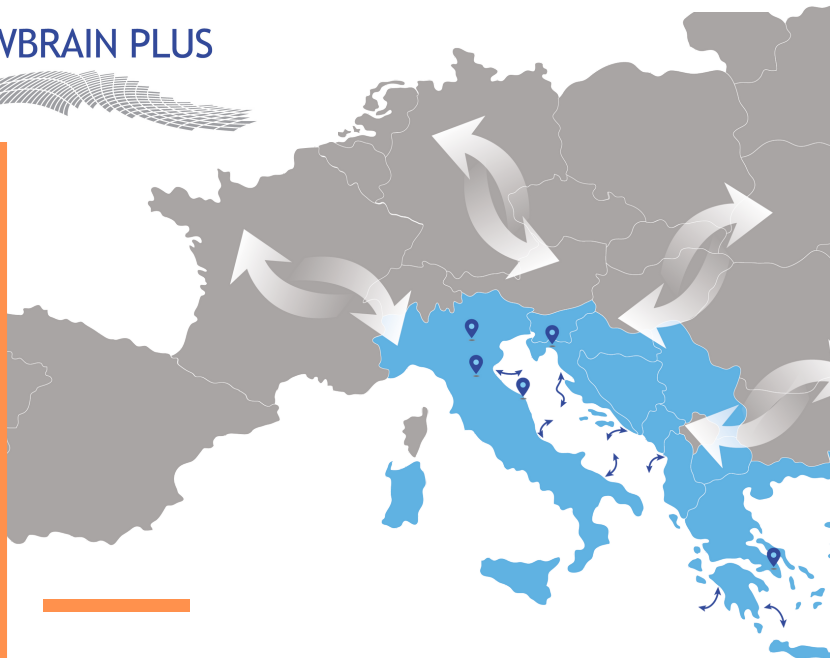


NEWBRAIN PLUS



NEWBRAIN PLUS

D.C.3.1 project publication



TABLE OF CONTENTS

NEWBRAIN PLUS



Executive Summary	1
Introduction	1
NEWBRAIN PLUS project	2
NEWBRAIN project	3
NEWBRAIN in the context of EU policies and EUSAIR Strategy	6
EUSAIR macro region role in the transport flows within the European transport framework	9
NEWBRAIN main results	14
The Adriatic-Ionian intermodal and logistics Network	15
The action plans	15
Technical studies	17
Transnational cooperation initiatives	19
NEWBRAIN Memorandum of Understanding: future cooperation	20
Adriatic-Ionian transport and logistics system: a common approach	21
Conclusion	27



NEWBRAIN PLUS



Executive Summary

The present publication is addressed to a wide range of stakeholders at European, national and macro-regional level in the field of transport and logistics, and regional policy. It sums up the main results of the NEWBRAIN project, in particular, the Adriatic-Ionian intermodal and logistic network, a transnational strategy, 8 Action Plans related to physical and non-physical port infrastructure together with technical studies related to feasibility study, infrastructure technical design, environmental assessment study and cost-benefit analysis.

Introduction

The project NEWBRAIN was co-funded by the Adriatic-Ionian Programme and it contributed at boosting the relevance of the Adriatic-Ionian core nodes system for the economic and social integration of the programme area, in the framework of the European transport policy and TEN-T network as key gates connecting Central and Western Europe with the South-East Europe and Mediterranean countries.

The follow-up project NEWBRAIN PLUS aims at promoting and enhancing the NEWBRAIN transnational strategy signed by all project partners that identified a list of common areas of interest, for the strengthening of transnational institutional cooperation within the current programming period (2021-2027). Moreover, NEWBRAIN PLUS refers to the conclusions of the Policy Paper realized in the framework of ADRION Thematic Cluster 4 “Integrated multimodal sustainable water and land transport”, coordinated by the Lead Partner Central Adriatic Ports Authority.

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Its main objective is going to be achieved thanks to a public event to be held in Ancona, engaging European, macro-regional and national stakeholders in a high-level debate over the role of the Adriatic-Ionian transport and logistics nodes for the connections between Southern-East Med areas and Western and Central EU regions, with a look on how the pandemic crisis changed the interaction between players and economic factors in the field of transport and logistics.

