



The challenges of the Mediterranean: economic scenario and forecasts

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A new observatory: a permanent analysis on ports and shipping

News

Economic Relations between Italy and the Mediterranean Area | Discover the 6th SRM MED Annual Report

On Friday 25th November 2016, SRM presented its sixth annual report on the "Economic Relations between Italy and the

The new Review of Maritime Transport 2016 is out

The new edition of the Review of Maritime Transport of UNCTAD takes the view that the long-term growth prospects for seaborne trade

SRM at the Public Assembly of FEDESPEDI

We're highlighting the next public assembly of Fedespedi (the Italian shippers federation). The event will take place in Milan on Tuesday 29th

Ocean Alliance has proposed the network and port rotation for 2017

Members of the newly-formed Ocean Alliance have proposed their network and port rotation for 2017. COSCO Container Lines, CMA CGM, Evergreen Line

Italian Maritime Economy. Suez, the role of China, the new Panama Canal: from global routes a more central Mediterranean

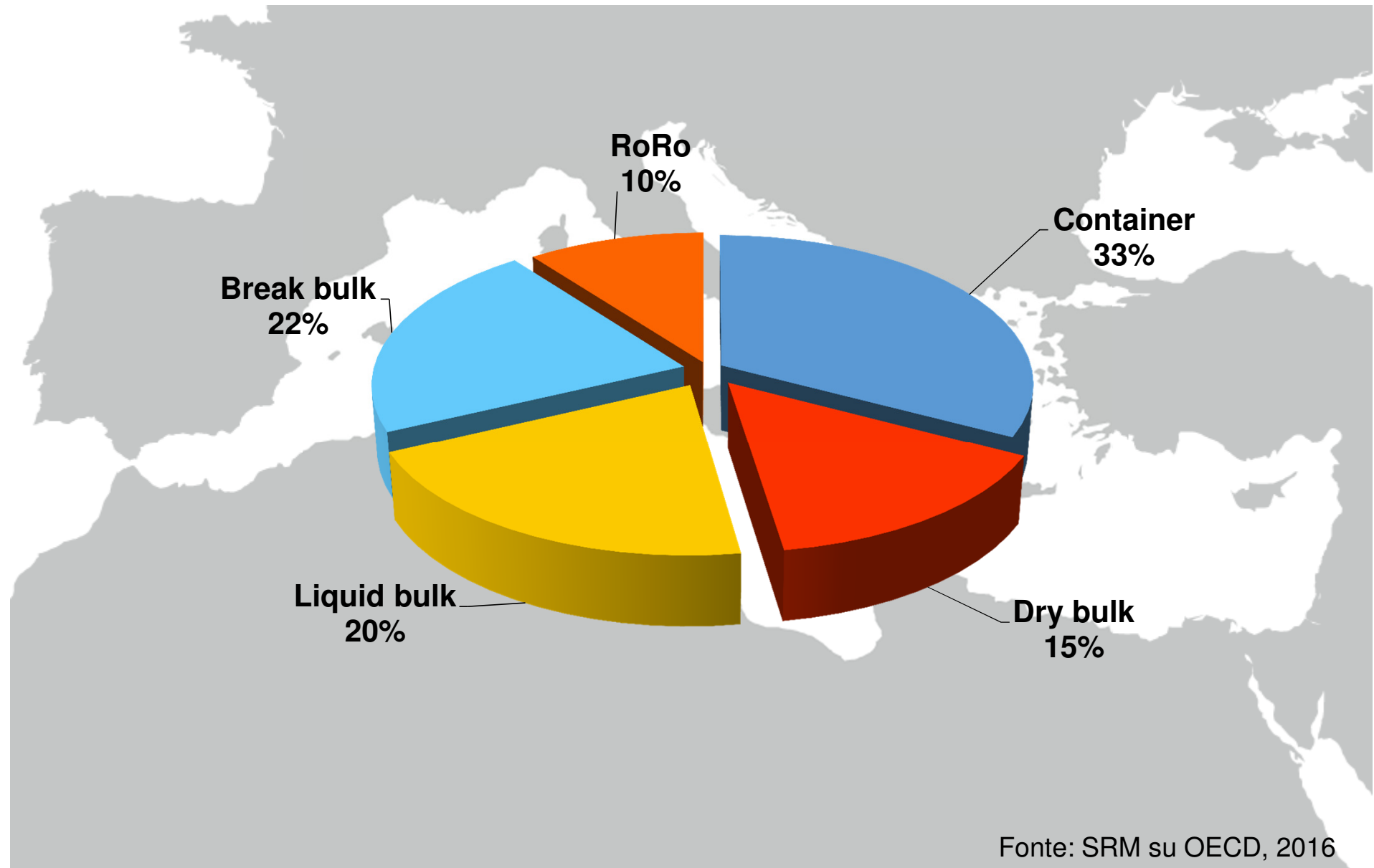
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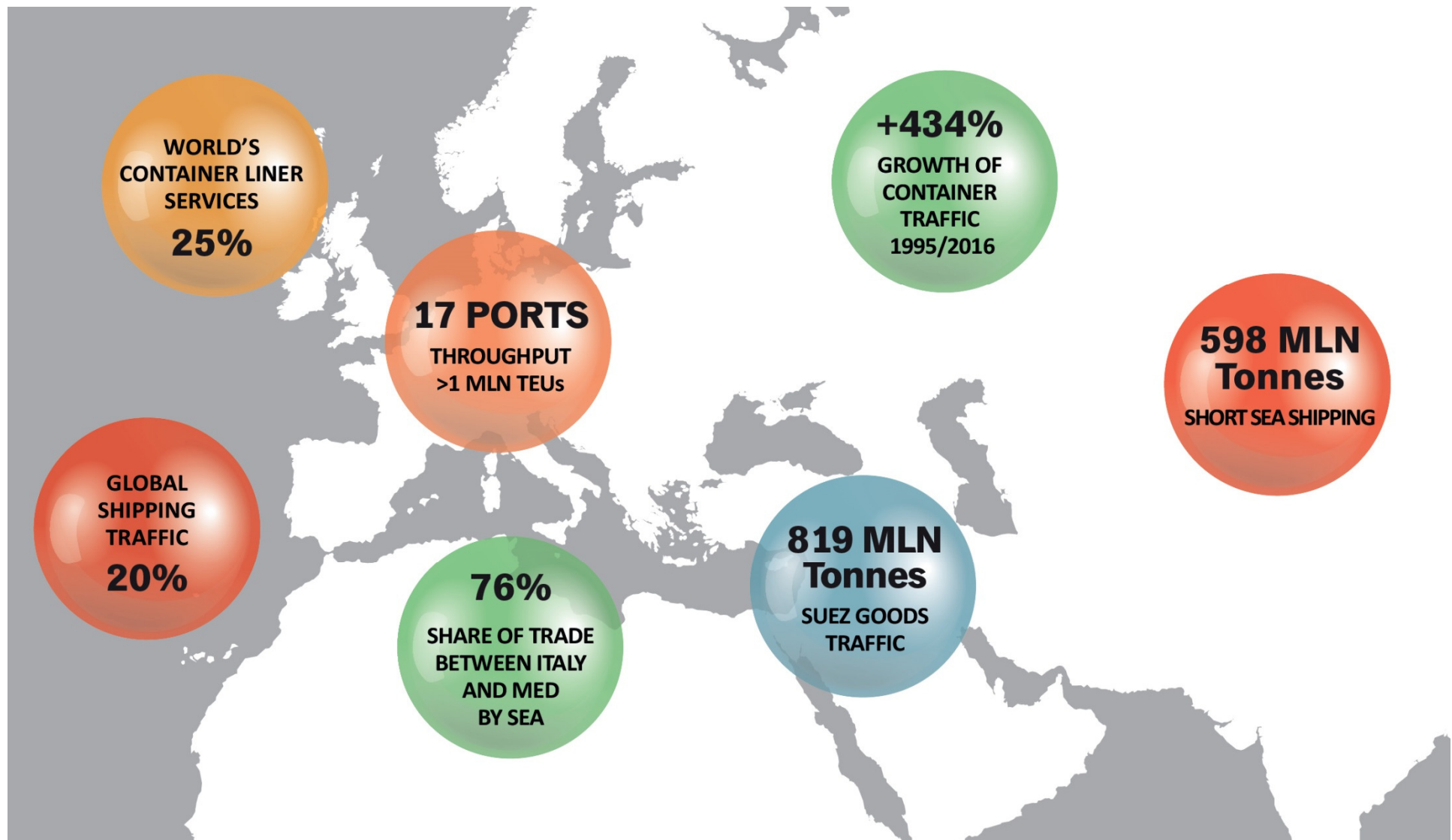
The growing role of Mediterranean

