



Autorità di Sistema Portuale  
del Mar Tirreno Centro Settentrionale

PORTI DI ROMA E DEL LAZIO · CIVITAVECCHIA · FIUMICINO · GAETA



GRIMALDI LINES



# Port de Barcelona



**Co-financed by the European Union**  
Connecting Europe Facility

## Francesco Maria di Majo

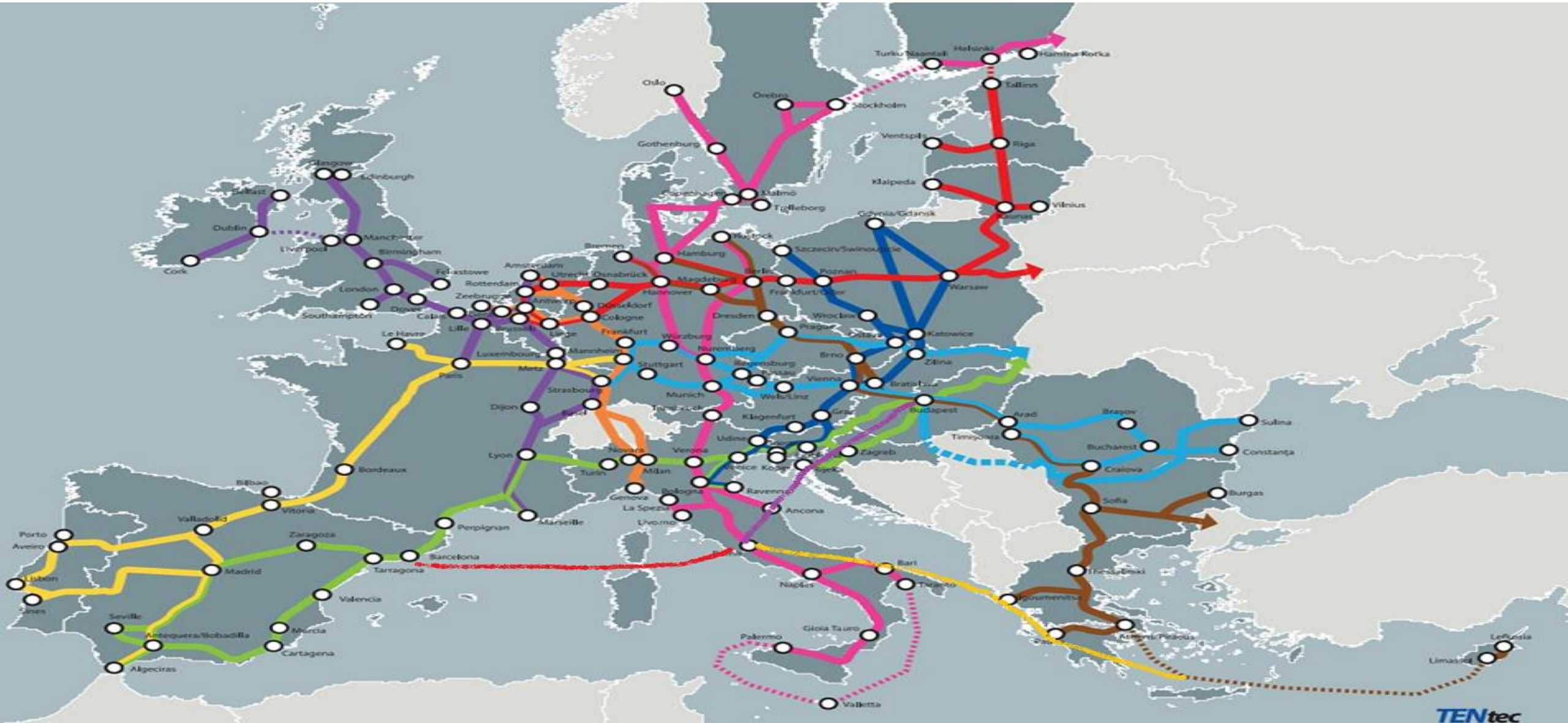
# “BClink: MoS for the future”