This document sums up NEWBRAIN main outcomes and results, and its transnational strategy, signed by project partners representing the logistics nodes, ports and inland terminals, and re-launched by NEWBRAIN PLUS and other initiatives, policies and strategies, in which the macro region is involved.

NEWBRAIN PLUS project

The NEWBRAIN PLUS project lasts 6 months, from January to June 2022. It aims at promoting, towards the most relevant European, national, and macro regional institutions in the transport and logistics fields, the central role of Motorways of the Sea for the Adriatic-Ionian Region, and the role of the core port of Ancona as a gateway in the connection between South-East Mediterranean and the Central-Northern Europe. Capitalising the results from NEWBRAIN project, ended in 2020 after 37 months of work, NEWBRAIN PLUS wants to re-launch the transnational strategy signed by the 8 partners of NEWBRAIN representing the respective logistics nodes, ports, and inland terminals, reinforcing the institutional cooperation in the Adriatic-Ionian Macro Region for the infrastructural enhancement and the transport services improvement, together with energy sustainability and digital innovation.

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The promotion of the transnational strategy and the engagement of the main stakeholders will be carried out during a public event to be held in Ancona, where the participants will examine and discuss upon the role of the Adriatic-Ionian transport and logistics nodes for the connections between Southern-East Med areas and Western and Central EU regions. This high-level debate will also examine the changes in the interaction between players and economic factors in the field of transport and logistics related to the pandemic crisis. Project partners Intermodal Transport Cluster (Croatia) and Piraeus Chamber of Small and Medium Sized Industries (Greece), will organize national meetings with the involvement of national authorities in the field of transport and logistics, to promote the NEWBRAIN transnational strategy and stimulate a debate over land and sea connections in the Adriatic-Ionian regions.



Central Adriatic Ports Authority (ITALY)



Institute for Transport and Logistics Foundation (ITALY)



Zailog Interporto Quadrante Europa di Verona (ITALY)



Intermodal Transport Cluster (CROATIA)



The Piraeus Chamber of Small and Medium Sized Industries (GREECE)

NEWBRAIN project

The overall objective of NEWBRAIN project was to identify the bottlenecks, enhance and unlock the potential for

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the bottlenecks, enhance and unlock the potential for integrated intermodal transport, with particular reference to short sea shipping, and to improve the connections between the main logistics nodes in the Adriatic Ionian area.

The project NEWBRAIN was specifically focused on the following concrete outputs:

1 The creation of an Adriatic-Ionian intermodal and logistics transport network adapted to the Adriatic-Ionian context. Role of the network is to support the joint and efficient planning of low carbon and environmentally friendly transport and logistics investments of the involved Adriatic-Ionian core logistics nodes.

2 The investments for the strategy implementation through ten action plans aimed at identifying and planning the main interventions needed to strengthen each node involved in the context of the Adriatic-Ionian transport system.

Once a set of specific challenges were identified, and in the light of the European transport legislation and of the emerging priorities for the programming period 2021-2027, the project NEWBRAIN pursued a long-term vision through the Adriatic-Ionian intermodal and logistics Network, in specific: *to achieve a stronger level of integration, resiliency and modernisation of the transport and logistics system of the Adriatic Ionian area, promoting the development of transnational innovative actions in the field of sustainable and interconnected transport, thus contributing to enhance the freight flows connections within the territories of the Adriatic Ionian Macro-Region and with the European regions as a whole, for the economic and social well-being of the area.*

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To turn this vision into reality, the following long-term specific objectives have been identified, describing the implementation path to be followed over the next 5 years:

1. Foster the cooperation between the 8 transport and logistics nodes of NEWBRAIN project established in the “Adriatic Ionian intermodal and logistic Network” with the perspective of developing joint initiatives in the field of sustainable and interconnected transport.
2. Further enhance the alignment of goals and activities of the “Adriatic Ionian intermodal and logistic Network” with the main objectives of the EUSAIR strategy, looking for a stricter cooperation with the macro-regional institutions.
3. Foster the implementation of the TEN-T core and comprehensive network in the Adriatic Ionian Macro region through the joint development of initiatives aimed at reducing the time to investment of strategic projects of the involved nodes.
4. Promote the shift to a sustainable and environmentally sustainable transport and logistics system of the Adriatic Ionian macro region, facilitating the deployment of new technologies and applications in the field of alternative fuels, the adoption of processes and mechanisms to reduce the environmental impacts of the transport operations.
5. Promote the digitalization of transport and logistics operations, procedures and process in the whole logistics chain of the Adriatic-Ionian nodes involved, with particular attention to the enhancement of intermodality, to contribute to create an efficient, seamless and competitive economic and social environment.