- ❑ The Mediterranean Economic Scenario and competitiveness indicators
- ❑ The main phenomena that will shape the future of the maritime sector
- ❑ Conclusions

2 billion tons of cargo transit through the Mediterranean every year

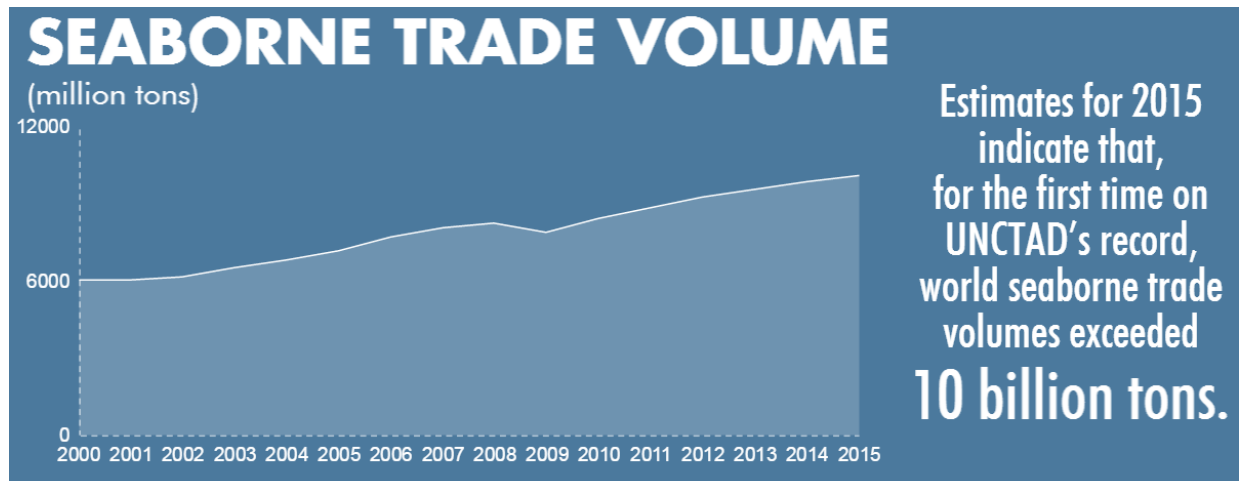


The most important data on the shipping sector in the Med



Source: SRM on Port Authorities

A new world record



However, shipments expanded by a modest 2.1%, a rate notably slower than the historical average.

2015 KEY FIGURES



DEVELOPING COUNTRIES
60% of goods loaded



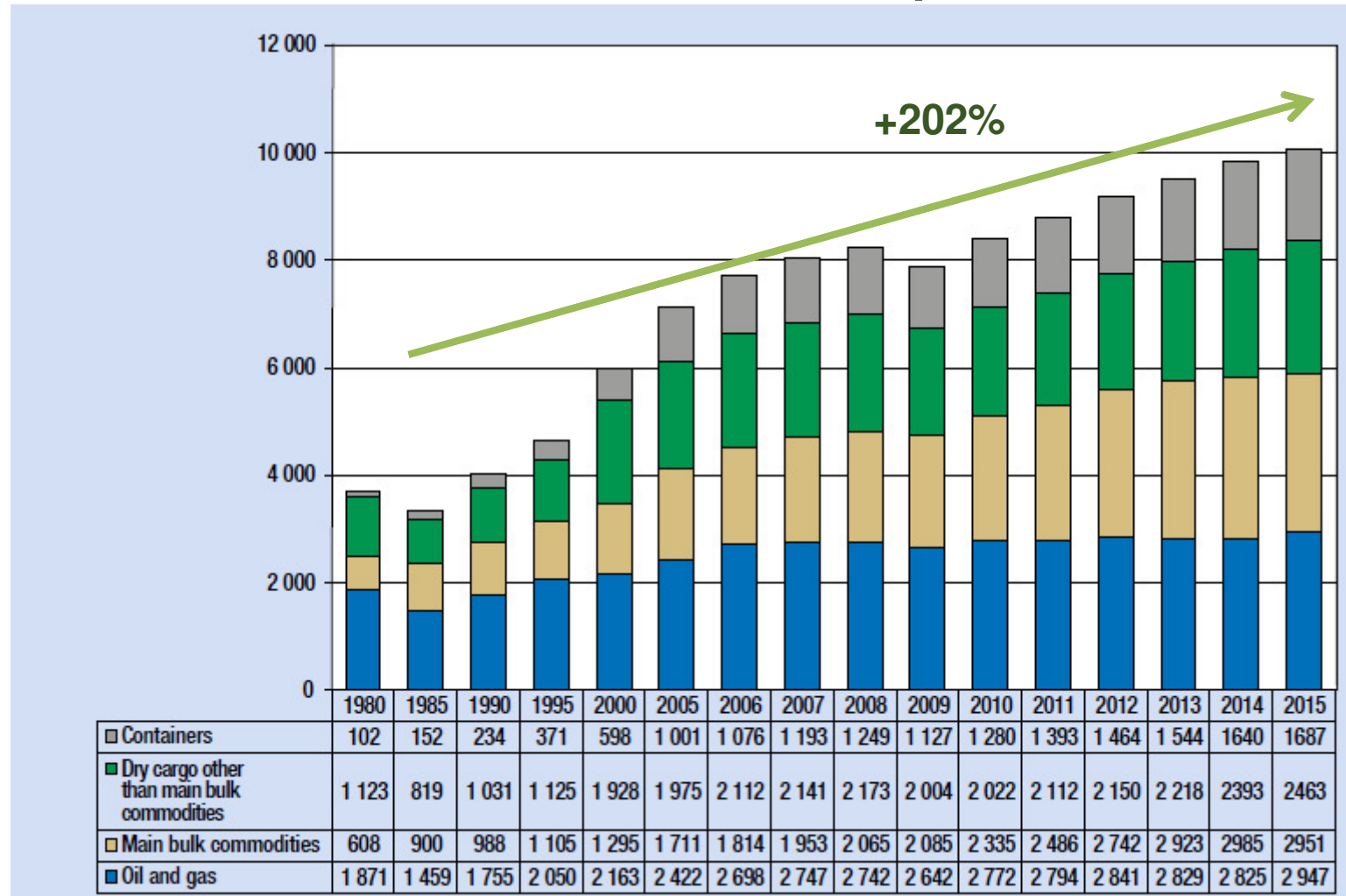
SEABORNE TRADE VOLUME
10.05 billion tons



SHIPMENTS GROWTH RATE
+2.1%

Fonte: UNCTAD 2016

International seaborne trade in the World ports



■ Maritime traffic has grown steadily over the last 7 years.