2017-EU-TM-0037-W



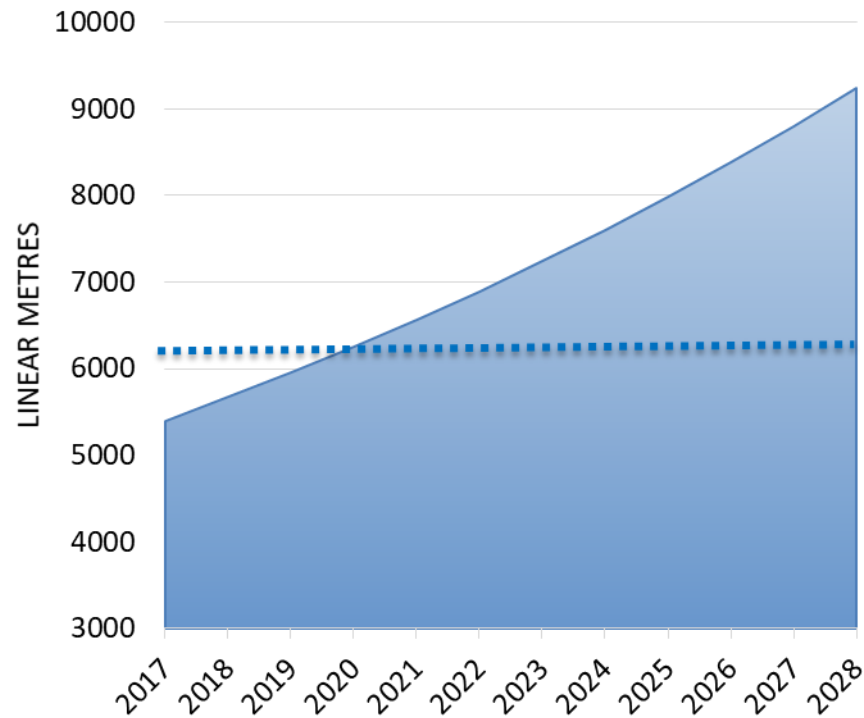
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## Port of Civitavecchia MoS and RO-RO figures

Year	Passengers	Vehicles
2015	1.537.907	866,182
2016	1.780.507	1.032.847
2017	1.853.869	1.006.600



This is the first MoS project which has been selected within the new CEF “blending” call, combining EU grants with loans, in particular of EIB.

The blending call represents an additional opportunity to leverage private investments for port infrastructures and innovative shipping projects.

The project was born in order to implement the maritime connections from Spain (Barcelona) through Italy (Civitavecchia), within an Intermodal Corridor which can be extended up to Balkans and Eastern Europe or up to Greece and Turkey (reduction on terms of hours and km).

This is possible even thanks to the horizontal cooperation between ports on Italian coast of Tyrrhenian Sea (Civitavecchia) and the Adriatic coast (Ancona) through a MOU signed on 24<sup>th</sup> November 2017.

The Spanish port registered in the RO-RO sector a growth from 7,3 M tons in 2011 to 9,3 M tons in 2016.

Civitavecchia registered also in the RO-RO sector a growth during the last two years reaching almost 5 million tons in 2017.

During the last years, both the ports of Barcelona and Civitavecchia also registered a growth of the new vehicles traffic which today creates new needs in terms of spaces. According to the official forecasts, the freight traffic in the MoS link between the Ports of Barcelona and Civitavecchia is expected to grow up to 2.5-3.0% per year in the 2015-2020 period of time. For this reason, investments in port infrastructures are necessary in both ports.

# Description of the project

## Pillar "Integration of maritime transport in the logistic chain"

One of the three key pillars identified by the Coordinator Brian Simpson states that efficient logistics and passengers transport services are crucial for the competitiveness of Europe as well as strongly contributing to a better environmental performance of sector.