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NEWBRAIN project partners:

1. The Central Adriatic Ports Authority (ITALY)
2. Institute for Transport and Logistics Foundation (ITALY)
3. Igoumenitsa Port Authority S.A (GREECE)
4. Intermodal Transport Cluster (CROATIA)
5. Port of Bar (MONTENEGRO)
6. Zailog Interporto Quadrante Europa di Verona (ITALY)
7. The North Adriatic Sea Port Authority (ITALY)
8. The Piraeus Chamber of Small and Medium Sized Industries (GREECE)

NEWBRAIN in the context of EU policies and EUSAIR Strategy

The European policies, in particular the ones listed and described here below, are the background of the project NEWBRAIN and its transnational strategy, which is built also upon the project outputs.

➤ **European Green Deal:** launched on 11.12.2019 with the COM (2019) 640 final, it represents the new European Union growth strategy that aims to transform the EU into a “fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use”. To reach this ambitious environmental, economic and social goal, the strategy identifies several areas of interventions, strongly interlinked and mutually reinforcing: one of this is the sustainable mobility.

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The European Green Deal seeks a 90% emissions reduction by 2050 in the transport sector that now accounts for a quarter of EU's greenhouse gas emissions and records a growing trend.

➤ **Sulphur Directive:** the „Directive (EU) 2016/802 of 11 May 2016 concerning the reduction of the sulphur content of certain liquid fuels (codification)” aims at curbing the emissions caused by the combustion of marine fuels with a high sulphur content as main contributor to air pollution in the form of sulphur dioxide and particulate matter, which negatively impact on the human health and the environment.

➤ **Trans-European transport network:** the European Transport policy is regulated by the Regulation 1315/2013 that defines the development of a trans-European transport network (TEN-T network), composed by a core network and a comprehensive network, identifies projects of common interests and specifies the requirements to be met for the completion and management of the infrastructure network. The TEN-T network is based on three specific objectives:

- a. **Remove** bottlenecks and bridge missing links, enhance rail interoperability, and, in particular, improve cross-border sections;
- b. **Ensure** sustainable and efficient transport systems in the long run, with the aim to prepare them for expected future transport flows, as well as enable the decarbonisation and innovation of all modes of transport;
- c. **Optimise** the integration and interconnection of transport modes and enhance the interoperability of transport services.

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➤ **EUSAIR:** The EU Strategy for the Adriatic and Ionian Region (EUSAIR) is a macro-regional strategy adopted by the European Commission in 2014 (COM (2014) 357 final) with the general objective of promoting the sustainable economic and social prosperity in the Region, through growth and jobs creation, and by improving its attractiveness, competitiveness and connectivity, while preserving the environment and ensuring healthy and balanced marine and coastal ecosystems. The EUSAIR strategy includes 4 EU Member States, Italy, Croatia, Slovenia and Greece, and 4 NON-EU countries, Albania, Bosnia and Herzegovina, Montenegro, Serbia, and the recently added North Macedonia. The EUSAIR strategy is accompanied by an Action Plan distinguished in 4 Thematic Pillars. Pillar II „Connecting the region” is aimed at improving connectivity within the Region and with the rest of Europe in terms of transport and energy networks, through coordination of infrastructure works and improved operation of transport and energy systems between the countries in the Region. With particular regard to the maritime transport, the action plan foresees the development of ports terminals in order to boost maritime transport, short-sea shipping capacity and cross-border ferry connectivity.

➤ **Motorways of the Sea (MoS) Detailed Implementation Plan:** the MoS Detailed Implementation Plan in its last update of June 2020, seeks to further develop a well-functioning and sustainable shortsea shipping sector in Europe, targeting two main strategic objectives: ensure a better integration of MoS within the wider TEN-T policy and widen the financing possibilities for MoS projects.

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Motorways of the Sea programme (MoS) is the maritime pillar of the Trans-European transport network and of its funding instrument (Connecting Europe Facility), and building on the core and comprehensive network of European ports and logistics centres, as well as on the TEN-T core network corridors, it prioritises the full integration of maritime transport operations in the logistics chain.

