of interoperable traffic management systems.

Regarding infrastructure, the European Commission guidelines call Member States concerned for a corridor platform responsible for defining the general objectives for each Core Network Corridor. That corridor platform shall be composed of the representatives of the Member States concerned and, as appropriate, other public and private entities, including port authorities. In any case, the relevant infrastructure managers on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

The corridor platform may be a permanent legal entity, such as a European Economic Interest Group. And each corridor platform shall be chaired by a European Coordinator designated by the European Commission. For each Core Network Corridor, the Member States concerned, in cooperation with the corridor platform, shall jointly draw up and notify to the Commission a corridor development plan.

Besides all these corridor platforms, the creation and maintenance of Intermodal Freight Services Development Committees will provide a complementary perspective from a service-oriented and demand-oriented point of view for the enhancement of efficient multimodal transport and services using current infrastructure. So, the involved stakeholders in the creation of each regional Committee are likely to support its maintenance, keeping its functions without major changes and adapting its workload to the available resources.

Although the corridor platform may be established as a permanent legal entity, the Committees do not need such legal proceedings. A memory of understanding between partners will be enough to establish the annual action plan and to allocate the specific resources. Additionally, a stable agreement between the corridor platform and the corresponding Committees will be really useful.

5. Technical implementation of the project

5.1 Working plan

| Component | Phase | Start date | End date | Description | Geographical phases localisation | Coordinating partner | Participating partners | Deliverables | Amount |
|----------------------------------------|---------------------------------------------------------------------------------------------------|------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------------|-------------|
| Work package 0: preparation costs only | Work package 0: preparation costs only | 2012-03-01 | 2012-04-25 | Analysis of MED Programme documents: Terms of reference and Procedures to respect the submission of the application. Composition of the partnership. Draft proposal and elaboration. Discussion with partners. Collection of requested documents. Final proposal elaboration. Submission of the final application. | | CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY | FERROCARRILS DE LA GENERALITAT DE CATALUNYA - General Council of the Chambers of Catalunya - | 1 Application form | 30,000.00 € |
| | Work package 5 : To reduce negative externalities with a better management of existing facilities | 2013-01-01 | 2015-06-30 | Work package 5 : To reduce negative externalities with a better management of existing facilities | | CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY | | | 0.00 € |
| | | | | | | | | Sub total | 30,000.00 € |

| | | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|------------|------------|------------------------------------------------------------------------------------------|---|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|--------------|
| Work package 1: Administrative and financial management of the project / coordination of the partnership | Work package 1: Administrative and financial management of the project / coordination of the partnership | 2013-01-01 | 2015-06-30 | Administrative and financial management of the project / coordination of the partnership | - | CATALONIA REGION - REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY | FERROCARRILS DE LA GENERALITAT DE CATALUNYA - General Council of the Chambers of Catalunya - Chambre de Commerce et d'Industrie du Languedoc-Roussillon - Port of Koper - La Spezia Port Authority - CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA - PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATION - Pôle Economique Saint Charles (PESC) - | 5 Progress reports - 6 STC Meetings - 1 Coordination of the project. | 304,900,00 € |
| | | | | | | | | Sub total | 304,900,00 € |

| | | | | | | | | |
|-----------------------------------------------------------------------------------------------------|------------|------------|-----------------------------------------------------------------------------------------------------|---|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Work package 2: Information and awareness raising | 2013-01-01 | 2015-06-30 | Work package 2: Information and awareness raising | - | Chambre de Commerce et d'Industrie du Languedoc-Roussillon | CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY - FERROCARRILS DE LA GENERALITAT DE CATALUNYA - General Council of the Chambers of Catalunya - Port of Koper - La Spezia Port Authority - CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA - PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATI ON - Pôle Economique Saint Charles (PESC) - The Province of La Spezia will collaborate in this Working Package with the Port of La Spezia. | 1 Project web site - 1 Logo & visual chart of the project. Communication plan. - 30 Project Newsletters. - 15 Local presentations - 3 Publication in specialized magazines - 2 Participation in 2 international Congresses / Fairs. - 5 Communication campaigns - 1 1 Project International Congress - 1 Project presentation in Brussels. - 10 Press conferences | 408,000,00 € |
| | | | | | | | Sub total | 408,000,00 € |
| Work package 3 : To improve rules and norms in force in transnational maritime transport activities | 2013-01-01 | 2013-04-30 | Work package 3 : To improve rules and norms in force in transnational maritime transport activities | | CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY | | | 0,00 € |

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| Work package 4 : To improve information management systems | 2013-01-01 | 2013-04-30 | Work package 4 : To improve information management systems | CATALONIA REGION - REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY | Sub total | 0.00 € |
| Work package 4 : To improve information management systems | | | | | Sub total | 0.00 € |