Today the available capacity of the **Barcelona-Civitavecchia route** is used up to 90% (maximum) of its potential and there is a risk of losing market share if adequate infrastructure investments will not be put in place.

This project will allow the modal shift of high volumes of cargo from road to sea, with significant benefits in terms of environmental impact and logistics integration.

At the moment both ports are facing congestion problems mainly caused by:

- a) Land side congestion, with waiting times of the road vehicles which have to be embarked in the ships;
- b) Difficulties of the maritime operations, due to the absence of adequate spaces and infrastructures (piers).

The **global project** considers the Motorways of the Sea (MoS) as one of the main drivers of the international trade within the Mediterranean Sea. The integration of maritime transport in the logistic chain (Pillar 2) connect the Euro-Med areas of the Transmediterranean Network of Transport (TMN-T), increasing the maritime dimension of TEN-T.

The project is aimed at connecting Short-Sea links and maritime transport services with the Core Network Corridors (CNC).

The MoS Barcelona-Civitavecchia will be one of the junctions allowing the connection of different CNC.

The **action** contributes to reach this objective and it consists in:

- The realization of the Pier num II of the new Ro-Ro Dock of the Port of Civitavecchia (**Activity 1**)
- the Reinforcement of the Contradique Norte pier and enlargement of the Ro-Ro ramp located in the corner between the Contradique and Costa wharfs together with the conversion of the rail terminal on the Contradique wharf to SSS traffic in the port of Barcelona (**Activity 2**)
- The project management (**Activity 3**)



# Description of activity 1 (Civitavecchia)

**Final construction of the Pier II in the Port of Civitavecchia, which will allow the port to have 2 more quays dedicated to SSS**

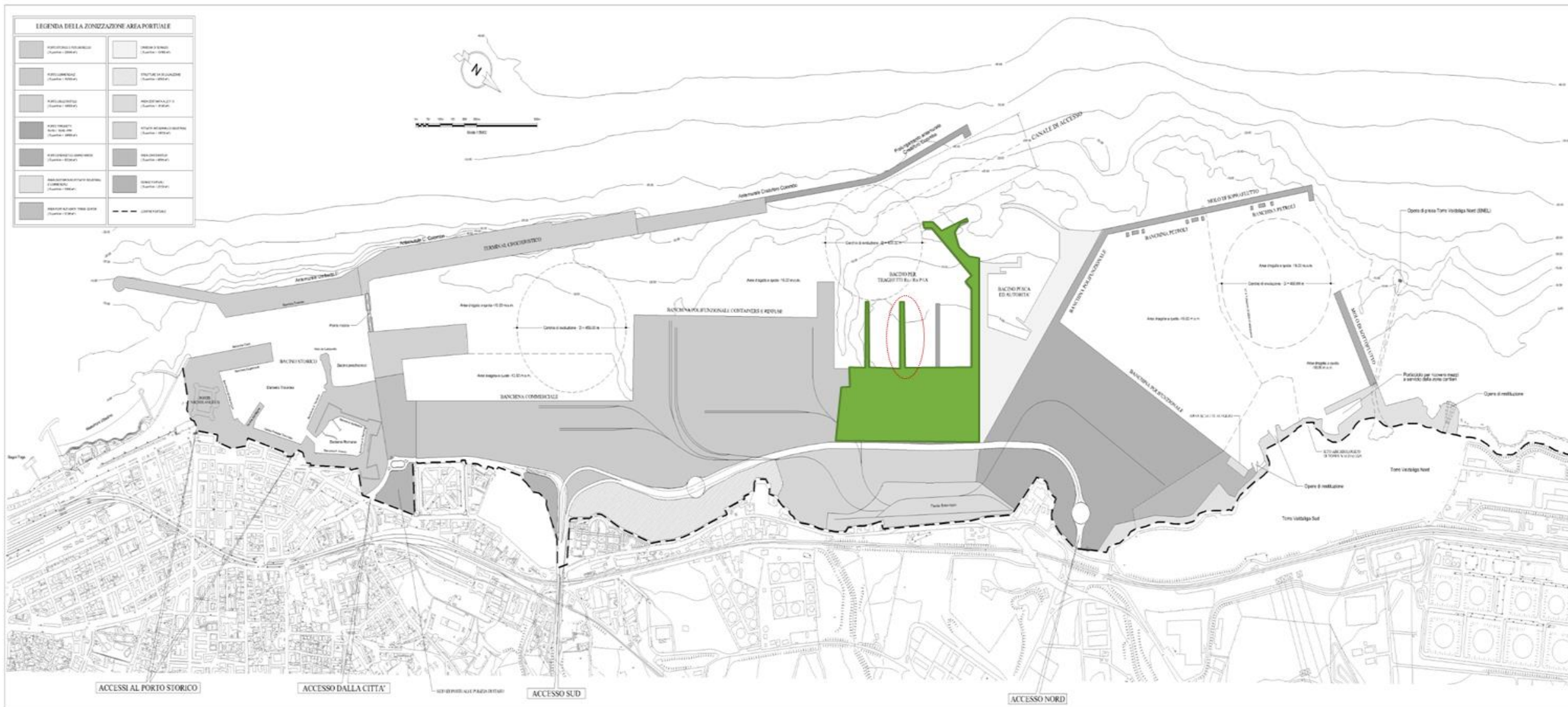
**Partner: Port Authority of Civitavecchia**

