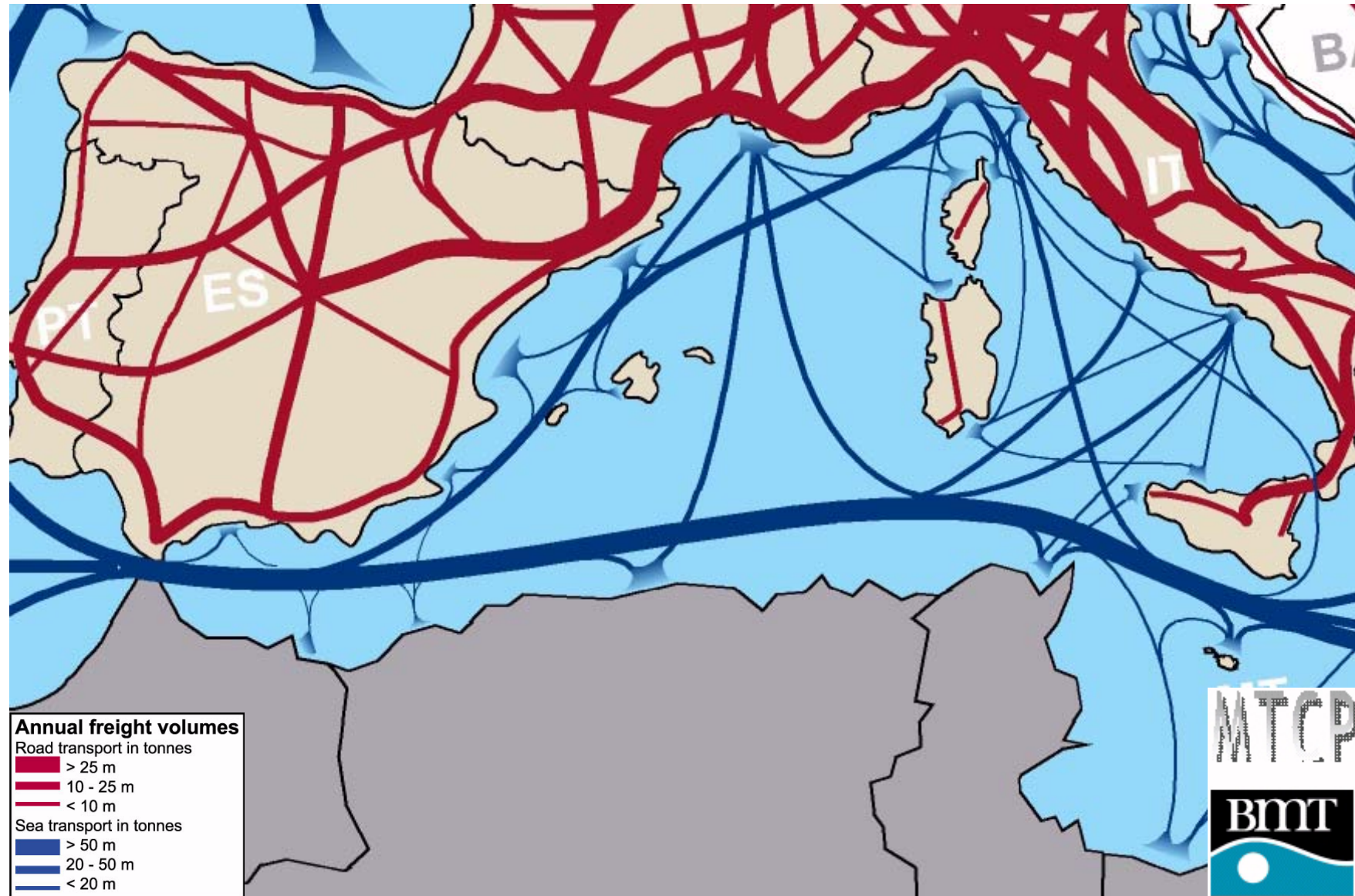