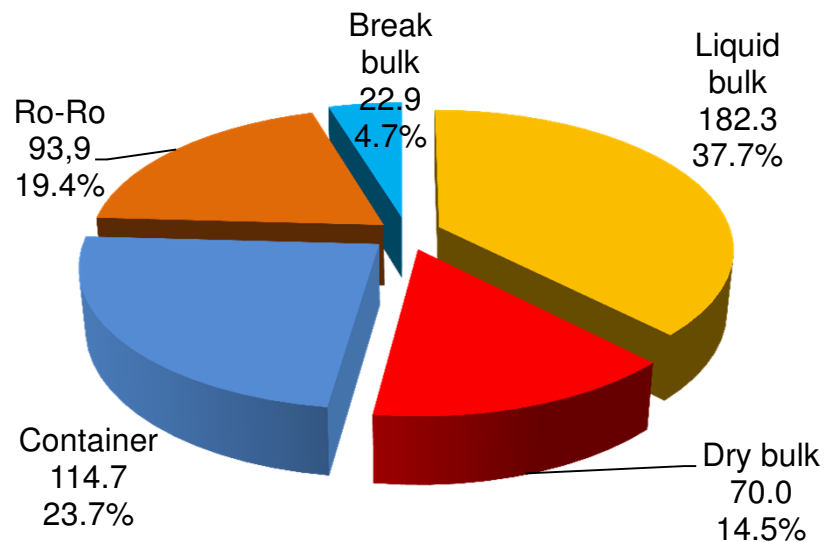
Fonte: UNCTAD 2016

■ If we consider the period 1985-2015, this traffic showed a dramatic growth of approximately 202%; in 2015 it reached a peak of 10 **billion tonnes**.

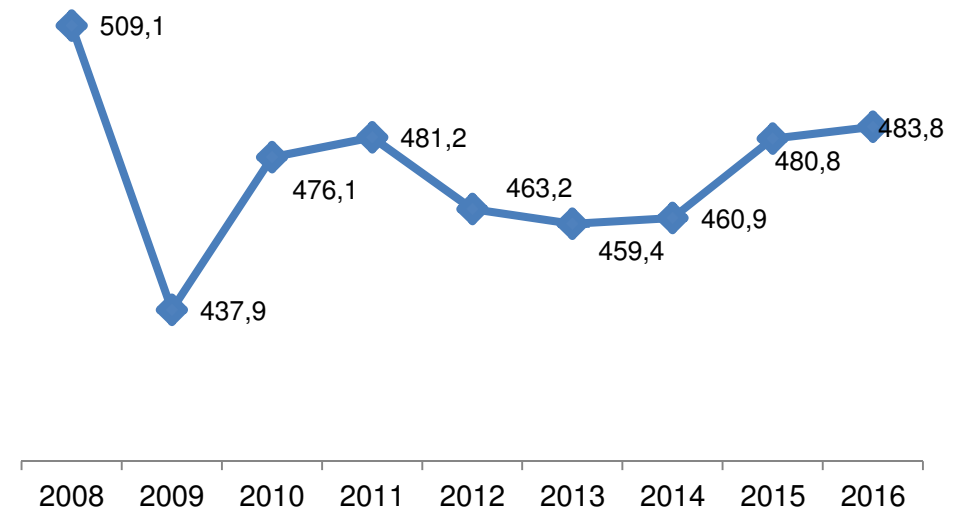
The most important data on the shipping sector in Italy

- Italian ports have developed a multipurpose system especially concentrated on liquid bulk and container.
- After the fall in 2009, the trend of goods had a gradual increase from 2013 reaching 483.8 million tons in 2016.

Port traffic of goods by type of cargo, 2016



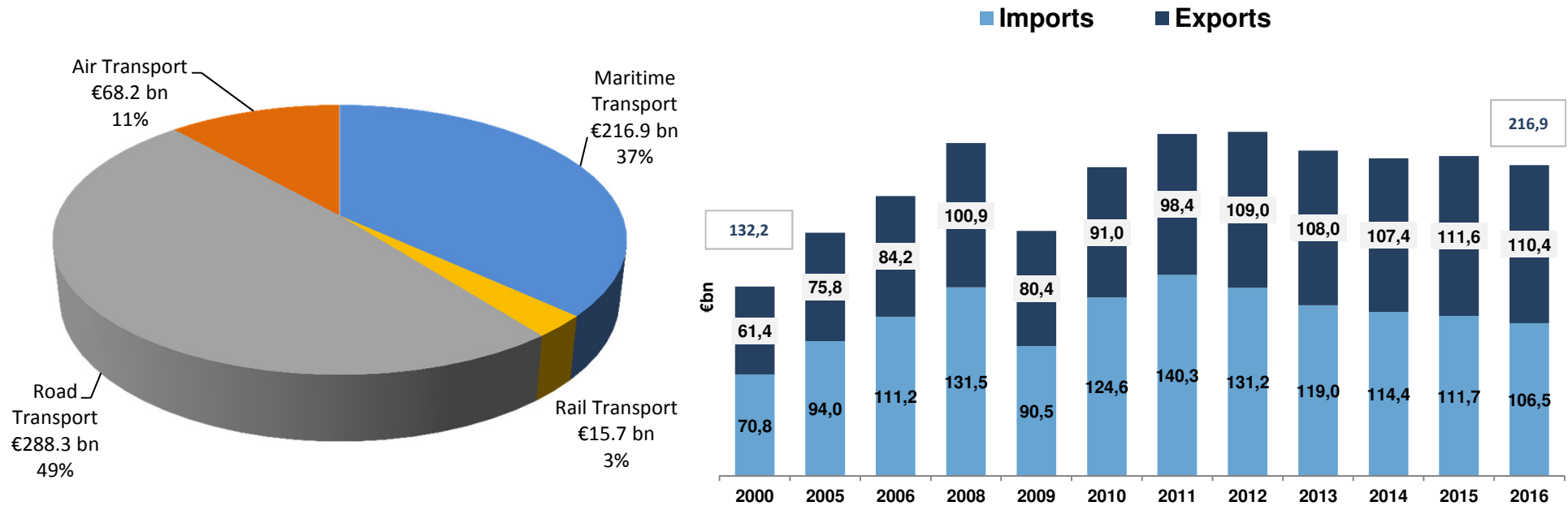
Trend of goods in million tons – 2008-2016