In technical terms, the project consists in the construction of a pier **240 m long and 15 m wide** for the berthing of Ro-Ro and Ro-Pax vessels and for the loading and unloading of tractors, buses, trucks, new vehicles and other cargoes.

The construction of this Pier is part of the Strategic Works of the port and in particular of the works for the construction of the New Ro-Ro Dock, which could allow the berthing of the largest to date RO-RO vessels on the market.

The realization of the new Ro-Ro dock will decongestion the road traffic which is still using the internal streets of the city center of Civitavecchia, facilitating the exit of the vehicles through the gate North, near the Tyrrhenic Motorway (Roma-Genova).

# Civitavecchia Regulatory Port Plan



# Final construction of the Pier II in the Port of Civitavecchia

**Timeline:** 01-01-2018 | 30-06-2020

## **Subactivities:**

- **1.1 Public Procurement for the realization of the works** : The award of the works for the realization of Pier II is the object of this sub-activity and it will be realized in compliance with the application of European and National rules on public procurement (EC Directives 2014/23/EC and 2014/24/EC, which has been transposed in the national law by D.Lgs 50/2016).
- **1.2 Realization of the works** : The awarded Company should realize the project within a time framework of circa 15 months. The definition of this area will radically improve the characteristics of the port in terms of safety and efficiency. In particular, the new pier will contribute to improve the efficiency of the RO-RO/RO/PAX area and also to complete the separation between the historical and the commercial areas of the port.

**Expected results:** Pier num. II in operation by June 2020

## **Milestones:**

- Publication of the tender for the reinforcement of the pier | **30-10-2018**
- Contract for the execution of the works of Pier II awarded | **30-03-2019**
- Works for the Pier II completed | **30-06-2020**

# Description of activity 2 (Barcelona)

## Upgrading of the infrastructure for MoS in the Port of Barcelona

**Partner:** Port Authority of Barcelona

The aim of this activity is to improve the infrastructures dedicated to the MoS in the port of Barcelona, expanding the capacity of both the terrestrial and the maritime installations.

The main objective is converting the Contradique wharf, currently used for solid bulk cargoes, to SSS. To improve and adjust this area it is necessary to reinforce the quay, to enlarge the existing Ro-Ro ramp and to modify the existing railway terminal to transport new cars which are distributed in the Western Mediterranean by the existing SSS lines.