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| <p>Work package 5 : To reduce negative externalities with a better management of existing facilities</p> | <p>Strategic planning</p> | <p>2013-01-01 2013-04-30</p> | <p>Building of regional Intermodal Freight Services Development Committees. Establishing a common working framework.</p> | <p>In all the partner's territories.</p> | <p>General Council of the Chambers of Catalunya</p> | <p>CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY - FERROCARRILS DE LA GENERALITAT DE CATALUNYA - Chambre de Commerce et d'Industrie du Languedoc-Roussillon - Port of Koper - La Spezia Port Authority - CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA - PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATION - Pôle Economique Saint Charles (PESC) - To this Phase will also collaborate the associates:</p> <p>Ports of Barcelona and Tarragona, Province of La Spezia and CIMALSA.</p> | <p>5 Setting up of 5 Freight Services Development Committees - 5 Infrastructures mapping - 5 Services Mapping</p> | <p>216,800,00 €</p> |
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| | Operational Activities. Active promotion of new services and routes | 2013-04-30 | 2015-06-30 | <p>2.1 Study the commercial and logistic feasibility of the new services, identified in the previous WG.</p> <p>2.2 Identification and proposal of new partnerships (especially transnational), to operate the new services.</p> <p>2.3 Implementation of pilot projects to test its feasibility.</p> <p>2.4 Back-office actions: facilitating dialogue with public authorities and regulators (customs, licenses, procedures) whenever necessary.</p> | <p>The activities, feasibility studies and pilot projects will take part in all the partner countries.</p> | La Spezia Port Authority | <p>CATALONIA REGION – MINISTRY OF TERRITORY AND SUSTAINABILITY - FERROCARRILS DE LA GENERALITAT DE CATALUNYA - General Council of the Chambers of Catalunya - Chambre de Commerce et d'Industrie du Languedoc-Roussillon - Port of Koper - CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA - PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATION - Pôle Economique Saint Charles (PESC) - Associates + the most important Freight rail Companies of the Mediterranean countries: Comberia, Novatrans, Cemmat and Adria Kombi</p> | <p>15 Feasibility studies - 3 Identification of operational partnerships - 5 Pilot projects. - 5 Back-office service for the FS-DC</p> | 491,612.00 € |
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| | Accompanying measures. | 2013-04-30 | 2015-06-30 | <p>Identification of mechanisms and best practices to increase competitiveness of rail freight transport. The partners will collect information about the best examples of successful experiences or actions already implemented in their region in order to tackle common problems. The best practices that directly enhance rail freight competitiveness will be proposed for implementation to the rest of regions.</p> | In all the partner's territories. | Port of Koper | <p>CATALONIA REGION – REGIONAL MINISTRY OF TERRITORY AND SUSTAINABILITY - FERROCARRILS DE LA GENERALITAT DE CATALUNYA - General Council of the Chambers of Catalunya - Chambre de Commerce et d'Industrie du Languedoc-Roussillon - La Spezia Port Authority - CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA - PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATI ON - Pôle Economique Saint Charles (PESC) - All the associates + logistic freight rail operators.</p> | 5 Implementation of best practices. - 1 Publication of a Regional of best practices document. | 186,600,00 € |
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| Commercial and Sustainability Actions | 2014-06-02 | 2015-06-30 | Commercial actions to ensure the success of the services and competitiveness of the region, and actions aiming at the sustainability of the Freight SC at both national and transnational level. | All the territories of the involved partners and its Regional areas. | CATALONIA REGION – REGIONAL TERRITORY AND SUSTAINABILITY | FERROCARRILS DE LA GENERALITAT DE CATALUNYA - General Council of the Chambers of Catalunya - Chambre de Commerce et d'Industrie du Languedoc-Roussillon - Port of Koper - La Spezia Port Authority - CHAMBER OF COMMERCE AND INDUSTRY OF SLOVENIA - PERPIGNAN MEDITERANEE COMMUNAUTE D'AGGLOMERATION - Pôle Economique Saint Charles (PESC) - . | 5 Regional commercial portfolio. - 5 Integral promotional campaigns. - 1 MED NET Establishment and permanent office - 5 SFM DC Sustainability plans. | 323,500,00 € |
| | | | | | | | Sub total | 1,218,512.00 € |
| | | | | | | | Total | 1,961,412.00 € |

5.2 Information on the pilot activities

| Name | Objective | Description : Indicated the activities and the contribution of the Project Partner(s): institutional and operational partners. If relevant, please mention the cooperation with other actors at local, national or international level highlighting actual or po | Outputs and results | Relevance for the project | Transferability/m ainstreaming and financing after project end (if yes, please specify amounts foreseen and through which instrument) | Start date | Ending date | Phase n° | Location (Nuts 3 codes) | Estimated Budget (in €) |
|------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------|-------------|----------|-------------------------|-------------------------|
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| 1 | New transnational multilateral modal freight service | To promote one new transnational modal pilot service through up to three regional Committees. | A new rail-road link from an intermodal terminal of a Mediterranean region to an intermodal terminal of another European country (round trip), consisting of a commercial multilateral unaccompanied semi trailers rail freight service. Partners: Regional Intermodal Freight Services Development Committee, terminal managers, infrastructure managers, freight operators, forwarders and shippers. | New commercial offer with a minimal weekly service for every region. So, up to 3 new services are expected. | New services serve as business cases to establish a common methodology for the promotion of future services, and also add value to regional economy by facilitating demand concentration of industrial and logistics areas and by enlarging catchment area of maritime cargo. | As Committees only offer market intelligence and promotional support, new services are expected to be profit-making from the start. So, stakeholders shall guarantee the economic sustainability of the service. Besides, unaccompanied semi trailers rail freight services require some investment in terminal equipment and rolling stock that should be afforded otherwise. | 2013-05-01 | 2015-06-30 | Phase n°: WP5 – 2nd Working Group: Operational Activities. Active promotion of new services and routes. | All regions involved. | Up to 50,000 € for each new service, including specific feasibility analysis. |
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| 2 | New transnational multiclient containerized intermodal freight service | To promote one new transnational intermodal pilot service through up to three regional Committees. | A new sea-rail-road link from a port terminal of a Mediterranean region to an intermodal terminal of another European country (round trip), consisting of a commercial multiclient containerized rail freight service. Partners: Regional Intermodal Freight Services Development Committee, terminal managers, infrastructure managers, freight operators, forwarders and shippers. | New commercial offer with a minimal weekly service for every region. So, up to 3 new services are expected. | New services serve as business cases to establish a common methodology for the promotion of future services, and also add value to regional economy by facilitating demand concentration of industrial and logistics areas and by enlarging catchment area of maritime cargo | As Committees only offer market intelligence and promotional support, new services are expected to be profit-making from the start. So, involved stakeholders shall guarantee the economic sustainability of the service. | 2013-05-01 | 2015-06-30 | Phase n°: WP5 – 2nd Working Group: Operational Activities. Active promotion of new services and routes. | All regions involved. | Up to 50,000 € for each new service, including specific feasibility analysis. |
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| 3 | <p>Practical actions to overcome operative constraints to intermodal and rail freight services.</p> | <p>To analyse the feasibility of at least 3 practical actions to overcome operative constraints to freight services that could be implemented in every region.</p> | <p>Extension of best examples of successful experiences or already implemented actions in any region in order to tackle common problems. By request of interested companies or by own initiative, partners will elaborate feasibility and viability analysis of actions, giving priority to cross-border dimension. The best practices emerged will be reported and exchanged. Moreover, those best practices that directly enhance rail freight competitiveness will be proposed for implementation to the rest of regions. I.e. new direct transnational rail freight services in UIC gauge promoted by the Port of Barcelona to France (BarceLyon and BarceToulouse). I.e. limited maximal length of</p> |
|---|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

