



MEDA LOGISTICS &  
TRANSPORT FORUM



## MEDA LOGISTICS SUMMIT

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Can Special Economic Zones (SEZs) Drive Growth in the Mediterranean region?

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June 26<sup>th</sup> Barcelona



Promotion du Grand Axe Ferroviaire de marchandises  
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.S.L

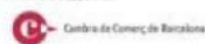
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## WORLD POPULATION DISTRIBUTION (I)

Intercontinental sea traffic routes critical mass

Worldwide population geographical distribution

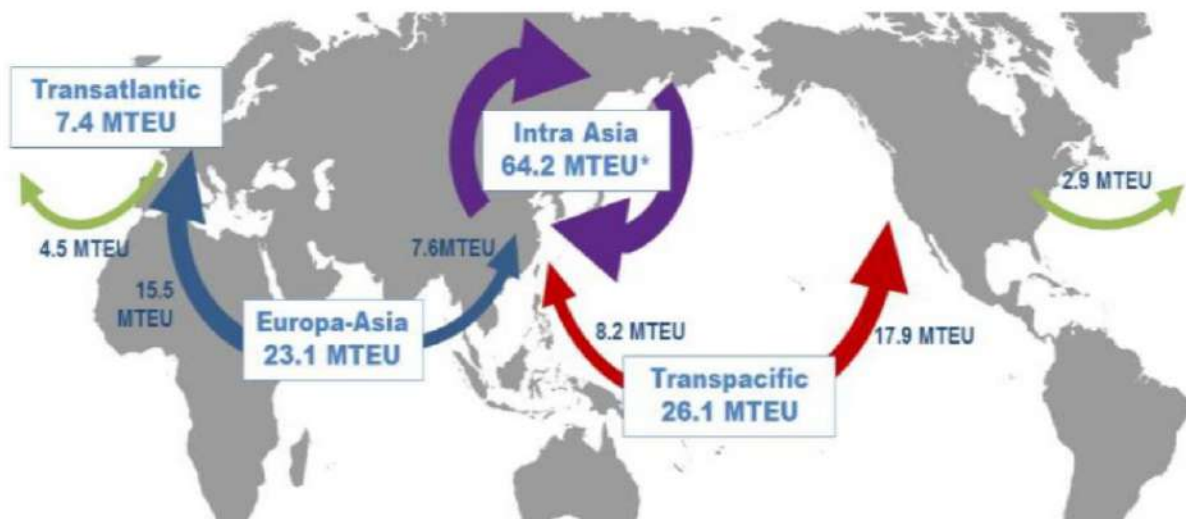


Far East-Europe via Suez Canal (**Far East – Mediterranean Vector**) is the maritime route in the world with more “critical mass”. “**Maritime silk road**” is the name of this route in **BRI initiative**.

**More than 70% of world population is related to this itinerary**, that overflows to Pacific and Atlantic basins  [#MedaLogistics19](https://twitter.com/MedaLogistics19)



## WORLD FREIGHT SEA TRAFFIC



Source: UNCTAD, Review of Maritime Transport 2014

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## WORLD POPULATION DISTRIBUTION (II)

### FORECASTED TRENDS

POPULATION (in millions)	2015	2050	VARIATION
CHINA	1376	1348	-28
INDIAN UNION	1371	1705	+334
RUSSIA	144	129	-15
JAPAN	127	107	-20
AFRICA	1186	2478	+1292
NORTH OF AFRICA	224	354	+130
LATIN AMERICA	634	784	+150
NORTH AMERICA (USA & CANADA)	358	433	+75
EUROPEAN UNION	505	500	-5

Source: UNO

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## EURASIAN INTERCONNECTIONS OF THE EU BACKBONE RAIL NETWORK



TRANS-EURASIAN MAIN ROUTES

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## INTERCONTINENTAL TRAFFIC EVOLUTION IMPACT IN THE MEDITERRANEAN REGION

### LOGISTICS IMPACT

#### Basic data

- Intercontinental traffic increase of 64% (2010 - 2035)
- Proportion of intercontinental traffic evolution between Northern Sea and Western Mediterranean: from 77% - 23% to 65% - 35%

#### Impact

- Sea ports traffic increase in Western Mediterranean 100% (2015 - 2035)
- Supplementary space required for the logistic platforms of 56% (2010 - 2035). Considering forecasted demand according with "FERRMED Global Study"

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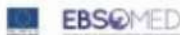
## MEDITERRANEAN ORBITAL RAIL NETWORK AND MULTIMODAL LINKS



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## FIRST SET OF QUESTIONS

1. How SEZ can drive growth in the Mediterranean Region?
2. What benefits could SEZ bring to the challenges of the expected trends of socio-economic growth in the Mediterranean Region?

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## THE IMPACT OF 4.0 TECHNOLOGIES, E-COMMERCE AND CIRCULAR ECONOMY (I)

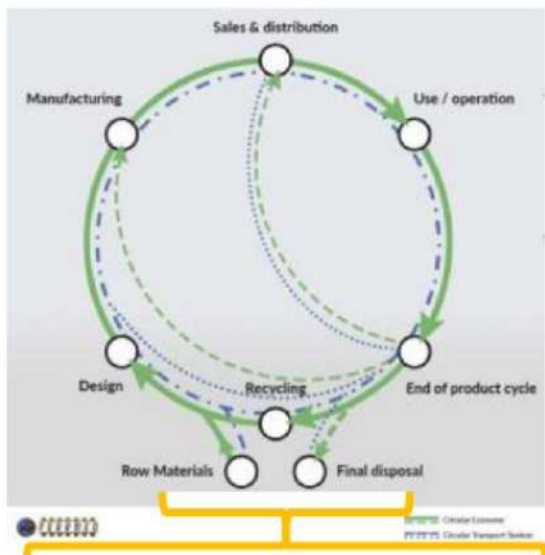
### SEZ evolution:

- From export/import and commercial exchange to production centres
- From production centres to “enablers” of the involved enterprises → technological development facilities (digitalization, robotics, Artificial Intelligence, 3D printing, Internet of Things, etc)
- From technological development facilities to environment protection (Circular Economy) → key issue in the Mediterranean Region

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## CIRCULAR ECONOMY AND CIRCULAR TRANSPORT SYSTEM



- Minimum waste of energy
- Minimum waste of materials
- Minimum waste of time
- Minimum waste of human resources
- Minimum transport costs
- Minimum unbalanced flows
- Minimum environmental impact
- Modal shift from road to rail in land transport system

Circular economy requires a “circular transport system”. The circular transport system means e-mobility with full digitalization, data sharing (open data), capacity optimization, bottlenecks solving, flows balancing and smart terminals and railways.

Circular transport system demands **5G technologies** deployment with high speed information transmission, shorter transmission times, high density connections and more efficient energy consumption.

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## SECOND SET OF QUESTIONS

1. Which is the forecasted impact of 4.0 technologies, e-commerce and Circular Economy in the SEZ organisational structure?
2. Do the SEZ become enablers of these new technologies introduction/development?

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## THIRD SET OF QUESTIONS

SEZs objectives and composition trends

Specific cases & success stories

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