Ro-ro ramp adaption      Wharf reinforcement      Rail terminal adaption



# Upgrading of the infrastructure for MoS in the Port of Barcelona

**Timeline:** 01-01-2019 | 31-12-2021

## **Subactivities:**

- **2.1 Reinforcement of the Contradique Norte pier and enlargement of the Ro-Ro ramp located in the corner between the Contradique and Costa wharfs:** the Contradique wharf is a very old pier (it was constructed at the end of XIX century). The use of this wharf for MoS traffic necessarily implies its reinforcement.
- **2.2 Conversion of the rail terminal on the Contradique wharf to SSS traffic**

**Expected results:** **New wharf adapted to SSS | Rail terminal adapted to new cars operations by 2021**

## **Milestones:**

- Completion of the detailed constructive project of the reinforcement | **30-06-2019**
- Publication of the tender for rail devices supply | **1-07-2019**
- Completion of works of the reinforcement | **31-12-2021**
- Completion of the detailed constructive project of the rail terminal | **30/06/2019**
- Publication of the tender for works execution of the rail terminal | **01/07/2019**
- Completion of works of the rail terminal | **31/12/2021**

# Description of activity 3

## Project management

**Partner:** Port Authority of Civitavecchia / Port Authority of Barcelona / Grimaldi Group (Steering Group)

**Timeline:** 01-01-2018 | 31-12-2021

### **Subactivities:**

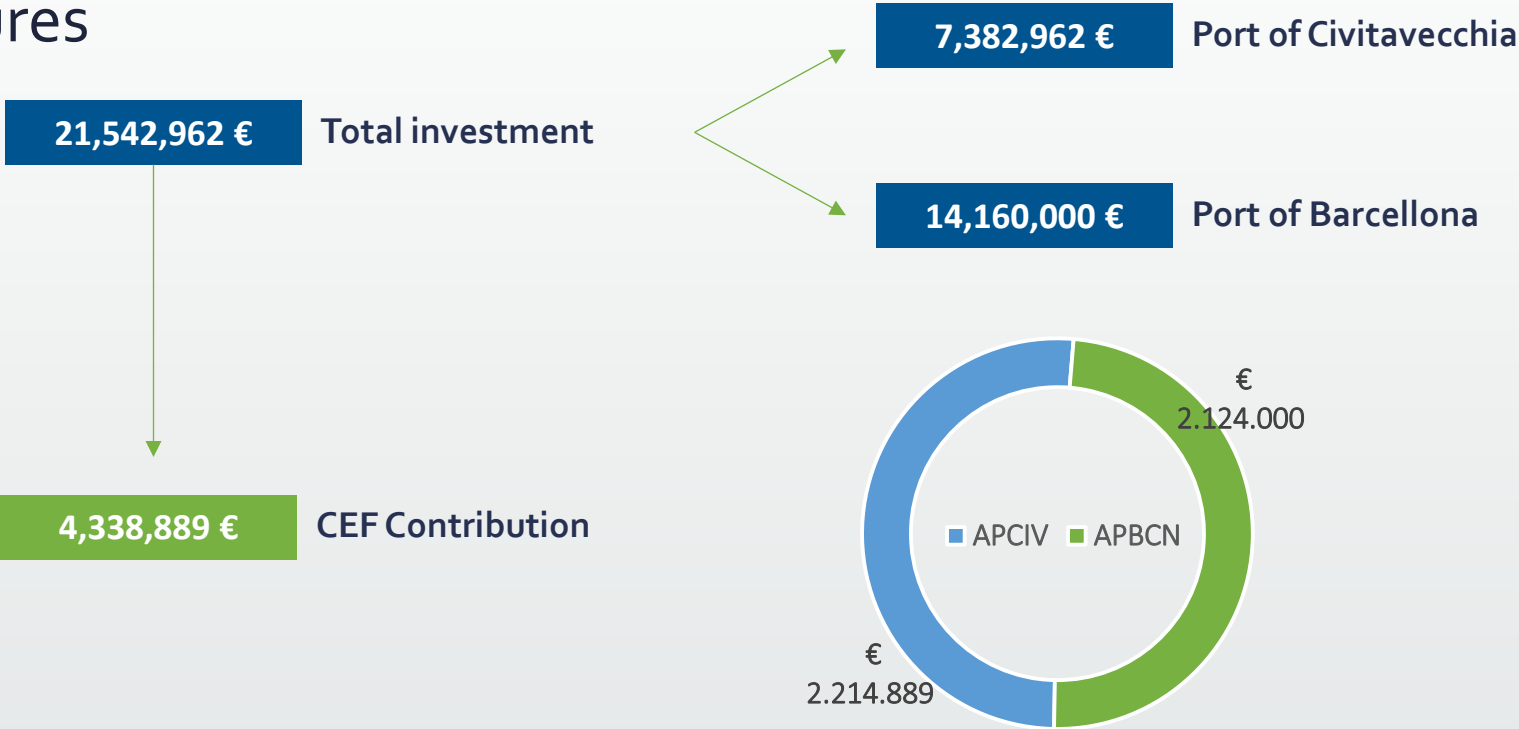
- **3.1 Technical Secretariat**
- **3.2 Coordination, monitoring and control**
- **3.3 Communication and dissemination activities**
- **3.4 Reporting and audit**

