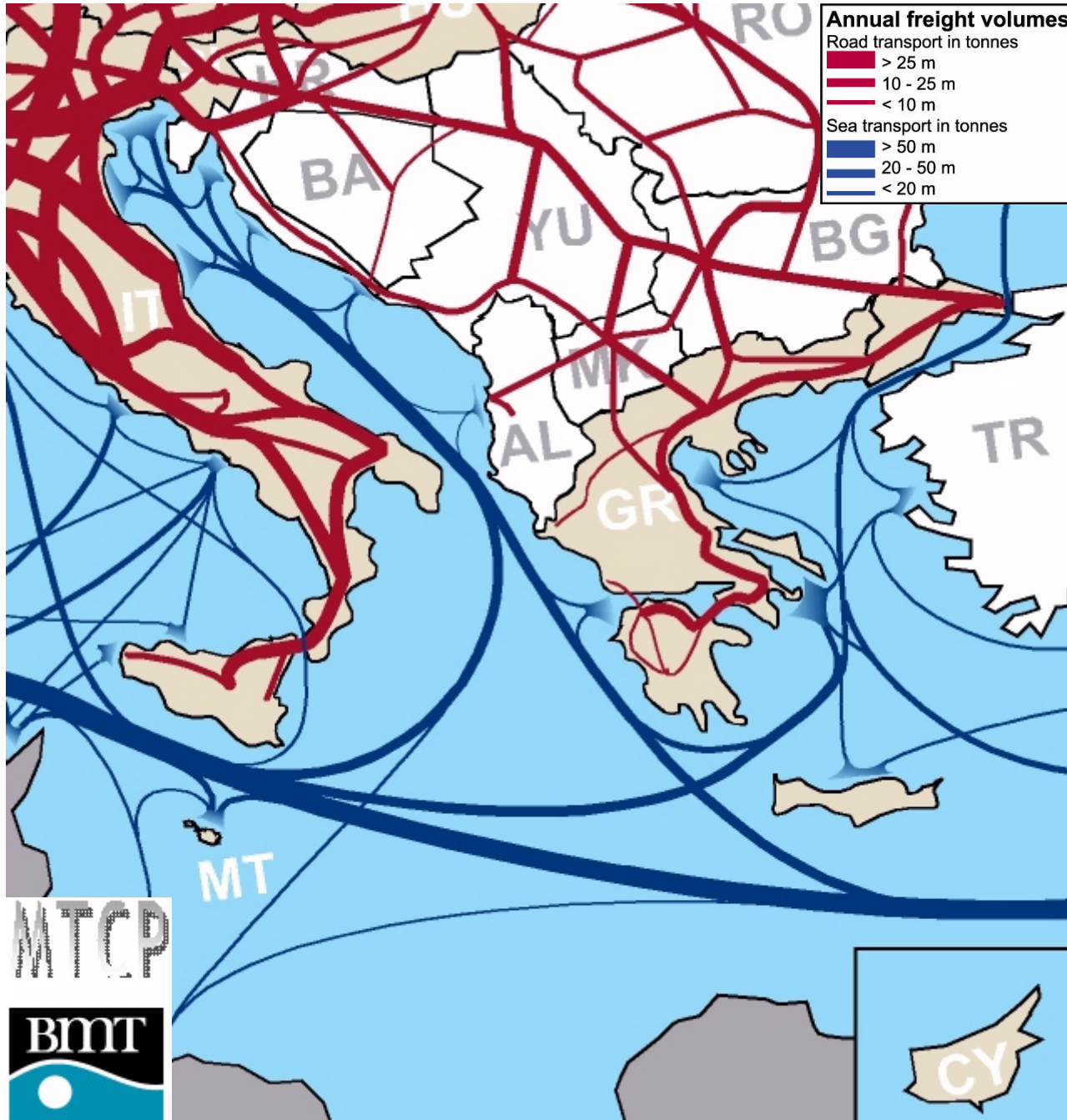