Source: SRM on Port Authorities

Import-export between Italy and the world

- **Trade relations between Italy and the world** are almost **€600bn**. In 2016, **37% of this traffic is seaborne** (€216.9bn).
- Maritime traffic between Italy and the world increased 64% between 2000 and 2016 (CAGR +3.1%).

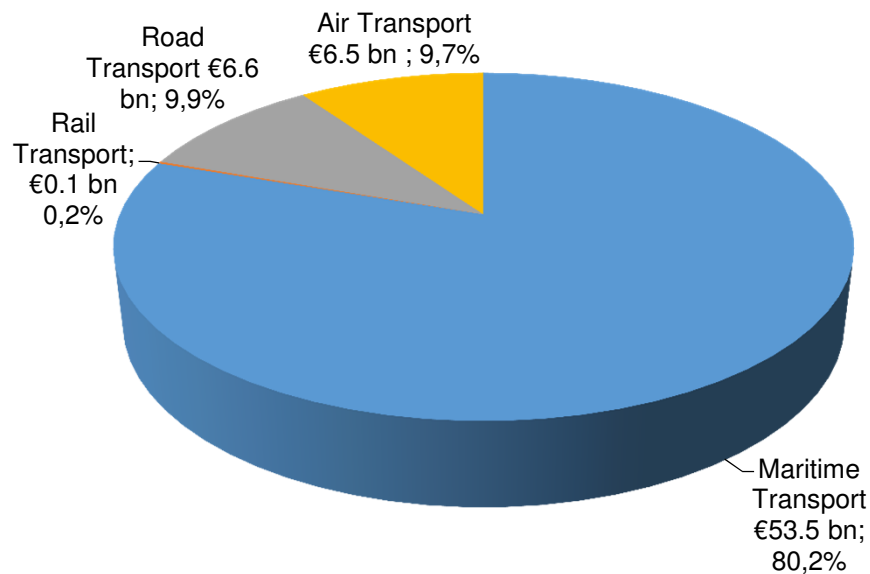


Source: SRM on ISTAT

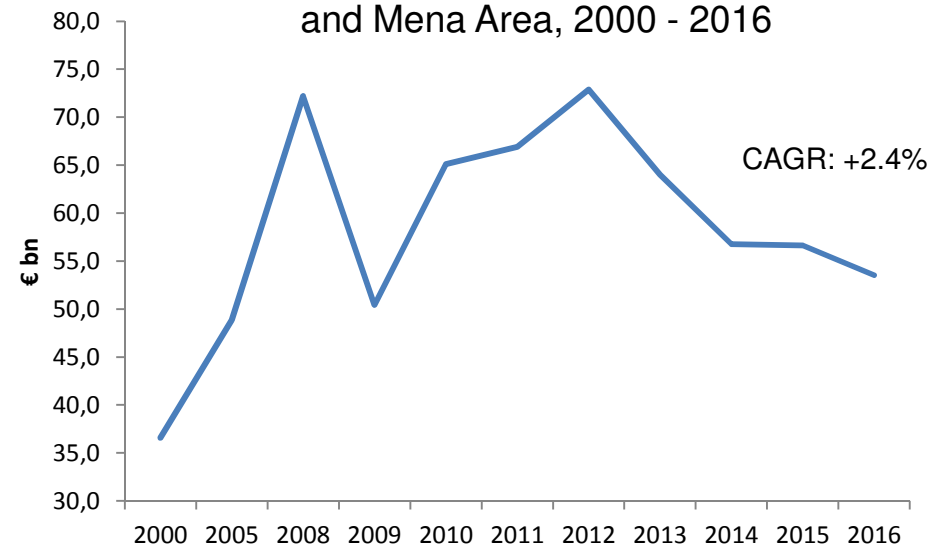
Import-export between Italy and the Mediterranean Area

- **Trade relations between Italy and MENA countries are € 67bn.** In 2016, **most of this traffic is seaborne (80%).**
- Maritime traffic between Italy and Mena Area fluctuated during the period 2000-2016 but it had a positive annual growth rate (CAGR +2.4%).