**Expected results:** successful management and closure of the Action having reached all objectives and expected results within the planned resources

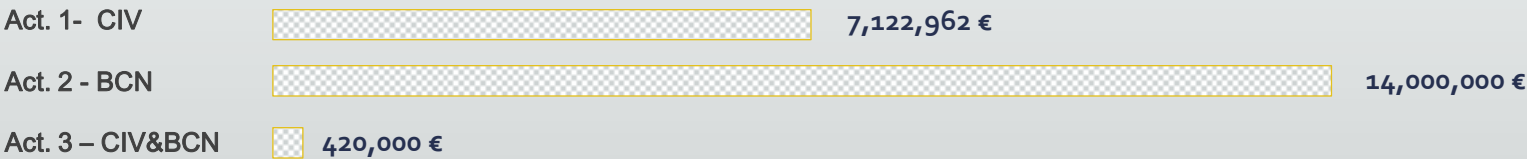
### **Milestones:**

- Communication Plan | **31-03-2018**
- Initial Workshop | **30-09-2018**
- Final Workshop | **31-12-2021**

# Key financial figures



## Cost per activities



# The costs of the project

Activities		2018	2019	2020	2021	Total
<b>Activity 1</b>	<i>APCIV</i>	4,265,777	2,857,185	0	0	7,122,962
<b>Activity 2</b>	<i>APBCN</i>	0	5,000,000	7,500,000	1,500,000	14,000,000
<b>Activity 3</b>		100,000	115,000	115,000	90,000	420,000
	<i>APCIV</i>	60,000	75,000	75,000	50,000	260,000
	<i>APBCN</i>	40,000	40,000	40,000	40,000	160,000
<b>TOTAL</b>		<b>4,365,777</b>	<b>7,972,185</b>	<b>7,615,000</b>	<b>1,590,000</b>	<b>21,542,962</b>

Activities		Total	Co-Funding rate	Co-Funding value
<b>Activity 1</b>	<i>APCIV</i>	7,122,962	<b>30%</b>	<b>2,136,889</b>
<b>Activity 2</b>	<i>APBCN</i>	14,000,000	<b>15%</b>	<b>2,100,000</b>
<b>Activity 3</b>		420,000		<b>102,000</b>
	<i>APCIV</i>	260,000	<b>30%</b>	78,000
	<i>APBCN</i>	160,000	<b>15%</b>	24,000
<b>TOTAL</b>		<b>21,542,962</b>		<b>4,338,889</b>





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