

**WORKGROUP ON TRANSPORTS***FINAL DOCUMENTS**Durres, 12 May 2015.*

The Workgroup on Transports this year was formed by numerous presentations mainly from Albania, Italy and Greece giving some very interesting new information on our common area.

**FACTS**

1. The economic crisis has affected transports of both passengers and goods throughout the Adriatic and Ionian Region;
2. There is a drop of passengers in Ro-Pax by 9% which counts in 1 million less passengers compared to 2011;
3. A 5.7% drop of traffic of goods. Among the biggest ports KOPER dropped by 46% and Venice by 11%. Ravenna and Trieste are having a small growth of 9% and 2 % respectively;
4. The figures in containers stay the same app 2.5 million. Koper is the main container port with a growth in 2014;
5. Cruise sector. During the last years at the Workgroup of transports we used to talk about an annual increase in the cruise sector. But 2014 has been a year of drop for cruise by 10% in passengers and calls. All med-ports were facing a year of decrease. Venice remains the biggest port with 1.7 million passengers but still with a drop of 5% compared to 2014. Dubrovnik had a traffic of 844.000 passengers 22% less than 2014;
6. The port of Ancona is a strategic multipurpose port as it is in the Scandinavian Mediterranean corridor. 34% of the trucks that embark in Ancona come from France and Spain while 32% come from Central Europe up to Scandinavia and the U.K. It has a strategic position for the ferry traffic with the Balkan region and Greece (25% of the Greek export to the EU transits in the port of Ancona), one of the main reasons being its intermodality for both freight and passengers. It is a terminal of the motorways of the sea. It allows for competitive transit through the Balkans and Greece. The total value of imports by container is app 1 billion euros and it originates mainly from China, India and Far East (705). Export is app 900.00 million and is targeted globally. On the basis of such forecast, it is possible to estimate that ro-ro traffic at the port of Ancona should go from the present 132k trucks/ trailers to nearly 250k in 2030.

The challenge for the port is to promote sustainable solutions to connect the port with the hinterlands served by the ro-ro traffic flows;

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7. During the Workgroup of transport this year we also had the chance to get a picture of the transport sector in Albania. Albania is trying to improve its infrastructure. The Institute of Transport who gave us some interesting information on the country is under the auspices of the Ministry of Transports and Infrastructure of Albania. The Institute is participating in regional and European projects and has undergone app 90 studies and projects;

The aim is to bring the Albanian ports up to the European standards. Albania has 4 main ports which are connected with motorways. The port of Durres is the main port of Albania with 78% traffic of goods. 43% of the exports from the port of Durres are minerals and iron. The port is connected with corridor 8. It is important to state that container terminal as well as ferry terminal and bulk cargo are all private, while the only public is the general cargo terminal. As far as cruise is concerned Durres is also the main call port and cruise passengers do not pay anything at the port;

8. During the workgroup of transports we also had the chance to learn about the Adriatic Model of Sustainable Mobility in Health and Care Sector, a common health service project in 87 countries.

**CONCLUSIONS**

- In 2014 all the traffic segments have reflected the effects of the international crisis, passenger and cruises are the segment with the worst performance;
- The same trend has been registered for the goods segment, whose traffic in the Adriatic and Ionian area decreased by 5,7% and 6,3% respectively for the Adriatic ports;
- Cruises represent an important opportunity of growth for ports but in 2014 traffic decreased as a result of the economic difficulties of the European countries;
- The Adriatic and Ionian Macro-region has been officially launched by the European Commission in November 2014, the pillars have been illustrated and there are frame projects also for maritime connections;
- Intermodality is a primer element for the growth of a port and the region;
- There are upcoming ports in our area, which need to observe and follow the tendencies and the new economic reality. It is time to work together.