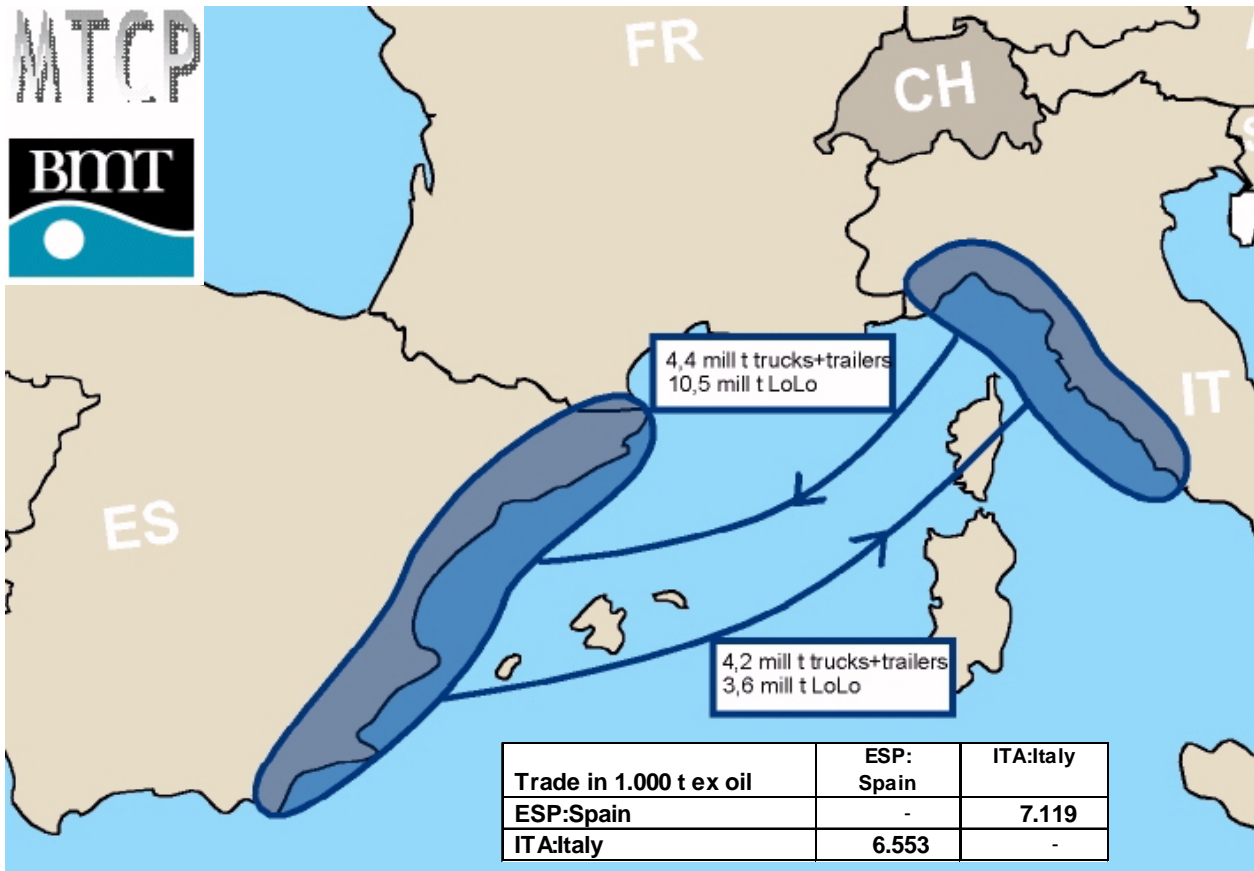