Import-export of goods by mode of transport, 2016



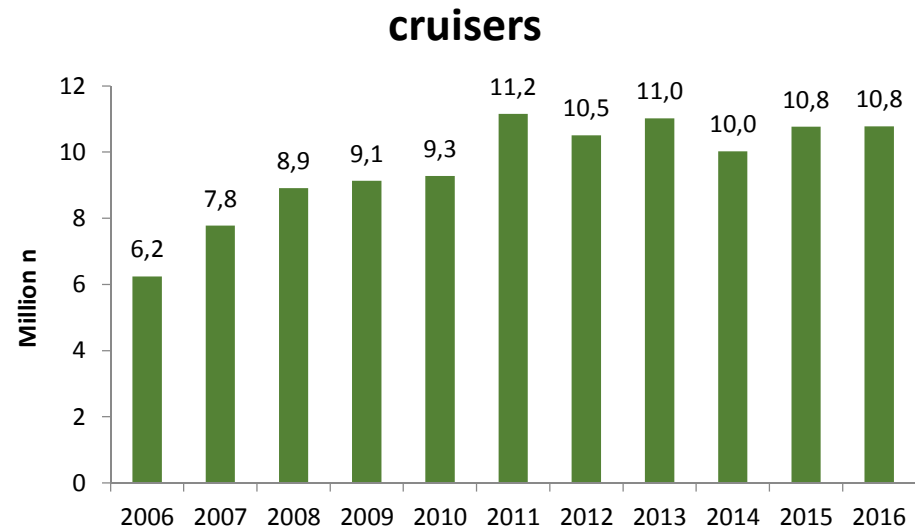
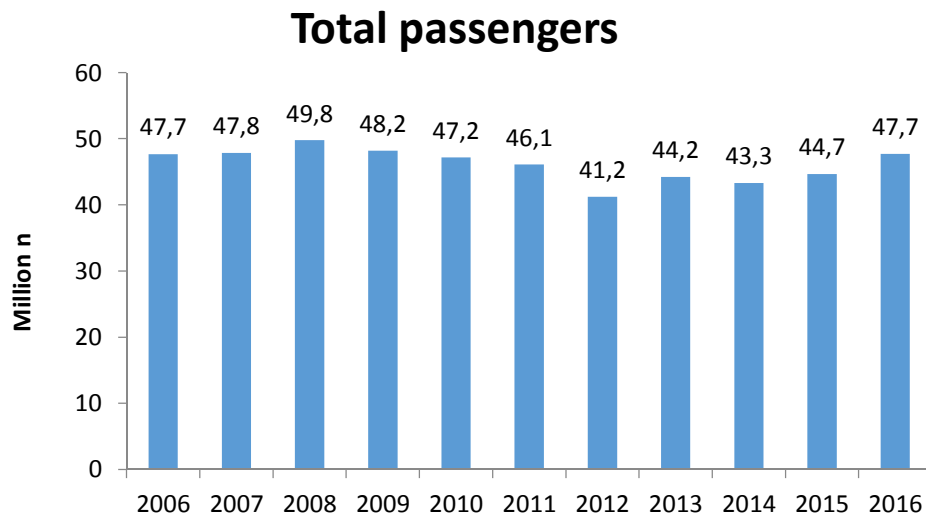
Trend of Maritime traffic (import-export) between Italy and Mena Area, 2000 - 2016



Source: SRM on ISTAT

The most important data on passengers

- Italy ranked 1st in EU 2016 accounting for just less than one fifth of the EU-28 total. Italian main ports handled 48 million passengers.
- The cruise market confirms its solidity and appeal worldwide. Italy remains the first European destination for the cruise industry.
- Between 2006 and 2016 the number of cruisers has quite doubled reaching 10.8 million of passengers.