freight trains due to lack of priority over passenger trains, that requires to run through auxiliary track even under low traffic conditions according to current management procedures. I.e. extension of efficiency commitments adopted by many port authorities through active insurance programs to intermodal logistic services, in order to add reliability of operations, cargo security and information, transparency and traceability to import-export processes. I.e. interoperability inefficiencies due to electrification, signalling or locomotive standardizations problems.

Partners:
Regional
Intermodal
Freight Services
Development
Committee,
terminal

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| managers, infrastructure managers, freight operators and port authorities. | New operative procedures in order to get efficient and economic intermodal freight services. So, up to 3 upgraded management procedures are expected. | Setting practical solutions to operative constraints to freight services is a major contribution to an efficient service management along main infrastructural corridors, always giving priority to cross-border dimension. | Committees will offer service-oriented feedback about current operative bottlenecks and possible planning and design improvements to avoid them in future management and infrastructural interventions. | 2013-05-01 | 2015-06-30 | WPs – 3rd Working Group: Accompanying Measures. Identification of mechanisms and best practices to increase the competitiveness of intermodal and rail freight transport. | All regions involved | Up to 20,000 € for each new upgraded management procedure. |
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| 4 | MedNet of regional Intermodal Freight Services Development Committees | Creation of an active MedNet of regional Intermodal Freight Services Development Committees for shared problems solving, permanent transnational cooperation, capitalisation strategy and long lasting effects. | This network will be devoted to assure the continuation of interlocation activities with transnational authorities involved in decisions about current infrastructures and organisational models all along Core Network Corridors and to contribute to reducing carbon dioxide emissions. Besides the Corridor Platforms provided by the European Commission, these Committees will provide a complementary perspective from a service-oriented and demand-oriented point of view for the enhancement of efficient multimodal transport services Partners: all regional coordinator partners. | Creation of 5 regional Intermodal Freight Services Development Committees and promotion of the correspondent MedNet, linked to every relevant Corridor Platform, as established by the European Commission. Moreover, each regional Committee should assess at least 3 single projects and facilitate the commercial launch of 1 new intermodal freight service. So the MedNet should help to solve all transnational issues concerning all those new projects. | Transnational cooperation is a necessary precondition for the progress of the project and for its mid-term sustainability. | The involved stakeholders in the creation of each regional Committee are likely to support its maintenance, keeping its functions without major changes and adapting its workload to available resources. | 2014-07-01 | 2015-06-30 | Phase n°: WP5 – 4th Working Group: Commercial and Sustainability Actions. | All regions involved. | Up to 204,000 € for 12-month operation and coordination expenses, afforded by involved partners. |
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5.3 Milestones

The main achievements foreseen per each work package are:

(a) project management and partnership coordination:

- 1 partnership meeting at least every six months. That means 6 partnership meetings, including the kick-off meeting and 5 Steering Committees.

(b) information and awareness raising:

- 1 web site, running from the start of the project as a dynamic communication tool, which should also allow information exchange with both regional and general scope.
- 1 newsletter for transnational activities issued every six months during the operational phase of the project, from 2013-05-01 to 2015-06-30. That means 5 newsletters to attract attention of targeted stakeholders over the project during its lifecycle.
- 1 newsletter for regional activities issued every six months by regional coordinators. So that means another 25 newsletters during the operational phase.
- 5 regional information campaigns all along the 26-month operational phase, including 10 press conferences (2 per region), 15 local presentations, press releases and integrated services promotion.
- 3 articles in relevant European logistics publications.
- Participation in 2 international conferences or congresses.
- 3 memorandums of understanding signed with Asian or Middle East exporters.
- 1 publication aimed at a general audience to trace the work done, as a final report on best practices and policy recommendations.
- 1 overall presentation in Brussels for EU authorities, policy makers and relevant actors for policy mainstreaming.
- 1 final international conference will be held in Catalunya to disseminate the final results right at the end of the project, by 2015-06-30.