# **The realisation of Motorways of the Sea**

## **Western Mediterranean cases**

# Major European road and sea transport corridors





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

## MOS Linking Port regions: Spain - Northern Italy

Potential:

Eastbound

4,2 mill tonnes RoRo

3,6 mill tonnes containers  
and other SSS

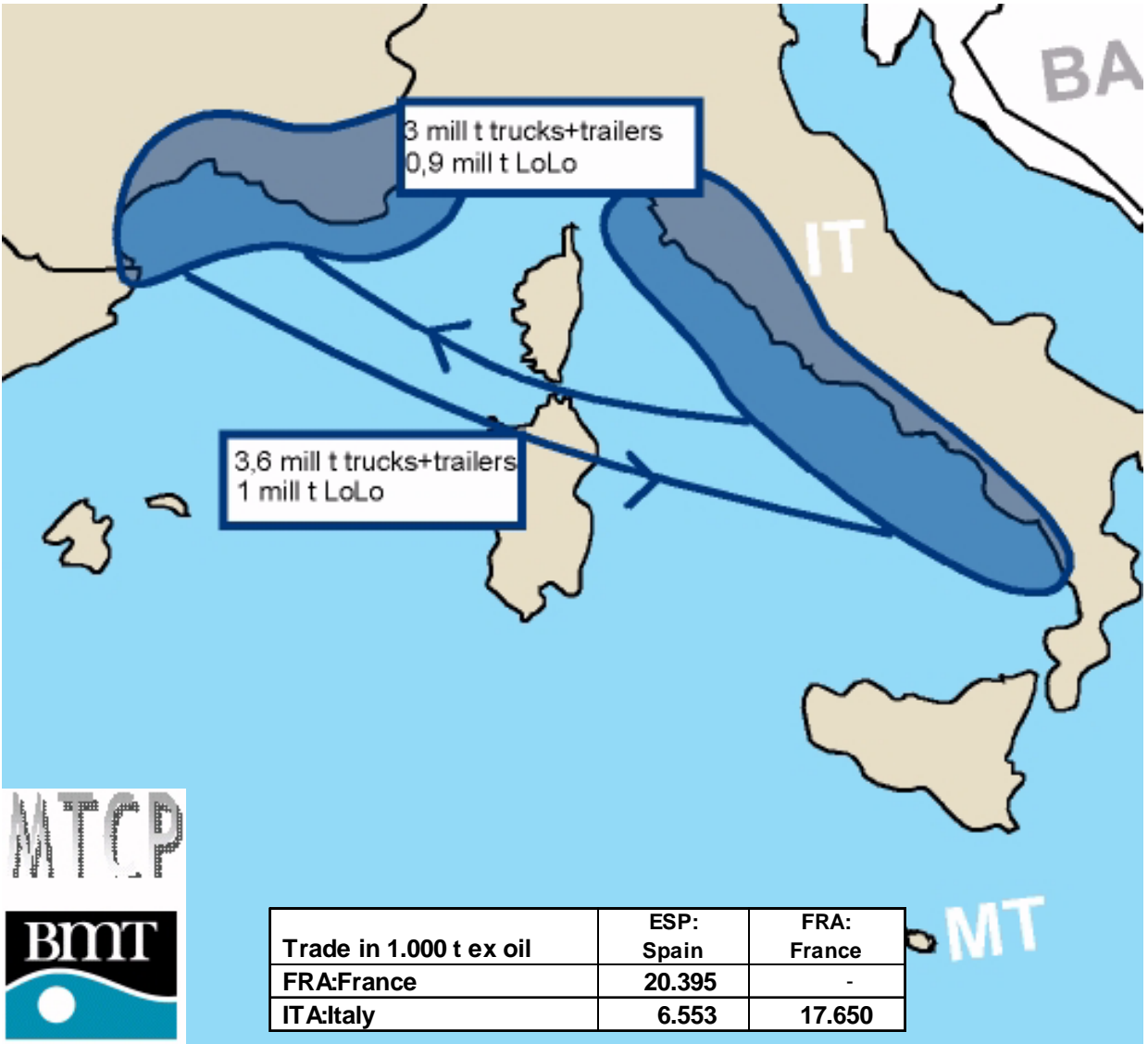
Westbound:

4,4 mill tonnes RoRo

10,5 mill tonnes containers  
and other SSS

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

# MOS Linking port regions: France - Italy



Potential:  
Northbound  
3 mill tonnes RoRo  
0,9 mill tonnes containers and other SSS

Southbound:  
3,6 mill tonnes RoRo  
1 mill tonnes containers and other SSS

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

| Trade in 1.000 t ex oil | ESP:<br>Spain | FRA:<br>France |
|-------------------------|---------------|----------------|
| FRA:France              | 20.395        | -              |
| ITA:Italy               | 6.553         | 17.650         |

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)
  - Spain - Northern Italy  
0,1%
  - France - Italy  
0,1%

# Preliminary conclusions

- Spain - North Italy
  - Large potential for the simulated MOS services.
  - However, modal shift potential from road is limited.
  - The volumes on the simulated links compete strongly with existing sea transport.
- France - Italy
  - Large potential for MOS RoRo services
  - Very limited potential for LoLo services
  - Modal shift potential from road is limited