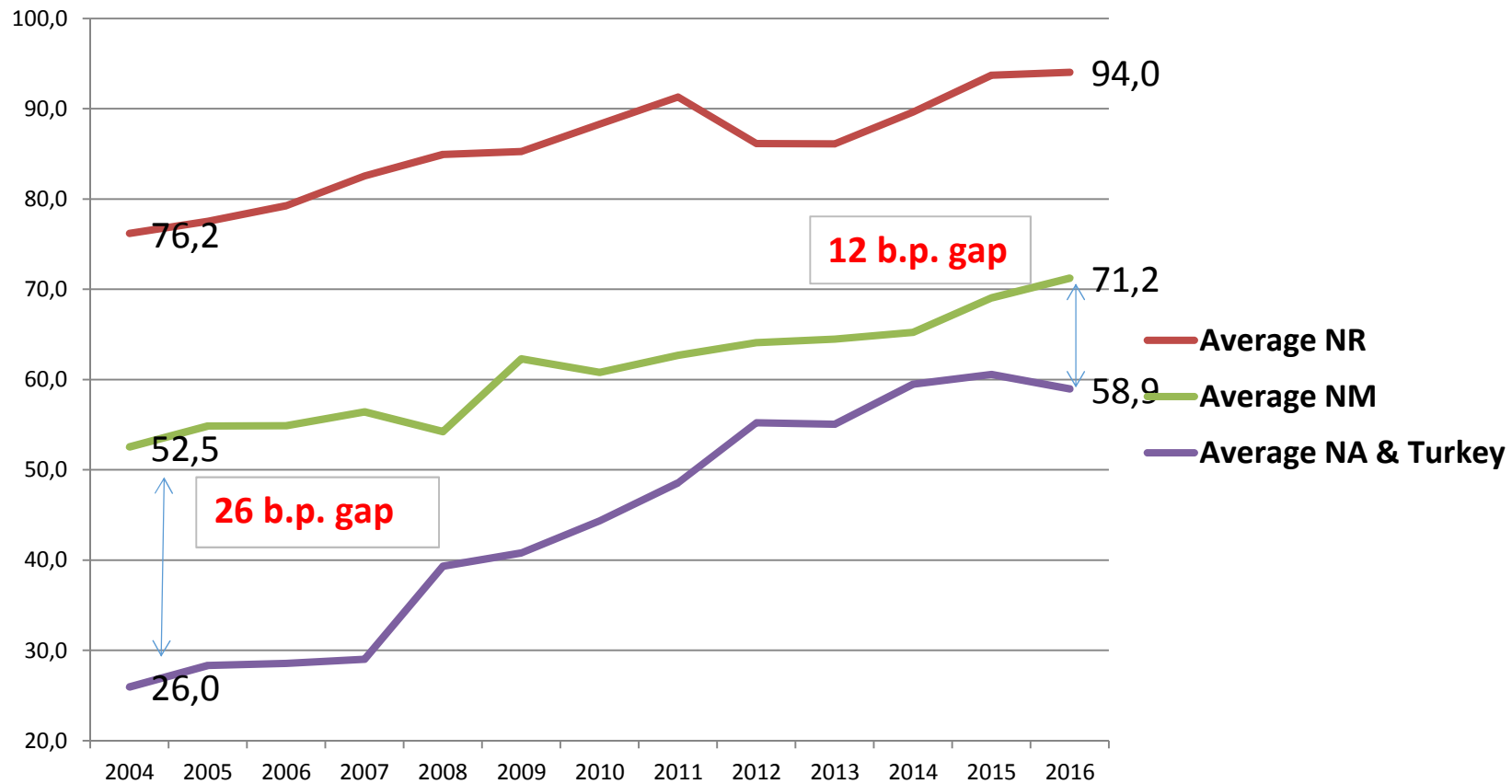


Source: SRM on Port Authorities

The Liner Shipping Connectivity Index

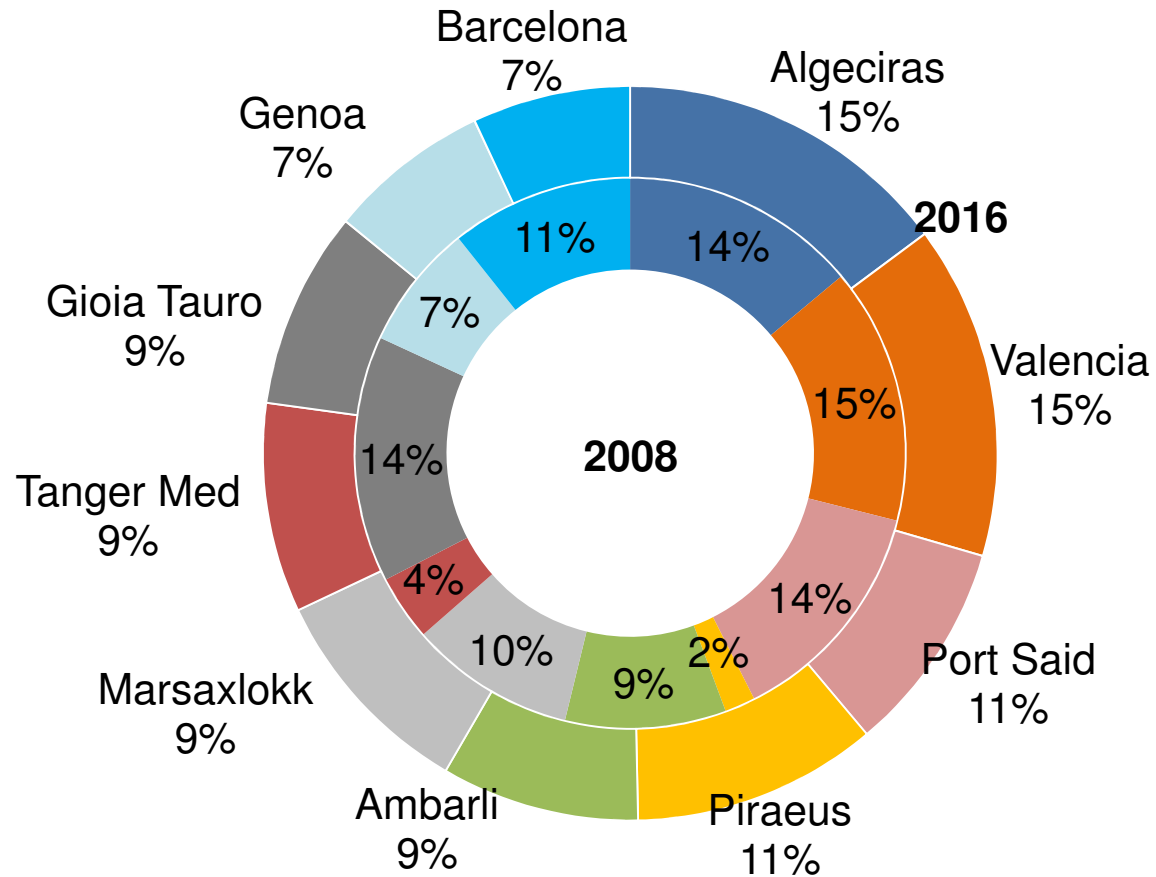
- The **Liner Shipping Connectivity Index** (LSCI), realised by UNCTAD, shows the level of competitiveness in ports and shipping system of 157 countries.
- **Italy ranks 16th**, **China** is the best in the world.

