

ReteAutostrade
Mediterranee S.p.a.

The Ecobonus and Ferrobonus Experiences and their contribution to the TEN-T Networks

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1. Rete Autostrade Mediterranee 2.0: Framework, Vision and Activities

Framework

- **Rete Autostrade Mediterranee was founded in 2004, and aims to implement the “Motorways of the Sea” national programme, the Italian program of the corresponding European project planned by the TEN-T Network General Plan.**
- **The company, whose share capital is now entirely owned by the Ministry of Economy and Finance, pursues the objective to develop the maritime transport chains as an essential means of connection in the euro-mediterranean context.**
- **RAM S.p.A., as an in house implementing body of the Ministry of Infrastructure and Transport, plans and coordinates the activities subsequent to the “Motorways of the Sea” EU Directives, manages the incentives schemas targeted to the intermodal transport mode and is involved in European project management.**

1. Rete Autostrade Mediterranee 2.0: Framework, Vision and Activities

Vision and Activities

VISION

«Becoming the MIT's technical support and the operational implementing company, in particular on ports and logistic, providing specialized skills, operational flexibility , aiming to simplify the whole Sea System»

R.A.M. as MIT's tool attending the Sea System

SUPPORT ON INCENTIVES FOR THE MOTORWAYS OF THE SEA IMPLEMENTATION

Ensuring the design and the management of all the incentive measures affecting sea-railway/sea-road (delivery, reporting, monitoring, etc.)

TECHNICAL AND OPERATIONAL ASSISTANCE TO THE SEA SYSTEM ACTORS

Cooperation with the sea system's actors for the most valuable funding opportunities (feasibility analyses and financial engineering)

SUPPORT TO THE IMPLEMENTATION OF SUSTAINABLE AND ENERGY SAVING PROCESSES AND FACILITIES IN PORTS

Support on the tender's drafting, assistance to the AdSP, operational management of the related Funds...

CONTRIBUTION TO THE SKILLS AND EXPERTISE EMPOWERMENT

Support and realization of highly specialized training programmes for the MIT and the Sea System stakeholders

2. TEN-T Networks

In line with the European 2020 Strategy, EU has created the basis to build a modern integrated transport system.

The main goal is the realization, into the 28 EU Member State, a TEN-T Network strong and able to promote from East to West and from North to South, growth, innovation and competitiveness.



- The TEN-T network will consist of two layers:
- a core network to be completed by 2030; and will prioritize the most important links and nodes of the TEN-T ;
 - and a comprehensive network feeding into the core network and to be completed by 2050.

Horizontal priorities include specifically Motorways of the Sea as maritime and intermodal dimension of TEN-T Network.

3. The maritime and intermodal dimension of the Ten-T Networks: Motorways of the Sea

Motorways of the Sea

At a glance: The “Motorways of the sea” concept aims at introducing new intermodal maritime-based logistics chains in Europe. These chains will be more sustainable, and should be commercially more efficient, than road-only transport. Motorways of the sea will thus improve access to markets throughout Europe, and bring relief to our over-stretched European road system.