(c) externalities reduction and better management of existing facilities:

- 5 regional Intermodal Freight Services Development Committees created by May 2013, with mid-term perspective and economically sustainable.
- 5 infrastructure mapping reports, including seaports, dry ports and inland intermodal terminals, also by May 2013.
- 5 service mapping strategic reports, from which each regional Committee will identify at least 3 new intermodal or rail transport services potentially sustainable, also by May 2013.
- 15 feasibility plans, corresponding to the identified services in the previous WG, both technical and financial, by the end of 2013.
- 3 new potential partnerships (especially transnational) to operate the identified services, by the end of 2013.
- 5 pilot projects, to promote at least one new transnational freight service per region, with a minimal weekly service as commercial offer, during 2014.
- 5 implementations of best practices, including viability analysis of at least 3 practical actions to overcome operative constraints, during 2014.
- 5 integrated services promotional campaigns and 5 regional commercial portfolios, from June 2014 to June 2015.
- 1 MedNet of regional Committees linked to every relevant infrastructural Corridor Platform, as established by the European

Commission, by June 2015.

- 6 economical sustainability plans, one for each regional Committee, by June 2015.

5.4 Working Plan coherence

The Working Plan is articulated in 3 components or work packages, not including the zero component, corresponding to the preparation of the project proposal. These 3 main components include all the activities over the duration of the project.

The coordination component (WP1), with its reporting activities, shall be conducted throughout 30 months.

The communication component (WP2), starting as the project begins to produce appreciable results, will continue until the end of the project, but concentrating efforts when greater external attention is required.

The thematic content of the project, corresponding to work package 5 (WP5) according to the terms of reference ('to reduce negative externalities with a better management of existing facilities') is divided in four overlapping Working Groups (WG). The 1st WG is a 4-month strategic planning phase, as a basis for establishing a common working framework. Then, two simultaneous 26-month WGs will take place. The 2nd WG includes all operational activities of active promotion of new services and routes and it is, by far, the busiest phase of the project. The 3rd WG develops accompanying measures in order to increase the competitiveness of intermodal and rail freight transport services. Finally, the 4th WG is a 12-month phase about promotional and sustainability actions, including an active MedNet of regional Committees.

The budget headings, divided into components and phases, comply with the project activities and its objectives.

5.5 Management of the project

The management structure will be based on the Lead Partner (LP) – Generalitat de Catalunya – and on the Steering Committee. Despite the LP has the overall responsibility, other partners take specific responsibilities for specific phases.

The Steering Committee (SC) is composed by the partners' representative and gives the strategic decision for the project, under LP leadership. SC meetings will verify the development of activities and check on the suitable progress on the expenditures. The discussion during the meetings and the decisions taken will be included in minutes available for any kind of control. If needed, SC meetings will be enlarged to some experts for clarifications of some technical aspects of the work. SC is the final instance for decision-making process and it will meet on a regular basis of about 6 months, in different home locations of the project partnership.

LP will also manage the delicate stage of development of the interlocution with the national and European authorities, to assure locating the necessary resources to promote all actions foreseen by the project. All partners will take part in this phase. Financial control will be delegated by all partners, including LP, to independent auditors, who will examine all expenses according to European and national regulations every six months.

In brief, there will be a double structure of management, one from an activity approach and the other from a regional approach, in order to guarantee that every task has a final responsible partner during the whole 30-month process.

So, the coordinator partners for each phase are:

WP1: Generalitat de Catalunya

WP2: Regional Chamber of Commerce of Languedoc-Roussillon

WP5 1st WG – Strategic Planning: General Council of the Chambers of Catalunya

WP5 2nd WG – Operational Activities: Port of La Spezia

WP5 3rd WG – Accompanying Measures: Port of Koper

WP5 4th WG – Commercial and sustainability: Generalitat de Catalunya

These responsible partners must ensure that scheduled actions develop according to the chronogram and the available technical and economical resources. In addition, they will promote the transfer of results and a fluent communication between the different working groups of the project, especially while setting the technical component (WP5).

From the regional point of view, there are five final coordinator partners for those activities responding to territorial requirements: Generalitat de Catalunya, Regional Chamber of Commerce Languedoc- Roussillon, Port of La Spezia, Port of Koper and Croatian Chamber of Economy. Just as an example, these partners should guarantee that all relevant stakeholders of every region are conveniently represented in each regional Intermodal Freight Services Development Committee.

5.6 Summary of deliverables

| Deliverable | Type | Value | Description |
|------------------------------|--------|-------|---------------------------------------------------------------------------------------------|
| Application form | other | 1 | One application form. |
| Coordination of the project. | Report | 1 | General coordination and reporting activities. Audit trail. |
| Progress reports | Report | 5 | 5 Progress Reports and 1 Final Report. 45 Audits reports. 6 Minutes of the Meetings report. |
| STC Meetings | other | 6 | Kick off Meeting and 5 Steering Committees. |