EUSAIR macro region role in the transport flows within the European transport framework

The Adriatic-Ionian Region is particularly relevant in the European transport framework. The map below shows the TEN-T corridors crossing the EUSAIR region.



Figure 1 TEN-T CORE NETWORK CORRIDORS IN THE ADRIATIC-IONIAN REGION.
 Source: TENETEC, European Commission

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Four out of nine EU Core Network Corridors have a remarkable presence in the region's network: the Scan-Med corridor (in pink), the Mediterranean (in green), the Baltic-Adriatic (in blue), and the Orient / East-Med (in brown), with the Rhine-Alpine corridor being involved in Lombardy, the "horizontal priorities" of ERTMS and especially of the Motorways of the Sea, have a major role in the area. This witnesses the relevance of the Adriatic-Ionian Macro-region in a wider European context, as a fundamental area for the intra-regional connection flows, from Southern Mediterranean to Northern Europe logistics routes, and as a strategic intermodal platform in the trade lanes between Southeast Med and North Africa areas to continental Europe.

In order to integrate the overview of the Corridors, the following images show the indicative extension of the Comprehensive and Core Network to non-EU countries of the Adriatic-Ionian region.

Indicative extension of TEN-T network in Western Balkan countries
 Railways and airports (left) – Inland waterways and ports (right)



Figure 2 INDICATIVE EXTENSION OF TEN-T NETWORK IN WESTERN BALKAN COUNTRIES. Source: TENTEC, European Commission. NB Kosovo is presented in the above maps for completeness; however, it is not part of ADRION and EUSAIR.

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Furthermore, many of the regions in this macro-area are included in more than one transnational strategy initiatives, as shown in the following map. This further enhances the attention on the area and the possibilities to foster the implementation of actions focused on cooperation among interested decision-makers and stakeholders.



Figure 3 REGIONS IN EUSAIR, EUSALP AND DANUBE REGION STRATEGY

The Gross domestic product (GDP) of the ADRION Region equalled 2.170,8 Bn € (in current market prices) in 2019, with a predominant share of the EU Member States (96% of the total) and a limited 4% for EU candidate/pre-accession countries.

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	Countries	2015	2016	2017	2018	2019	CAGR
EU	Greece	177.258,40	176.487,90	180.217,60	184.713,60	187.456,50	1,13%
	Croatia	44.616,40	46.615,50	49.094,40	51.625,10	53.936,70	3,87%
	Italy	1.655.355	1.695.786,80	1.736.592,80	1.766.168,20	1.787.664,10	1,55%
	Slovenia	38.852	40.366,60	42.987,10	45.754,80	48.006,60	4,32%
Non EU	Montenegro	3.654,50	3.954,20	4.299,10	4.663,10	4.900	6,04%
	N. Macedonia	9.072,30	9.656,50	10.038,30	10.698,10	11.358	4,60%
	Albania	10.264,10	10.719,90	11.559,00	12.820,10	13.643,70	5,86%
	B.H.	14.617,40	15.289,90	16.042,42	17.099,70	17.908,30	4,14%
	Serbia	35.715,50	36.723,00	39.183,30	42.855,50	45.911,60	5,15%
TOTAL ADRION		1.989.405,60	2.035.600,30	2.050.830,72	2.136.398,20	2.170.785,40	1,76%

Figure 4 2015-2019 ADRIATIC-IONIAN EUSAIR AGGREGATE GDP TREND PER COUNTRY (CURRENT MARKET PRICES-BN). Source: elaborations on Eurostat data

As shown in the table above, EU member states represent the most important economies in the area, generating 96% of the total GDP of the Macro region. However, they have been growing at a much slower rate in the past 5 years; this especially applies to Greece and Italy, that have the highest GDP in the area, but also an average annual growth rate lower than 2%. EU candidate/ pre-accession countries member states, on the contrary, are all growing at yearly rates higher than 4%.

Trade flows within and to/from the EUSAIR area are dominated by external trade. In fact, only 9% of the total flows are intra-regional, with 91% being to/from extra-EUSAIR countries. Such international trade is driven by EU member state countries, which register an important surplus in trade exchanges, balanced by the chronic deficit of the non-EU component of the region.