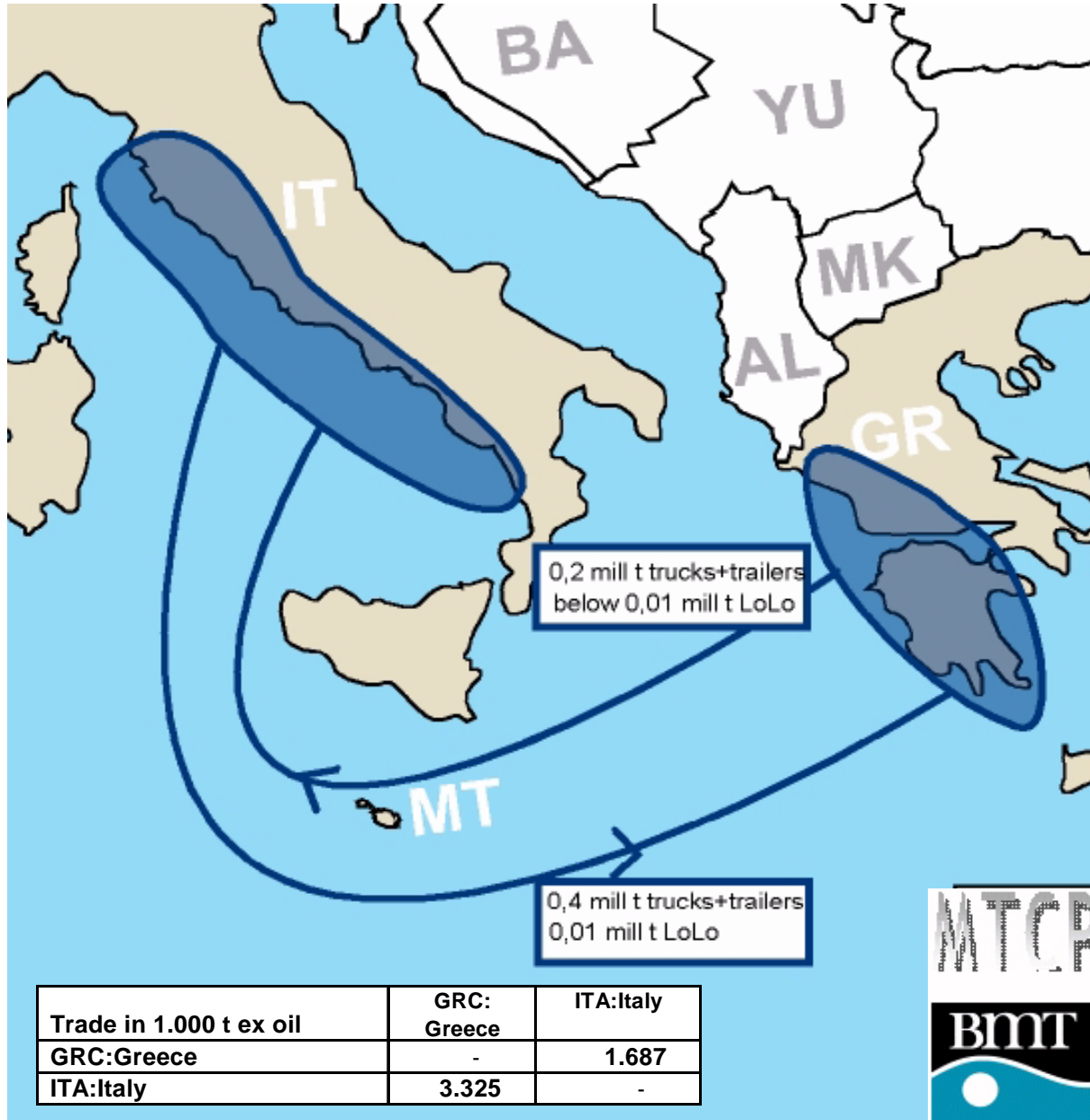