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| Project web site | Website | 1 | Web site collecting all the information related to the project. The site will include communication tools among partners. The site will provide a specific workplace for each Intermodal Freight Services Development Committee and another one for the MedNet of regional Committees Creation of a visual logo and communication plan of the project. |
| Logo & visual chart of the project. Communication plan. | other | 1 | The Chamber of Commerce of Languedoc Roussillon will be responsible for the Logo & visual chart of the project. It will also draft a communication plan. |
| Project Newsletters. | Information document (brochure, leaflet) | 30 | The Chamber of Commerce of Languedoc Roussillon will coordinate this service. The project will issue a newsletter every 6 months for transnational activities. At a national level, every national coordinator will also issue a newsletter every 6 months |
| Press conferences | other | 10 | Every national coordinator will offer two press conferences. One at the project's beginning and one at its end. |
| Local presentations | other | 15 | Local presentations of the new Freight Services offered to the industrial and logistic areas in each Region. (At least 3 per Region). |
| Publication in specialized magazines | Report | 3 | Publication in specialized magazines. Port of Koper, la Spezia and FGC will be responsible for editing each one a report or new in specialized magazines. |
| Participation in 2 international Congresses / Fairs. | other | 2 | At the proposal of the Lead Partners, the project will take part in two international Congress /Fairs of the industrial /logistic sectors to promote the Freight Services DC. It includes travel costs and the hiring of a Stand. |
| Communication campaigns | other | 5 | Every Committee will organise an information campaign, including press conferences, press releases and integrated services promotion. Each National coordinator organizes a press conference at least at the beginning and at the project's end. |
| 1 Project International Congress | other | 1 | The Generalitat de Catalunya will organize a project's final Congress to disseminate the final results. Approximately 200 people belonging to key target groups are expected to attend these meetings. |

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| Project presentation in Brussels. | other | 1 | Associació de cambres de Comerç de Catalunya with the collaboration of the Lead partner will organize a presentation in Brussels for EU authorities, policy makers and relevant actors for Policy mainstreaming. |
| Setting up of 5 Freight Services Development Committees | other | 5 | 1.1. Building of regional Intermodal Freight Services Development Committees. Identification of local relevant stakeholders and complementary actors for each Committee. |
| Infrastructures mapping | other | 5 | identification of already existing terminal infrastructures and rail connections and their reaching potential to main consumption markets (according to the nature of most demanded goods by regional industries: fresh products, chemical, automotive, siderurgy, retail, fresh products,...). |
| Services Mapping | Studies | 5 | study of the possibilities to offer new demand-oriented transport services or operational facilities: - by demand concentration of the existing industrial and logistics areas across the partner territories or in the transportation corridors. - by new cargo catchment of Med ports, attracting ship routes currently disembarking at ports of Northern Europe because of new efficient intermodal services. |
| Feasibility studies | Studies | 15 | Study the commercial and logistic feasibility of the new services, identified in the previous WG. Total: 15 (3 per region). Partners will focus on the identification of new demand-oriented transport services or operational facilities needed. By request of interested companies or by own initiative, partners will elaborate feasibility and viability analysis of actions, giving priority to cross-border dimension. |
| Identification of operational partnerships | other | 3 | Identification and proposal of new partnerships (especially transnational), to operate the new services, to make them more efficient and economically sustainable (port authorities - freight rail carriers, transnational rail freight carriers partnerships...). |
| Pilot projects. | other | 5 | 6 pilot projects, to promote at least one new transnational freight service per region. |
| Back-office service for the FS-DC | databases | 5 | Back-office service: full assistance to economic operators until the service is operational. Every Freight Service committee will provide this service. |

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| Implementation of best practices. | other | 5 | Viability analysis of practical actions to overcome operative constraints (limited maximal length of freight trains, active insurance programs to intermodal logistic services, ...). |
| Publication of a Regional of best practices document. | guide | 1 | Final report on best practices and policy recommendations. |
| Regional commercial portfolio. | Information document (brochure, leaflet) | 5 | Edition of a portfolio of existing intermodal and rail connections available in every partner Region, and presenting the services offered by each Committee. |
| Integral promotional campaigns. | other | 5 | Every Region will insert in its commercial communication campaigns to attract industries and investments the services provided by the FSDC. Especially by: <ul style="list-style-type: none"> - Operative meetings with local industries which could potentially use the services. - Operative meetings with relevant exporters from South East Asia and Arabic Gulf, to attract them to Southern European ports |
| MED NET Establishment and permanent office | other | 1 | Creation of an active MedNet of regional Intermodal Freight Services Committees, with the aim of providing a more demand-oriented and service-oriented approach to the several EU infrastructures decision bodies. Proposal of reproduction of these Committees at a national and transnational level. |
| SFM DC Sustainability plans. | Studies | 5 | Drafting of sustainability plans for each Committee with the aim to become financially sustainable. |

5.7 Time Table

| Component | Phase | 2012 | | | 2013 | | | 2014 | | | 2015 | | |
|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|------|---|---|------|---|---|------|---|---|------|---|---|
| | | P | P | A | P | P | A | P | P | A | P | P | A |
| Work package 0: preparation costs only | | P | P | | P | P | | P | P | | P | P | |
| Work package 0: preparation costs only | Work package 0: preparation costs only | A | A | | | | | | | | | | |
| Work package 5 : To reduce negative externalities with a better management of existing facilities | Work package 5 : To reduce negative externalities with a better management of existing facilities | | | | A | A | | A | A | | A | A | |
| Work package 1: Administrative and financial management of the project / coordination of the partnership | Work package 1: Administrative and financial management of the project / coordination of the partnership | | | | P | P | | P | P | | P | P | |
| Work package 1: Administrative and financial management of the project / coordination of the partnership | Work package 1: Administrative and financial management of the project / coordination of the partnership | | | | A | A | | A | A | | A | A | |
| Work package 2: Information and awareness raising | Work package 2: Information and awareness raising | | | | P | P | | P | P | | P | P | |
| Work package 2: Information and awareness raising | Work package 2: Information and awareness raising | | | | A | A | | A | A | | A | A | |