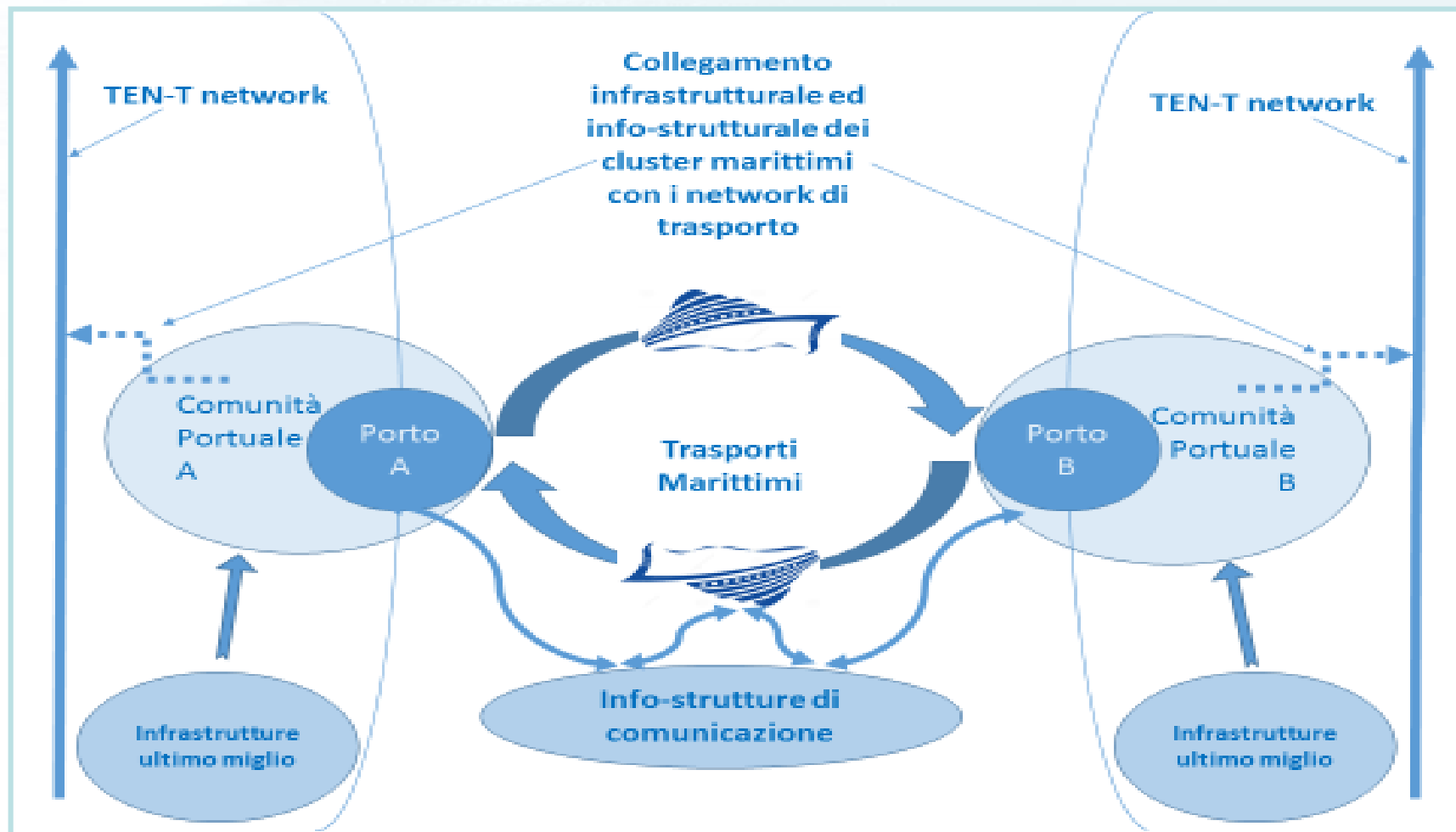
Objectives:

- ✓ **reducing road congestion through modal shift;**
- ✓ **Increasing cohesion;**
- ✓ **Promoting trade intra/extra European;**
- ✓ **Improving logistics-intermodal chains;**
- ✓ **Promoting enviromentally sustainable transport in Europe;**