# **The realisation of Motorways of the Sea**

## **Eastern Mediterranean cases**



**Major European road and sea transport corridors**



## MOS Linking Port regions: Western Italy - Greece

Potential:

Eastbound

0,4 mill tonnes RoRo

0,01 mill tonnes containers  
and other SSS

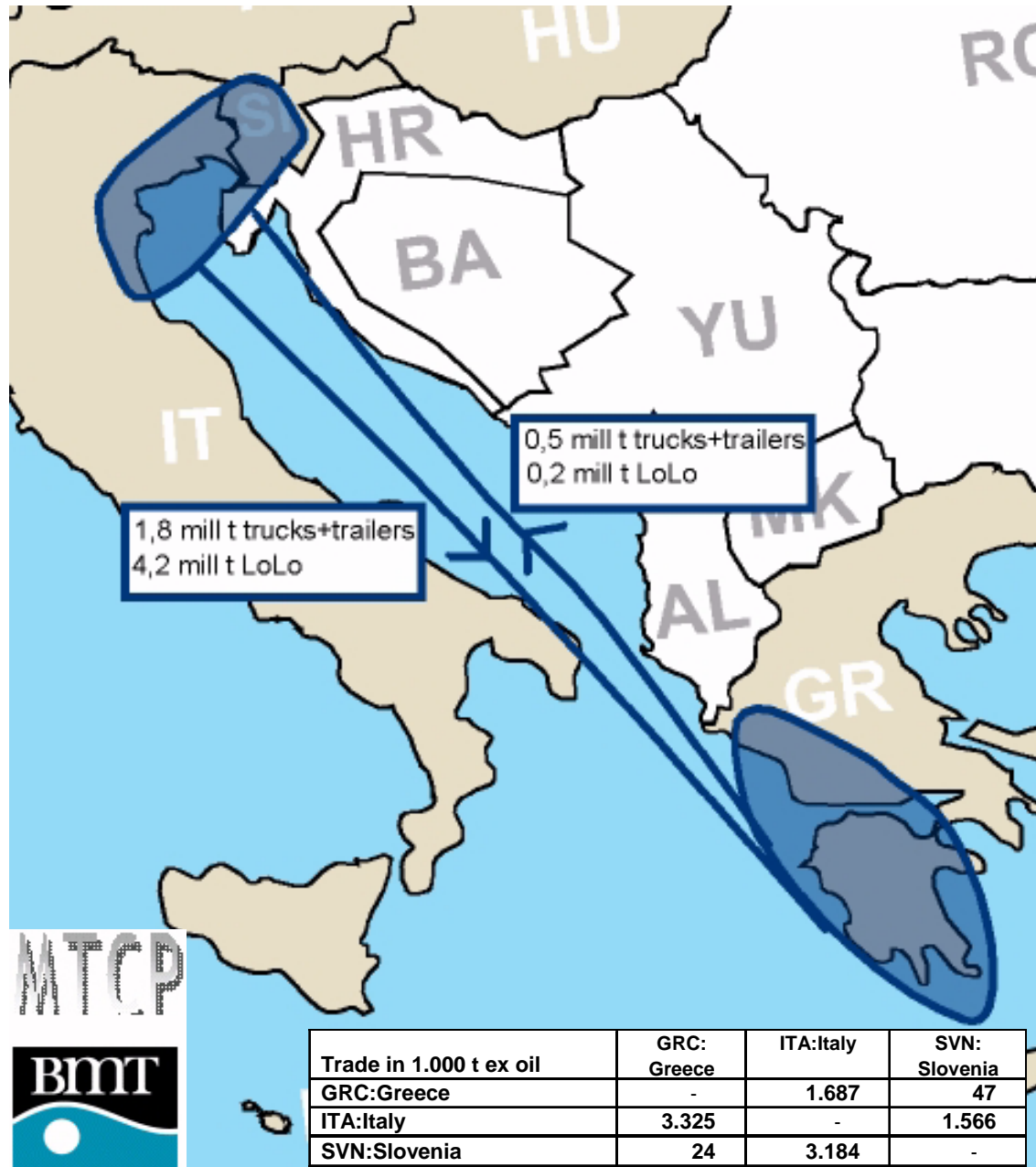
Westbound:

0,2 mill tonnes RoRo

below 10.000 tonnes of  
containers and other SSS

1 dep. per day per port per  
mode (two modes; RoRo  
and LoLo) within the port  
regions

Simulated transport volumes originate from all relevant trade relations including also transit through the displayed countries.



## MOS Linking port regions: Trieste/ Slovenia - Greece

Potential:

Northbound

0,5 mill tonnes RoRo

0,2 mill tonnes containers and other SSS

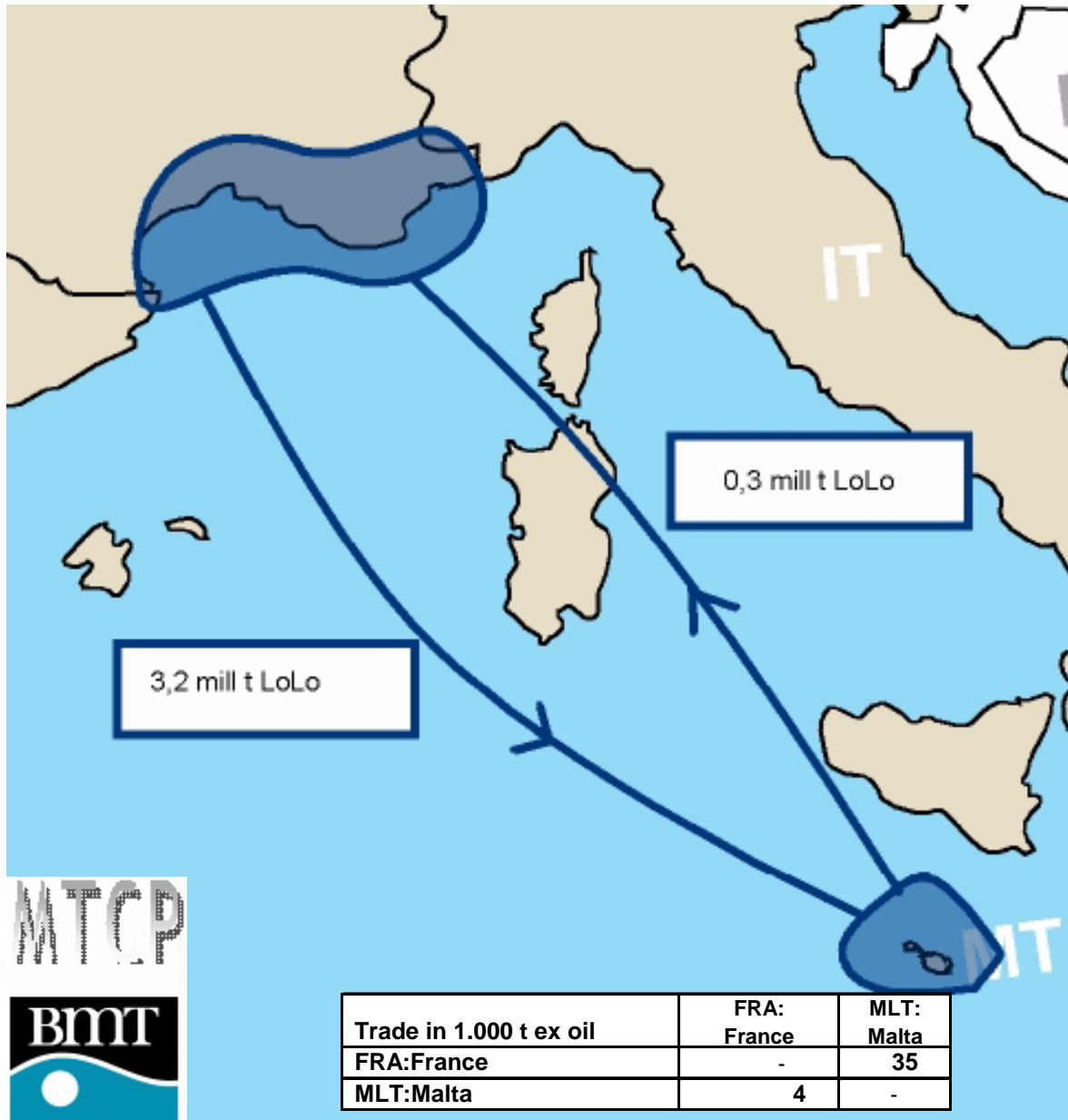
Southbound:

1,8 mill tonnes RoRo

4,2 mill tonnes containers and other SSS

1 dep. per day per port per mode (two modes; RoRo and LoLo) within the port regions

Simulated transport volumes originate from all relevant trade relations including also transit through the displayed countries.



## MOS Linking port regions:

### Malta - France

Potential:

Northbound

no RoRo potential

0,3 mill tonnes containers and other SSS

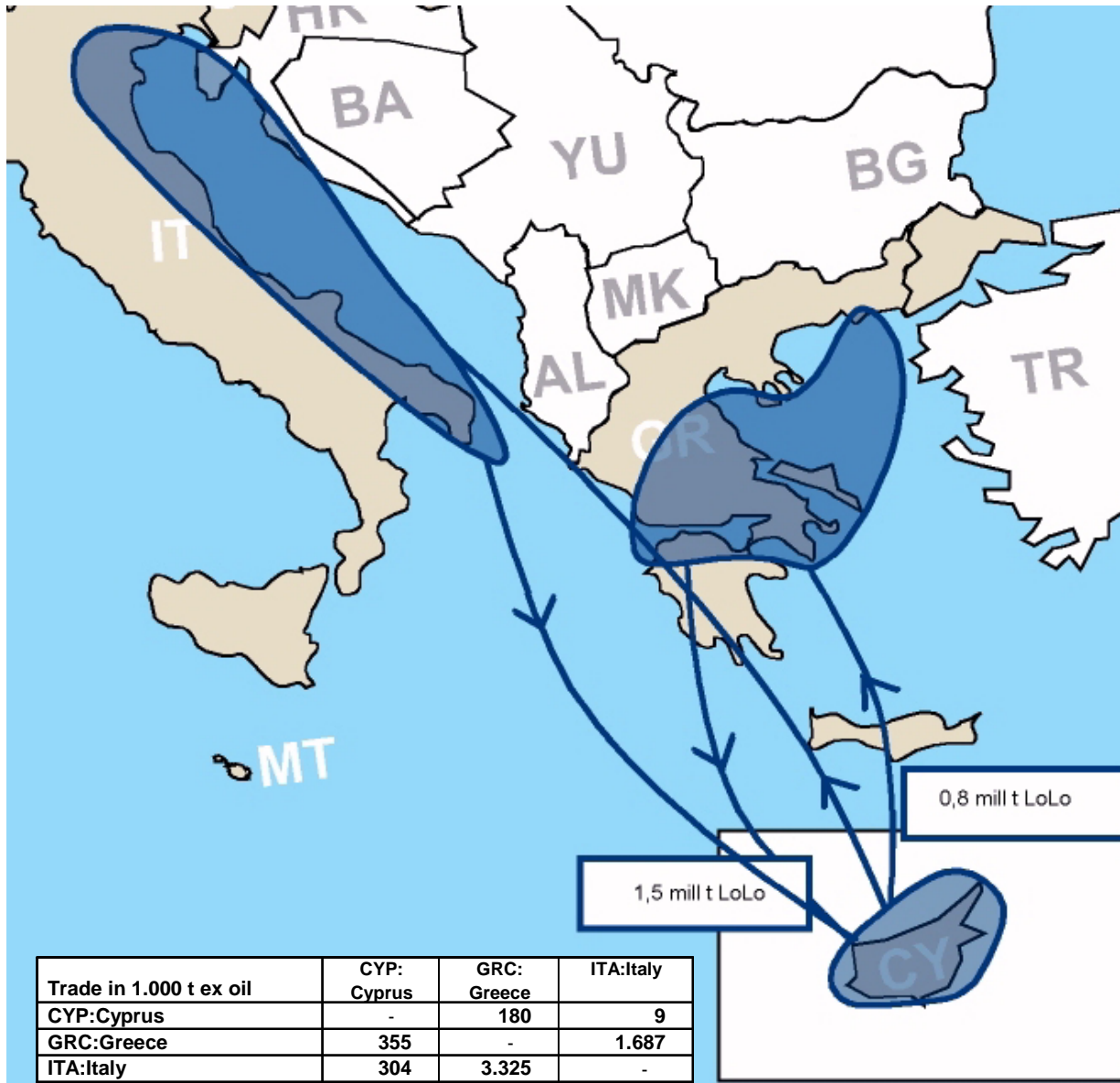
Southbound:

no RoRo potential

3,2 mill tonnes containers and other SSS

1 dep. per day per port per mode (two modes; RoRo and LoLo) within the port regions

Simulated transport volumes originate from all relevant trade relations including also transit through the displayed countries.



## MOS Linking port regions:

### Cyprus - Greece/Italy

Potential:

Northbound

no RoRo potential

0,8 mill tonnes containers and other SSS

Southbound:

no RoRo potential

1,5 mill tonnes containers and other SSS

1 dep. per day per port per mode (two modes; RoRo and LoLo) within the port regions

Simulated transport volumes originate from all relevant trade relations including also transit through the displayed countries.

# Modal shift potential

- Saved tonne-kms in % on total European road transport work (tkm)
  - Western Italy - Greece  
no indication for an additional modal shift potential
  - Triest/ Slovenia - Greece  
0,15%
  - Malta - France  
no indication for an additional modal shift potential
  - Cyprus - Italy/ Greece  
no indication for an additional modal shift potential

# Preliminary conclusions

- Western Italy - Greece
  - No relevant potential for this MOS can be identified
- Trieste/ Slovenia - Greece
  - Strong competition of the inserted MOS links with existing Adriatic lines. MOS are able to shift additionally 1,8 billion tkm to sea. Additional volumes seem very unbalanced. LoLo services seem more feasible than more additional RoRo lines.
- Malta - France
  - No RoRo potential can be identified. LoLo potential originates from Malta's role as a containers transshipment port.
- Cyprus - Italy/ Greece
  - All indicated potential volumes originate from existing SSS links.