6. Expected results and indicators

Indicators not linked to a group

| Indicator | | Forecast |
|------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------------------------------------------------------|
| Common indicators for all priorities | | |
| European institutions involved in experimental activities (pilot activities) | Quantitative | |
| State administrations involved in experimental activities (pilot activities) | Quantitative | 3 (Involved structures) |
| Local and regional authorities involved in experimental activities (pilot activities) | Quantitative | 10 (Involved structures) |
| Other public and semi-public bodies involved in experimental activities (pilot activities) | Quantitative | 15 (Involved structures) |
| Private sector structures and networks involved in experimental activities (pilot activities) | Quantitative | 12 (Involved structures) |
| Third sector organisms involved in experimental activities (pilot activities) | Quantitative | 10 (Involved structures) |
| Specific partners involved in experimental activities (pilot activities) | Quantitative | |
| Number of communication tools developed from the following list: brochures, DVD, Cd Rom, video, guides, etc. (indicate the number) | Quantitative | 24 (Communication tools) |
| European institutions towards which communication tools will be disseminated | Quantitative | 1 (Target structures for communication tool dissemination) |
| State Administrations towards which communication tools will be disseminated | Quantitative | 5 (Target structures for communication tool dissemination) |
| Local and Regional Authorities towards which communication tools will be disseminated | Quantitative | 15 (Target structures for communication tool dissemination) |
| Other public and semi-public bodies towards which communication tools will be disseminated | Quantitative | 18 (Target structures for communication tool dissemination) |
| Private sector towards which communication tools will be disseminated | Quantitative | 2500 (Target structures for communication tool dissemination) |
| General Public towards which communication tools will be disseminated | Quantitative | 20.000 (Target structures for communication tool dissemination) |

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| Specific partners towards which communication tools will be disseminated | Quantitative | 100 (Target structures for communication tool dissemination) |
| Number of websites developed | Quantitative | 1 (Website) |
| Number of connexion to the web sites | Quantitative | 60.000 (connexions to website) |
| Number of data bases developed | Quantitative | |
| Number of updated on-line data bases which will remain usable even after the closure of the project | Quantitative | |
| Number of targeted communication actions carried out by the partnership from the following list: events, seminars, conferences, exhibitions, information and awareness raising campaigns, etc | Quantitative | 16 (communication action) |
| European institutions concerned by communication actions | Quantitative | 2 (Target structures for communication actions) |
| State Administration concerned by communication actions | Quantitative | 5 (Target structures for communication actions) |
| Local and Regional Authorities concerned by communication actions | Quantitative | 15 (Target structures for communication actions) |
| Other public and semi-public bodies concerned by communication actions | Quantitative | 18 (Target structures for communication actions) |
| Private sector concerned by communication actions | Quantitative | 400 (Target structures for communication actions) |
| General Public concerned by communication actions | Quantitative | 40.000 (Target structures for communication actions) |
| Specific partners concerned by communication actions | Quantitative | |
| Number of projects' visits, press workshops and/or press conferences, press releases | Quantitative | 32 (project's visit, press workshop, press conference, press release) |
| Number of articles published (press)/broadcasted (radio, television) | Quantitative | 15 (articles published/broadcasted) |
| Specific indicators of the priority | | |
| New networks of competent authorities/structures involving private actors | Quantitative | 3 (Permanent networks established) |
| Digital and on-line services for accessibility | Quantitative | |
| Monitoring systems and databases for accessibility and/or risk prevention | Quantitative | |
| Activities to promote the accessibility of islands | Quantitative | |
| Activities for maritime safety | Quantitative | |

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|---------------------------------------------------------|--------------|---------------------------------------------------------|
| Common joint plans, methodologies, tools and guidelines | Quantitative | 6 (Joint implementation or working plans or strategies) |
|---------------------------------------------------------|--------------|---------------------------------------------------------|

7. Specific indicators for targeted projects

7.1 Identification of problems, weaknesses or needs to take into account in order to reach the objectives of the strategic project

| | value |
|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Qualitative indicators | |
| Number and nature of problems identified | 1) intermodal and rail freight services are currently considered very poor along the Mediterranean area by all stakeholders; 2) lack of demand-oriented or service-oriented vision among traditional rail freight operators and infrastructural managers; 3) current imbalance of long distance trade of goods among Northern and Southern European ports, with relevant potential savings in emissions and energy for inland stages |
| Type of problems, weaknesses or needs to be addressed by project activities | 1) to develop the logistic potential of Med area with a multimodal approach; 2) to offer effective local and regional interlocation on logistics to economic operators in Med area; 3) to facilitate efficient freight transport services in major infrastructure corridors. |

7.2 Tools and solutions created to address these problems, weaknesses and needs

| | value |
|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Quantitative indicators | |
| Number of structures participating to the implementation of solutions | 5 regional Intermodal Freight Services Development Committees will be created, one per each partner region involved in the project. Each regional Committee will operate as a technical working group to analyze the operational feasibility and the socio-economic return of new intermodal freight services, on demand of interested companies or by proposal of any of its members, giving priority to cross-border dimension. |
| Qualitative indicators | |
| Type of tools or solutions provided | Regional Committees would provide a wide range of possibilities to support and promote the commercial launching of new intermodal services, but they will not promote any new service unless it meets a proven need by shippers, forwarders or transport operators. Their commitment is to help those economic agents developing new business opportunities and to improve the regional competitiveness of the concerned territories, not only individually but also taking into account the benefits shared by the whole Mediterranean area over its competitors. |