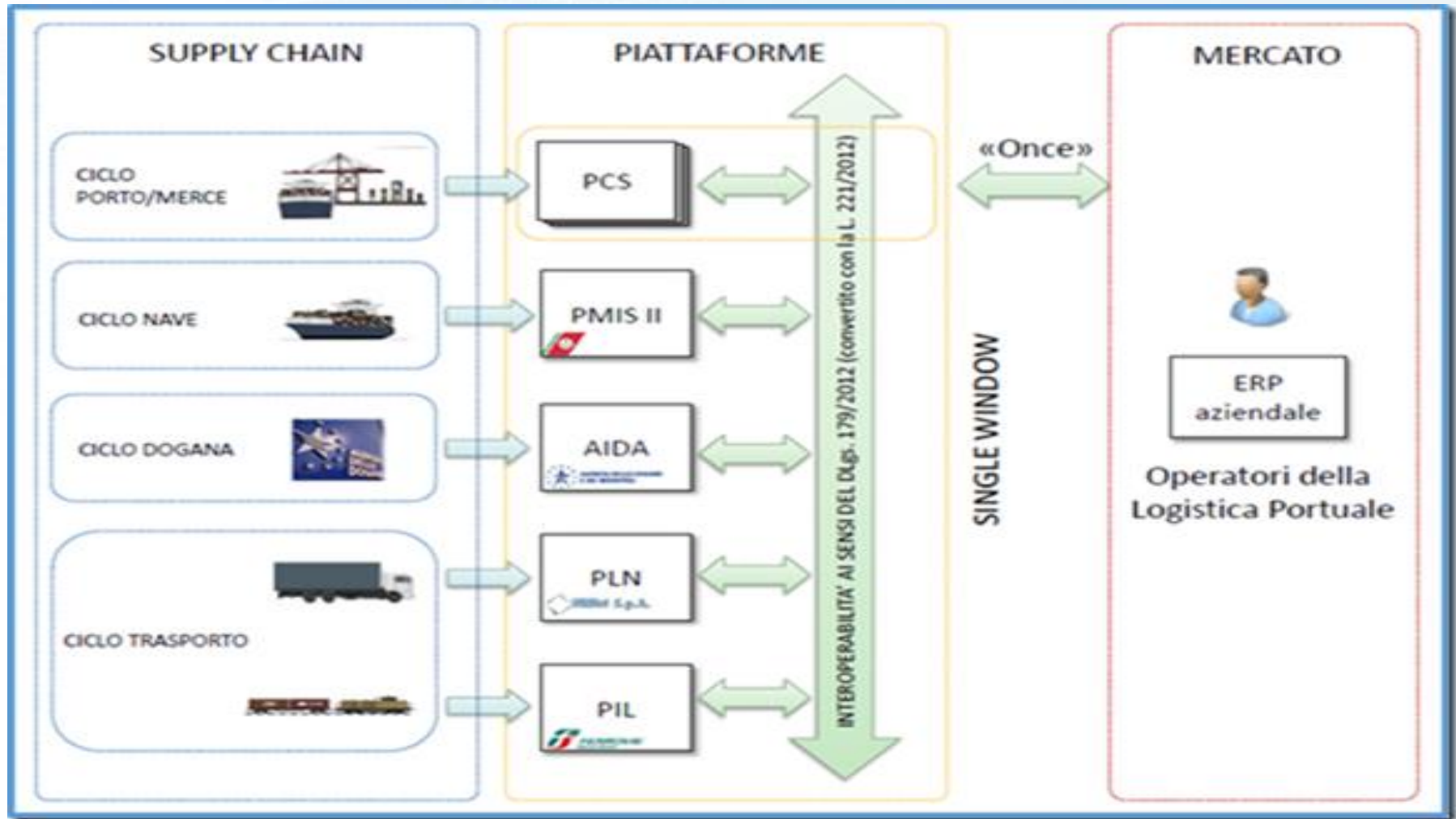
3. The maritime and intermodal dimension of the Ten-T Networks: Motorways of the Sea

MoS: Infra/Info structurals intermodality and interconnection



3. The maritime and intermodal dimension of the Ten-T Networks: Motorways of the Sea

MoS: Infra/Info structurals intermodality and interconnection



4. Previous MoS and intermodal transport incentives experiences

How has Ram contributed in the promotion and use of Motorways of the Sea and intermodal transport?

Two past initiatives recognized as best practices at european level:

- ✓ **ECOBONUS**
- ✓ **FERROBONUS**

4.1 Ecobonus

ECOBONUS

The Ecobonus was an incentive promoted and implemented by the Italian government that provided reimbursements of up to 30% of the costs sustained by road haulage companies that choose to use the Motorways of the Sea rather than roads and motorways



Main Objective was to encourage a rebalance in the modes of transporting goods by supporting the use of maritime modes in particular.

Other Objectives

- sustainable development
- protection of the environment
- decongestion of the road network
- lowering the rate of road accidents

4.1 Ecobonus

Achievements 2007-2010

| NUMBER OF JOURNEYS | 2007 | 2008 | 2009 | 2010 |
|------------------------|----------------|----------------|----------------|----------------|
| National Routes | 325.819 | 349.406 | 372.110 | 435.388 |
| EU Routes | 136.030 | 139.722 | 107.203 | 129.394 |
| TOTAL (GENERAL) | 461.849 | 489.128 | 479.313 | 564.782 |

The number of national journeys grew fairly constantly during the 2007-2009 three-year period (around 20,000 journeys per year), and increased to over 60,000 in 2010.

