The project is co-funded by the European Union, Instrument for Pre-Accession Assistance

ADRIATIC MOS: Developing A Motorways of Sea system in the Adriatic region
• **Programme:** IPA Adriatic CBC Programme 2007-2013.
• **IPA Priority:** 3.2 Accessibility, Networks and Measures
• **Budget:** 1.790.670€.
• **Cofinancing rate:** 75%
• **National Cofinancing rate:** 25%
• **Duration:** July 2010 - August 2014.
• **Lead partner:** RAM- Rete Autostrade Mediterranee Spa
The project is co-funded by the European Union, Instrument for Pre-Accession Assistance.

**Project Partners:**

- **RAM**
  - ReteAutostrade Mediterranea SpA

- **Ministry of Transport Slovenia**
  - Republic of Slovenia Ministry of Transport

- **KIP (Intermodal Transport Cluster)**
  - Klaster intermodalnog prijevoza

- **AIT (Albanian Institute of Transport)**
  - University of Rijeka

- **NTUA (National Technical University Athens)**

- **Ministry of Transport, Maritime Affairs and Telecommunications Montenegro**

- **Ministry of Sea Transport and Infrastructure Croatia**
The Adriatic MoS Project contributed to the development of the MoS in the Adriatic area as a core segment of the transport system of the eastern Mediterranean through the creation, elaboration and development of the **Adriatic MoS Masterplan** (on the base of the East Med MoS Materplan 2005-GR-90701-S).

The Adriatic MoS Masterplan contains the state of the art of all ports (both IPA and EU) operating in the Adriatic area. The bottlenecks and missing links of said ports have been properly analyzed and reported through a series of questionaires. Moreover, the existing lines were examined in detail with particular attention to past, current and future (2020, 2025, 2030) freight flows.

After the bottlenecks and missing links were properly classified for each port, the Master Plan defined the “priority needs” for their elimination.
In a second moment the project elaborated a possible division of the area in **port Clusters**. Which would be able to attract a higher level of traffic, through a more specialized and systematic approach. The 11 cluster identified are:

- Cluster of northern NAPA ports (Trieste Monfalcone and Koper)
- Cluster of north western NAPA ports (Venice)
- Cluster of north eastern NAPA ports (Rijeka)
- Cluster of southern NAPA ports (Ravenna)
- Cluster of central Croatian ports (Zadar, Sibenik and Split)
The project is co-funded by the European Union, Instrument for Pre-Accession Assistance

- Cluster of Southern Croatian ports (Ploce and Dubrovnik)
- Cluster of Montenegro (Bar)
- Cluster of Albania (Durres and Vlore)
- Cluster of the western Adriatic Ports (Ancona)
- Cluster of the Southern Adriatic Ports (Bari, Brindisi and Taranto)
- Cluster of the Northern Ionian ports (Igoumenitsa, Patras, Corfu)
• Once the port clusters were identified along with the freight traffic flows forecasts, the New potential MoS lines of the Adriatic were elaborated. Said elaboration was performed using the **CUBE CARGO** modelling software created by NTUA.
<table>
<thead>
<tr>
<th>POSSIBLE MOS CORRIDORS</th>
<th>CLUSTERS</th>
<th>CONNECTION</th>
<th>SERVICE TYPE</th>
<th>Possible transfer of tonnes by 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOS 1</td>
<td>NORTH EAST NAPA – WESTERN ADRIATIC</td>
<td>Rijeka - Ancona</td>
<td>Ro-Ro</td>
<td>684.000</td>
</tr>
<tr>
<td>MOS 2</td>
<td>NORTHERN NAPA – NORTH IONIAN</td>
<td>Trieste - Igoumenitsa</td>
<td>Ro-Ro</td>
<td>347.000</td>
</tr>
<tr>
<td>MOS 3</td>
<td>SOUTHERN ADRIATIC – NORTHERN NAPA</td>
<td>Bari-Koper</td>
<td>Ro-Ro</td>
<td>361.000</td>
</tr>
<tr>
<td>MOS 4</td>
<td>SICILY – NORTHERN NAPA</td>
<td>Catania - Koper</td>
<td>Ro-Ro</td>
<td>134.000</td>
</tr>
<tr>
<td>MOS 5</td>
<td>SOUTHERN ADRIATIC - MONTENEGRO</td>
<td>Bari-Bar</td>
<td>Ro-Ro</td>
<td>149.000</td>
</tr>
<tr>
<td>MOS 6</td>
<td>NORTHERN IONIAN - ALBANIA</td>
<td>Patra - Durres</td>
<td>Ro-Pax</td>
<td>244.000</td>
</tr>
</tbody>
</table>
Once the possible MoS routes were identified, an environmental analysis and a CBA were performed as well, in order to perform a prioritization of all MoS projects in the area.

Finally the infrastructural interventions needed in order to develop the above mentioned potential MoS corridors were listed and prioritized as well.