7.3 Expected results

| | value |
|--------------------------------|-------|
| Quantitative indicators | |

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|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Number of structures benefiting from solutions offered (in the project eligible space or beyond; please specify) | At a regional level, all stakeholders will benefit from a more efficient transport solution. This category includes: shippers, forwarders, freight operators, infrastructure managers, terminal managers, port authorities, chambers of commerce and regional governments (up to 8 benefited sectors per region). As a direct consequence of this approach, the Mediterranean area but also the whole European Union will benefit from a more sustainable transport system, in terms of economic, social and environmental needs. |
| Qualitative indicators | |
| Type of structures benefiting from solutions offered (in the project eligible space or beyond; please specify) | All economic operators related to freight transport will benefit from solutions offered by the project. Shippers and forwarders will gain a new efficient transport solution for their massive and long distance flows, getting better prices. Freight operators, infrastructure managers, terminal managers and port authorities will be supported in order to enhance their commercial offer within a competitive pattern. Chambers of commerce and regional governments will contribute to a new governance model for intermodal and rail freight transport. |
| Types of expected results for the different activities of the project | The most relevant results expected from all the actions undertaken by the project are: (a) further institutional cooperation, at regional, national, Mediterranean, European and international level. (b) a dynamic information exchange with both regional and general scope to attract attention of targeted stakeholders over the project during its lifecycle. (c) the creation of 5 regional Intermodal Freight Services Development Committees, with mid-term perspective and economically sustainable, and the promotion of a MedNet of regional Intermodal Freight Services Development Committees, linked to infrastructure Corridor Platforms. (d) a final report on best practices and policy recommendations, aimed at a general audience to trace the work done.(e) last but not last, this process will improve regional competitiveness by demand concentration of existing industrial and logistics areas and by new absorption through Med ports of maritime flows that are currently being traded through Northern European ports and then inland distributed with clear energy consumption inefficiency. |
| Method used to analyse the results of the activities of the project | Main expected results are related to the feasibility of pilot projects and practical actions, and to the sustainability of the regional Committees and its corresponding MedNet. So cost-benefit analysis will be the standard method to assess the viability of most relevant activities of the project. |

7.4 Capacity of project activities to trigger other financing

| | |
|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | value |
| Quantitative indicators | |
| Amount of new financing foreseen | Up to 200,000 euros per year and per regional Committee is foreseen to be triggered after the operative phase of this project comes to the end. This figure will allow regular operation to the Committees, including their contribution to the global MedNet to face transnational issues. |
| Qualitative indicators | |

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| Type of activities that need bigger scale financing | Promotion and communication activities are relatively low-cost actions, but fostering pilot projects and implementing practical actions can be much more economic resources consuming. Anyway, Committees are supposed not to offer market support to new intermodal and rail freight services, but just market intelligence and communication backup. |
| Type of institutions and/or programmes with whom cooperation are launched to capitalise and promote the results of the project | The creation and maintenance of Intermodal Freight Services Development Committees will provide a complementary perspective from a service-oriented and demand-oriented point of view for the enhancement of efficient multimodal transport and services using current infrastructure. So, the involved stakeholders in the creation of each regional Committee are likely to support its maintenance, keeping its functions without major changes and adapting its workload to the available resources. A memorandum of understanding between partners will be enough to establish the annual action plan and to allocate the specific resources. Additionally, a stable agreement between the corridor platform and the corresponding Committees will be highly desirable. |
| Type of financing triggered | All stakeholders involved in the regional Committees are expected to pay an annual contribution to its maintenance. But other economic resources can be mobilized, especially from the public sector, from calls offering incentives for the development of sustainable transport, both at national or at European level. |

7.5 Consequences of project activities

| | value |
|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Qualitative indicators | |
| Type of new projects, new activity plans, by the end of the project | As a consequence of the project, a common methodology to assess new demand-oriented intermodal and rail freight services will have been established. So new pilot projects and practical actions to enhance the competitiveness of freight transport will find a clear way forward, within the framework of regional Intermodal Freight Services Development Committees. |
| Type of structures involved | Regional Committees and an active MedNet involving these regional Committees are expected to keep in service beyond the project lifecycle. In addition, the future challenge will be to extend this Committee frame to other neighbouring regions and even to national level. |

7.6 Information dissemination (best practises, tools, policy instruments...)

| | value |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Quantitative indicators | |
| Number of structures reached | Up to 40 relevant structures will have been reached by dissemination activities, including local authorities, regional governments, national governments, European priority projects Coordinators, port authorities, inland terminal managers, infrastructural managers, intermodal freight operators and business community associations (shippers, forwarders, road transport, rail transport, maritime transport, chambers of commerce,...). |
| Number of dissemination events organised | 29 promotional events will be organised, including 12 press conferences (2 per region), 15 local presentations and the participation in 2 international fairs. In addition, 1 presentation in Brussels with relevant authorities and 1 final international conference will also be organised within the framework of the project. |