The number of EU journeys remained constant during the first two years, then consistently declined in 2009 and went back up in 2010.



The Ecobonus has therefore removed approximately **500 thousand TIR journeys** from the road network each year

4.1 Ecobonus

Achievements 2007-2010

| TONNES TRANSPORTED | 2007 | 2008 | 2009 | 2010 |
|------------------------|-------------------|-------------------|-------------------|-------------------|
| National Routes | 9.064.281 | 13.877.093 | 10.288.347 | 13.002.986 |
| EU Routes | 4.026.099 | 3.926.835 | 3.167.210 | 3.509.770 |
| TOTAL (GENERAL) | 13.090.380 | 17.803.928 | 13.455.557 | 16.512.756 |

The tonnage transported on national routes has undergone slight variations over the course of the four years.

The tonnage transported on EU routes remained constant in the first two years, then fell in 2009 and increased again in 2010.



The Ecobonus has therefore also allowed an improvement in the overall logistics of the road haulage companies by incentivising the movement of loaded rather than empty vehicles on ships.

4.1 Ecobonus

Achievements 2007-2010

| TAXABLE AMOUNT (€) | 2007 | 2008 | 2009 | 2010 |
|------------------------|--------------------|--------------------|--------------------|--------------------|
| National Routes | 136.471.474 | 154.709.987 | 156.640.709 | 188.093.174 |
| EU Routes | 75.312.755 | 91.114.088 | 67.047.759 | 87.543.401 |
| TOTAL (GENERAL) | 211.784.229 | 245.824.075 | 223.688.468 | 275.636.575 |

The total taxable amount used as the basis for awarding the Ecobonus increased constantly over the first three-year period for national routes and recorded an increase of over 30 million Euro in 2010; For EU routes however, though this figure increased in the first two years, it declined in 2009 and then increased again in 2010.



The Ecobonus has been successful in encouraging road haulage companies to travel by sea increasingly over the years.

4.1 Ecobonus

Effects:

- ✓ **Increase of 22.3% in the period 2007-2010 for the use of "Motorways of the Sea";**
- ✓ **It made important source of financial liquidity available to the road haulage sector;**
- ✓ **Reduction in the social costs generated by road congestion**
- ✓ **Promotion of relevant benefits for productivity, competitiveness and logistics;**

4.2 Ferrobonus

FERROBONUS

It was an economic incentive for road haulers of railway services which commissioned combined transport and/or transhipped railway services in Italy. The economic incentive was granted under the condition that the operators maintained at least 80% of the combined/transhipped cargo volume in the year following to the entry into force of the legislative decree (2010-2011).



The main purposes of the Ferrobonus:

- Sustainable development;
- Environmental protection;
- Decongestion of the land transport mode;
- Reduction of road accidents;
- Promote intermodal hubs;

4.2 Ferrobonus



Achievements in the year 2010-2011

| | |
|---|-------------|
| Recipient firms | 64 |
| Application accepted/ Application received | 91/94 |
| Total amount granted | 23,3 Mln.€. |

5. The future perspectives for the MoS and the intermodal transport

How RAM will contribute to the promotion of Motorways of the Sea and intermodal transport in Italy?

Two main initiatives:

- ✓ **The ECOBONUS extension: «Ecobonus 2015»**
- ✓ **«Med Atlantic Ecobonus» Project**

5.1 The Extension of Ecobonus: «Ecobonus 2015»

Iter of the proposal

- Is currently under negotiation with the European Commission the idea to extend the Ecobonus scheme 2007-2010, also on the basis of the Action 3.5 of the Italian Strategic Plan for ports and logistics.
- The incentive scheme is designed in line with TEN-T networks regulations and the Structural Funds 2014-2020.