The EUSAIR area generates major flows in the context of the overall European freight transport operations, especially in seaborne transport: EUSAIR accounts for 22% of European Short Sea Shipping and Ro-Ro throughput, and 16% of containerised cargo.

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However, the last ten years have confirmed a trend of slower growth for the EUSAIR freight transport activities as compared to EU averages in non-EUSAIR countries, with the exception of railway traffic. In fact:



In **road transport**, flows have been decreasing in terms of t-km, going from 196,541 M (2009) to 189,847 M (2018), with an average yearly decline that equals -0.4%, as compared to an average growth of +1.1% in the same period in the rest of the EU;



In **rail transport**, the situation in EUSAIR was minor compared to the rest of EU (only 28,240 M t-kms compared to 339,739 M), partially explaining the higher average growth rate (2.4% for EUSAIR countries vs 1.7% in the rest of EU); however, the share of EUSAIR rail transport activities in respect to the European total remain low (4%);

In **maritime transport**, the handled freight in the ports of the EUSAIR regions totalled 748 M tonnes in 2018, marking a +1.4% average annual increase as compared to 2009; this growth is again slower than the rest of EU (+1.7%);



As concerns **inland waterways**, the EUSAIR regions are crossed both by the Po River – the inland waterway of the Mediterranean Corridor – and the Danube – relevant inland waterway of the Orient East Med Corridor. However, the role of EUSAIR is limited and decreasing, with its share of total EU M t-km going from 0.7% to 0.6% during the 2009-2018 period.



To sum up, the following chart shows the evolution in the relevance of freight transport modes in the EUSAIR area with respect to the EU total from 2009 to 2018; the predominant role of maritime transport emerges clearly, as well as a general difficulty in keeping up with the growth of the rest of Europe.

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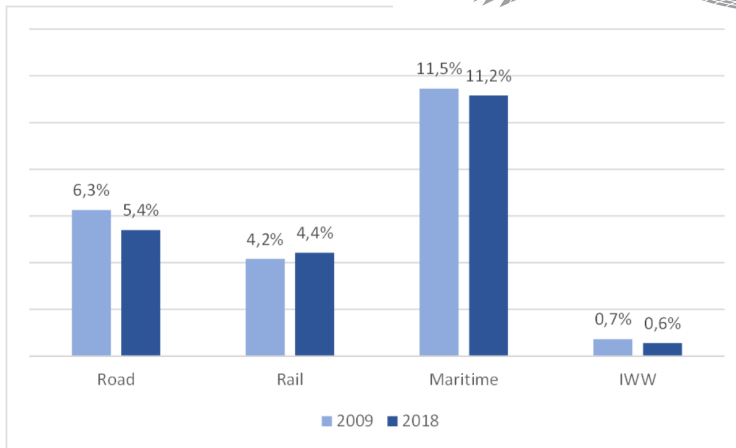


Figure 5 SHARE OF EUSAIR TRANSPORT ACTIVITIES ON EU TOTALS BY MODE: 2009-2018. Source: elaborations of NEWBRAIN data

NEWBRAIN main results

With the aim of successfully implementing and completing the activities foreseen by the NEWBRAIN project, the eight project partners shared objectives, working methods, deadlines. In doing so, these became a “common” heritage, up to the point that these eight institutions, belonging to the Adriatic-Ionian macro-region and operating in logistics nodes, set up the “Adriatic-Ionian intermodal and logistics Network”.

In order to ensure the cooperation beyond NEWBRAIN, project partners defined a NEWBRAIN transnational strategy that was officially adopted with the signatures of a Memorandum of Understanding, and from this transnational strategy, partners draw 8 Action Plans.

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The Adriatic-Ionian intermodal and logistics Network

The NEWBRAIN project partners set up the “Adriatic-Ionian intermodal and logistics network” composed by eight institutions representing transport and logistics node of the Adriatic-Ionian macro-region. The “Adriatic-Ionian intermodal and logistics network” pursue the following objectives:

Build a long-lasting cooperation framework to enhance the relevance of the Adriatic-Ionian transport and logistics sector for the freight traffic flows between the Eastern and South-eastern Mediterranean regions until the Black Sea, to the Central and Western European territories;



Stimulate the coordinated development of transnational initiatives to jointly compete at EU level in the calls for grants, as well as to jointly identify common solutions to strategic bottlenecks and to new and innovative intermodal solutions;



Strengthen the planning capacity of the involved institutions and contribute to reduction in time-to-investments of physical and non-physical infrastructure.