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|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Number of structures affected | Up to 30 structures will have been affected by dissemination activities from the 40 relevant structures that might have been reached. In principle, most structures are expected to adapt their policies and strategies to enhance the effectiveness of regional Committees actions, but some of them may stay out, especially some national governments and infrastructural managers. |
| Qualitative indicators | |
| Type of target group | The targeted groups include all relevant economic operators at a regional or upper level. All of them may be interested in a project that stimulates the demand concentration of the existing industrial and logistics areas across the partner territories and in the transportation corridors and that promotes new cargo catchment of Med ports, attracting ship routes currently disembarking at ports of Northern Europe because of new efficient intermodal services. |
| Method of dissemination | There are two levels of dissemination activities: commercial and publicity actions. Commercial actions include press conferences, operative local presentations and participation in international fairs. Publicity actions include regional public presentations, a presentation in Brussels and a final international conference. |
| Nature of the foreseen impact of dissemination | Commercial actions are customer-oriented, so their foreseen impact is based in attracting potential stakeholders to the regional Committees concept. Publicity actions are oriented to a general audience, to give social visibility to the project among the local community, so their foreseen impact is related to image and reputation issues. |
| Method of analysing the impact | Impact of commercial actions is directly analysed through the contacts established and the expressions of interest formalized thanks to the dissemination activity. Impact of publicity actions is indirectly assessed, as it depends on the social perception about the project and the receptivity of stakeholders to take part in it once they have been introduced to the working plan. |

- III - ORGANISATION AND COMPETENCES OF THE PARTNERSHIP

1. Composition, relevance and competence of the partnership

The geographical distribution of partners and their different fields of competence have been accurately selected in order to obtain a full multilevel approach to the tackled problems and to promote a polycentric development of logistics potential of Med area with a multimodal approach. From the beginning, the project partnership has been conceived as a strong combination of regional governments, ports authorities, intermodal and rail operators and other relevant bodies from business community, like chambers of commerce (as demand-sector representatives).

So each of the 10 partners of the project fits the pattern. The LP is Generalitat de Catalunya, a regional government with specific competences in territorial planning and in the definition of local transportation infrastructures. There are two port authorities involved in the project representing Core Network Nodes: Port of La Spezia and Port of Koper. There is a local authority consortium, the Communauté d'Agglomération de Perpignan Méditerranée. There are three transport bodies, the rail operator FGC and the associations of transport and logistics professionals Translog and Slovenia Transport Association. And, last but not least, there are four demand-sector representatives: the association Pôle Economique Saint Charles and the chambers of commerce of Catalunya, Languedoc-Roussillon and Rijeka County. Besides there are other relevant associated partners to strengthen the partnership, like Port of Barcelona, Port of Tarragona and UIRR (International Union of Rail-Road transport companies).

2. Functions of the steering committee of the project

A Steering Committee (SC) will be constituted for the project. The establishment of this SC will take place during the kick-off meeting that will be held in Barcelona, hosted by the Lead Partner (Generalitat de Catalunya), to start up project activities. This SC will have the role of governing body of the project and it will endorse all the relevant decisions about contents, scope of each component and financial management. The SC will be composed of responsible delegates representing every partner. If needed, external experts may take part of SC meetings, with the right to speak during debates but with no vote.

Besides the kick-off meeting, 5 additional SC meetings are foreseen during project implementation. For ordinary issues, SC members will contact by phone, via email or sharing information through the intranet system of the web site. SC will rule directly general managing activities of the project, while some specific and technical aspects will be delegated to individual partners. SC will work under precise rules and regulations that will be adopted at the early stages of the project, under the responsibility of the Lead Partner. At least, these norms will include the detailed schedule of meetings, the definition of an operative decision-making mechanism and the accountability proceedings within the partnership. Any significant change to the original working plan of the project shall be approved by the SC and validated by JTS prior to its effective implementation.

3. Organisation chart

The Lead Partner (LP) will assume the general responsibility about technical and financial management of the project. This task will be carried out by a Project Director, who will steer all the managing issues on behalf of LP. This Project Director may be a prominent member of LP professional staff or shall be engaged through a specific public procurement. In any case, this executive officer must be highly competent not only about intermodal freight transportation but also about European projects management and multi-stakeholder coordination. Moreover, the Project Director will report both to the LP and to the Steering Committee (SC), as governing body of the global project.

As mentioned before, SC is composed by a representative of every partner and keeps the strategic leadership of the project. But, in order to strengthen the internal cohesion of the partnership, other partners have been also given operative responsibility to manage some of the project phases. In brief, there will be a double structure of management, one from an activity approach and the other from a regional approach, in order to guarantee that every task has a final responsible partner during the whole 30-month process. These coordinator partners must ensure that scheduled actions develop according to the chronogram and the available technical and economical resources. In addition, they will promote the transfer of results and a fluent communication between the different working packages of the project.

4. Sharing of technical activities between the partners

The project is articulated in two work packages of traditional nature (Coordination and Communication) and in a third technical work package ('to reduce negative externalities with a better management of existing facilities'), which is divided into four components or Working Groups (WG).

The coordination tasks (WP1) will be managed through the Steering Committee directed by the LP (Generalitat de Catalunya), while communication activities (WP2) will be coordinated by the Regional Chamber of Commerce of Languedoc-Roussillon. In this case, both regional and transnational activities are foreseen, like the edition of newsletters or the participation in two international conferences or congresses. Regional activities will be assumed by local partners under the coordination of the Regional Chamber of Commerce of Languedoc-Roussillon, while transnational activities will be directly its responsibility.

Regarding WP5, there will be a double structure of management, one from an activity approach and the other from a regional approach, in order to guarantee that every task has a final responsible partner during the whole 30-month process.

From the activity approach, the WG coordinator will undertake the task of coordinating the activities of its component according to common criteria and with comparable methods in the different regions where they will be carried out. These coordinator partners must ensure that scheduled actions develop according to the chronogram and the available technical and