Similar schema to the 2007-2010 Ecobonus, already mentioned as best practice by the European Court of Auditors (Report of 2013) and by the European MoS Commissioner

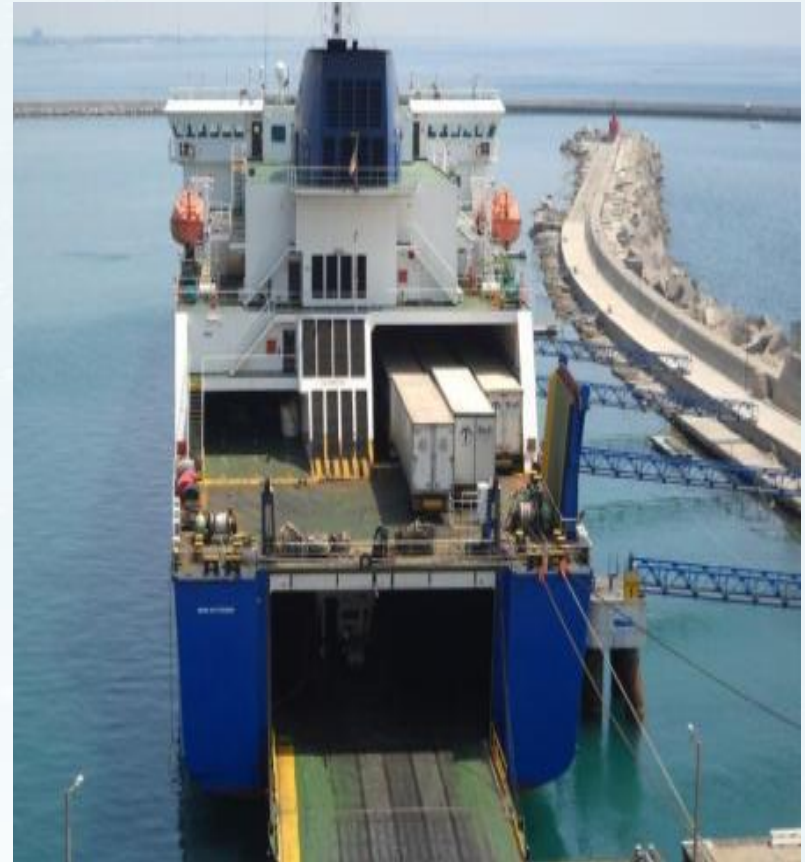
5.1 The Ecobonus extension: «Ecobonus 2015»

➤ **Legal basis:**

- Art. 107 TFEU;
- EU Commission Communication 2004/43 in the framework of State Aid Policy;

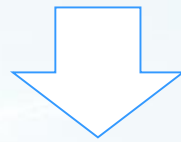
➤ **Hypothesis working scheme:**

Economic incentive to all Italian and European road haulers or shipowners (covering up to 30% of operational costs for no longer than 3 years)



5.2 «Med-Atlantic Ecobonus» Project

- The Ecobonus initiative has been considered a best practice at european level;
- RAM submitted - under the CEF call for proposal - a project that goes in this direction;
- The project, called «**MED Atlantic Ecobonus**» **has received a good evaluation from the European Commission;**



INEA Evaluation Remarks: *«The action addresses the priorities of the Mos call for proposal as its contributes to SSS and MOS development. The action is mature, having the necessary political support»*

5.2 «Med-Atlantic Ecobonus» Project



The project is a study to design a general, coordinated and sustainable scheme of incentives to demand in Motorways of the Sea, aiming for modal shift by promoting the use of sea-based alternative routes by road transport. The Action beneficiaries are the competent authorities for Motorways of the Sea policy development in Spain, France, Italy and Portugal with the main scope in the Atlantic and West Mediterranean markets.

5.2 «Med-Atlantic Ecobonus» Project

The action will contribute to the development of new freight transport services and/or the optimization of existing ones and will promote modal shift.

Other objectives:

- Promoting the intermodal transport and reduce road congestion;
- Encouraging the use of sustainable transport;
- Promoting a better accessibility of the peripheral regions in Europe.

5.2 «Med-Atlantic Ecobonus» Project

Important achievement



After a long debate, the European Commission taking into consideration the opportunity to develop an european incentive scheme «EUROBONUS» on the basis of the italian experience .

It will be possible work in close synergy for the elaboration of a stable, effective and sustainable plan aligned to the framework of TEN-T Networks.

At the moment, the partnership is only with mediterranean countries.

Our effort will be to extend the consensus involving also the North Europe area.

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Many Thanks for your attention

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