The action plans

Based on the needs assessment phase, NEWBRAIN partners elaborated 8 Action Plans aimed at identifying and planning the main interventions to strengthen each involved node in the context of the Adriatic-Ionian transport system. For each intervention, the Action Plan describes the object, the state of the art, the stakeholders involved, the timing and the source of financing.

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The 8 Action Plans collect 27 interventions, 19 of which concern infrastructural projects and 8 info-structural projects, summing up to more than 2 billion of Euro of Investments that will be financed by State resources, own resources of the node, or by accessing resources in the framework of European financial programmes or other financial institutions or schemes.

In particular, for the “physical port infrastructure”:

- The **Port of Ancona** proposed 5 physical infrastructure projects (adaptation of the port basin, new RO/PAX terminal, extension of the railway tracks length, LNG infrastructure) and an Artificial Intelligent system to monitor the trucks traffic flows inside the port areas.
- The **Port of Igoumenitsa** proposed 2 physical infrastructure projects: LNG infrastructure and rail links.
- The **Port of Ploče** proposed construction of container and bulk cargo terminals.
- The **Port of Bar** proposed the construction/reconstruction/extension of quays, implementation of a motorway, road and rail links.
- The **Port of Venice** proposed the construction of a railway bridge and a new logistics area.

On the other hand, for the “non-physical infrastructure in the port”:

- For **ITL** it was a new cargo mission from Parma Freight Village and the maritime port of Ravenna.
- For **OLIG** it was an intermodal transport corridor linking the Adriatic-Ionian macro region to the Black Sea region through the Balkans.
- For **KIP** it was a multidisciplinary approach and solutions to develop intermodal transport in the region.
- For **ZAILOG** it was a new logistics area in the freight village of Verona and its road links.

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- For **BEP** it was a life-long vocational training and also a project of sharing data among port cities to monitor emissions and improve air quality.

Technical studies

Each NEWBRAIN partner selected one project from its Action Plan and carried out a feasibility study, a technical design of infrastructure, an environmental assessment study or a cost-benefit analysis on it. The objective was to verify how to activate an innovative financial tool (i.e.: CEF Programme, EFSI, EIB) involving also the private sector in financing selected projects.

Specifically for each partner:

1 The Port of Ancona (Italy) carried out a cost effectiveness analysis on the action “implementation of artificial intelligence system in the Port of Ancona”, a very innovative investment aimed at setting up an artificial intelligent system to track and trace trucks embarking and disembarking in the port of Ancona. The action promotes the efficiency of maritime traffic operations thanks to the digitalization of customs and maritime formalities and contributes to increase the security of port operations thanks to the tracking system applied to all trucks movements in the port areas.

2 ITL (Italy) carried out a cost-benefit analysis of a new cargo rail from the port of Ravenna to its hinterland. This complex project consists of two parts: 1) the construction of a new terminal inside the Parma freight village; 2) the organization and management of a new cargo rail mission from the port of Ravenna to the Freight Village of Parma.

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The construction of the infrastructure would allow to move part of the flow of goods from road to rail between the port of Ravenna and the Parma freight village. This project could contribute to the reduction of the road congestion, providing a contribution to the cut of harmful emissions deriving from road freight transport.

3 The Port of Igoumenitsa (Greece) carried out a Feasibility Study for ADRIETA project. The port of Igoumenitsa represents an EU key gateway, providing convenient, fast, easy and secure access to central and eastern Greece and towards the Balkan and Black Sea regions. The ADRIETA project is supported by a Memorandum of Understanding (MoU) signed by a large number of port operators, infrastructure providers and ministerial bodies. The proposed interventions of ADRIETA project are listed in two groups: (i) Link Projects that refer to road and rail connections among involved nodes which will enhance hinterland intermodal connections, (ii) Node Projects that refer to interventions identified for the ports.

4 KIP Intermodal Transport Cluster (Croatia) carried out an environmental assessment study on the construction of the Zagreb Deep Sea Container terminal, part of the “Rijeka Gateway Project”. The main goal is to develop the Port of Rijeka as one of the most important transit ports in the northern Adriatic for European markets which naturally gravitates toward it.

5 The Port of Bar (Montenegro) carried out two technical studies: a) design for reconstruction of reinforced-concrete structure of the Volujica quay, b) detailed geotechnical investigation of the terrain for extension of the Volujica quay in port of Bar.

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6 ZAILOG (Italy) carried out a Technical Economic Feasibility Project of public access roads and support for the development of the “Marangona” area. The main objective of the Feasibility Project is to prepare the plan of the infrastructural works necessary for the development of the area. These works are appropriately linked to the main viability and to the local road network, and already in place for the upcoming development stages designed for each individual sector of the Marangona area.

7 The Port of Venice (Italy) carried out a preliminary design for a new railway bridge in the port of Venice-Marghera.

8 The Piraeus Chamber of small and medium sized industries (Greece) carried out the TransBase intervention, a logistics community system based on the “single window” principle. A software platform that allows parties involved in trade and transport to lodge standardized information and allows a sound cooperation and communication between multiple logistics nodes, initially port of Piraeus and port of Lavrion.

Transnational cooperation initiatives

A Transnational cooperation initiative (TCI) is a collaborative project defined by at least two NEWBRAIN partners that will enhance the connections of their logistics nodes with the main transport networks within the Adriatic-Ionian Macro region. Main objective of these TCIs is to implement the NEWBRAIN transnational strategy and the eight Action Plans through collaborative projects among partners.

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Three TCIs have been set up by NEWBRAIN:

1. TCI 1: an Artificial Intelligent system for the ferry traffic between the port of Ancona and Greek systems for the transmission of cargo manifest.
2. TCI 2: a common Port Community System, connecting ports of Greece (Piraeus, Patras and Igoumenitsa) with Adriatic ports.
3. TCI 3: ICT platforms and systems of NEWBRAIN project partners' logistics nodes.

NEWBRAIN Memorandum of Understanding: future cooperation

With the aim of ensuring cooperation also beyond NEWBRAIN project, partners defined the NEWBRAIN transnational strategy and adopted it through the signature of the Memorandum of Understanding. Before signing the MoU, partners set up the Adriatic-Ionian intermodal and logistics Network.

The MoU is constituted by four articles, these are the following:

- 1. Adoption of the transnational strategy**
- 2. Commitments of the parties to implement the transnational strategy:** to reach the objectives set by the transnational strategy, Parties agree to continue the cooperation through the development of joint actions in the horizontal and cooperative topics such as; sustainable and energy efficient transport, innovation and digitalization of transport and logistics operations in the Adriatic-Ionian Macro regional area.
- 3. Settlement of disputes:** possible disputes shall be resolved through negotiations between the Parties.

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- 4. Duration:** MoU will become effective upon signature by the Parties and will remain in force until the end of the next five years (31/12/2025). The renewal of the MoU beyond that period will be shared and agreed by the Parties before the deadline set.

Adriatic-Ionian transport and logistics system: a common approach

Given the considerations emerging from NEWBRAIN outputs and the remarks from the analysis of the Adriatic-Ionian Macro-region's transport system, recapped in the SWOT analysis conducted by the ADRION Interreg Thematic Cluster 4 on "Integrated Multimodal Sustainable Water and Land Transport", whose results come in form of a Policy paper, some policy recommendations were set. They are defined "policy recommendations" because most of them are addressed to policy makers (at the European Level and at the local level); however, the nature of the recipients of the following recommendations is not limited to policy makers as it includes other decision-makers such as local stakeholders and infrastructure managers.

For the sake of clarity, the recommendations are separated by topic (funding, cooperation, infrastructure, innovation, sustainability).

1. Funding issues



Valorise the importance of the ADRION macro-region and its transport system: addressed to the European Commission, its objective is to exploit the strength deriving from the relevance of the area in terms of traffic generation, economic growth and its extensive provision of international Ro-Ro and Ro-Pax services in the whole Mediterranean area, especially with non-EU countries and to promote economic and social prosperity and growth in the region by improving its connectivity at European level and especially with the rest of the world.

Acknowledge the funding requirements for the completion of relevant infrastructure: addressed to the European Commission and the national governments, its objective is to satisfy the need of adequacy and effectiveness in terms of intermodal last mile connections of the Adriatic Ionian Region transport and logistics nodes

Optimise the use of EU funding instruments to meet the financing needs: addressed to the European Commission and the national governments, its objective is to exploit the opportunity deriving from the EU funding instruments for the completion of major and relevant transport infrastructure in the Region, in order to boost economic growth and to face the crisis deriving from COVID-19 emergency, and to strengthen the effectiveness of the action of the EU's Macro-Regional Strategies.



2. Cooperation issues

➤ *Enhance the cooperation among port authorities, among logistics nodes and other transport stakeholders in the ADRION macro-region:* addressed to the EUSAIR representatives, Port Authorities, other logistics nodes' managers, Transport operators, Regional/National Institutions. Its objective is to foster and enhance the cooperation among the port authorities and among logistics nodes of the macro-region, and between port authorities and other stakeholders in the area.

➤ *Foster the involvement of TEN-T Coordinators and other managing authorities in the definition and implementation of macro-regional strategies:* addressed to the European Commission, National Authorities, EUSAIR, EUSALP and DANUBE REGION Strategy representatives. Its objective is to enhance the relevance of the Adriatic-Ionian Macro-region in a wider European transport infrastructure context.

➤ *Strengthen and backup the concept of a smart “Multimodal Median Corridor”:* addressed to the European Commission, National Institutions and EUSAIR Representatives. Its objective is to strengthen the relevance of macro-regional west-east trade flows besides north-south ones.



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3. Infrastructure

- ▶ *Improving the adequacy of intermodal last mile connections:* addressed to National/Regional Institutions and the European Commission, its objective is to overcome the lack of efficient connecting infrastructure.
- ▶ *Improving the adequacy of equipment and competences at BCPs and transport nodes:* addressed to National/Regional Institutions and EUSAIR Representatives, its objective is to overcome the lack of efficient infrastructure and equipment.
- ▶ *Alignment of the revision of TEN-T Core network with infrastructure projects of the AI region:* addressed to the European Commission and National Institutions, its objective is to strengthen the Adriatic-Ionian EUSAIR region transport connectivity and its integration into the EU transport system eliminating bottlenecks and bridging missing links.



4. Innovation and digitalisation of nodes

-  *Commonly address the widespread deficiency of ICT/ITS technologies/solutions:* addressed to EUSAIR and local policy makers and stakeholders, its objective is to eliminate the current weaknesses represented by the poor availability of ICT/ITS technologies/solutions for the digitalisation of processes and system interoperability.
-  *Implement solutions for overcoming paper-based procedures and long waiting times of border crossing procedures:* addressed to policy makers and stakeholders, its objective is to overcome the weaknesses leading to lengthened waiting times at border crossing points.
-  *Improve the effectiveness and availability of telematic applications for traffic management and for the optimisation of vehicle flows in the port with virtualisation tools:* addressed to Port Authorities and managers of other logistics nodes, its objective is to overcome the weakness represented by the deficiency of the existing telematic applications for traffic management.



5. Environmental and energy sustainability

- ▶ *Identify the priorities of the EU Green Deal concerning transport and mobility in order to adapt priorities and policies at the port level:* addressed to Port Authorities and managers of other logistics nodes, its objective is to exploit the opportunities of the EU Green Deal.
- ▶ *Layout the conditions for fostering the implementation of pilots and solutions together with transport operators for improving the sustainability of operations:* addressed to EUSAIR, Port Authorities and other managers of logistics nodes, its objective is to exploit the opportunities of the EU Green Deal and Innovation Fund, and to avert the threat of a road-dominated transport system.
- ▶ *Foster the availability of alternative clean fuels supply facilities:* addressed to Port Authorities, inland terminals, freight villages and local stakeholders, its objective is to overcome the weakness represented by the lack of alternative clean fuels supply facilities of the entire logistics supply chain.

NEWBRAIN PLUS



Conclusion

By outlining the path, objectives and main results, this publication aimed to present the NEWBRAIN and its follow-up project NEWBRAIN PLUS, which was designed to capitalise and rollout the results to logistics and transport experts, stakeholders and policy makers. The publication intends to be the starting point for the debate which will take place during a high-level event in Ancona over the role of the Adriatic-Ionian transport and logistics nodes for the connections between Southern-East Med areas and Western and Central EU regions, with a look on how the pandemic crisis changed the interaction between players and economic factors in the field of transport and logistics.

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