China 2004=100



Source: UNCTAD

Ranking of top 10 container ports in the Mediterranean Basin: Market Shares

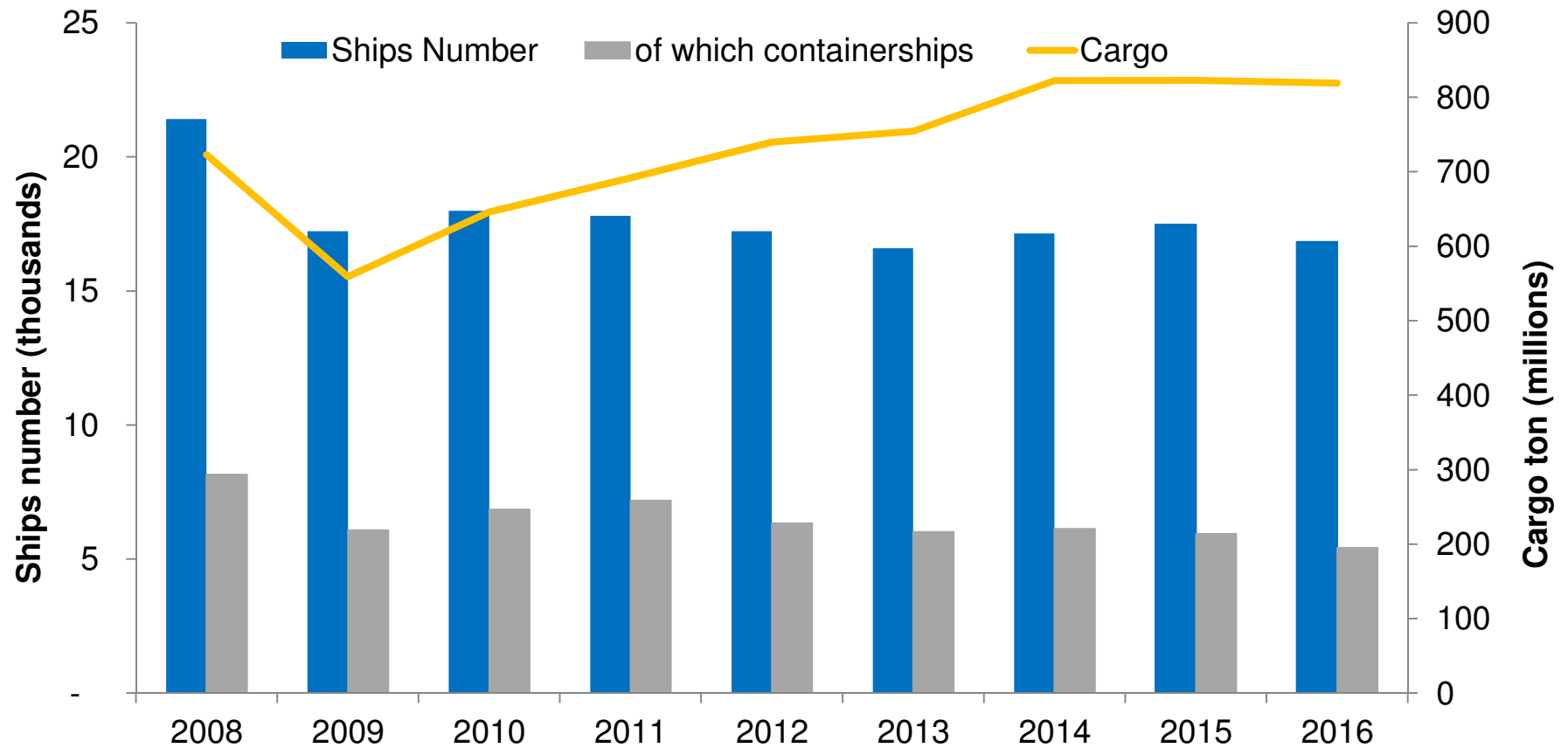


Source: SRM on Port Authorities

- Algeciras ranked **1st**
- Spanish ports confirm their leadership (37% market share) in the top 10
- **Piraeus and Tanger Med** showed a dramatic **growth**.

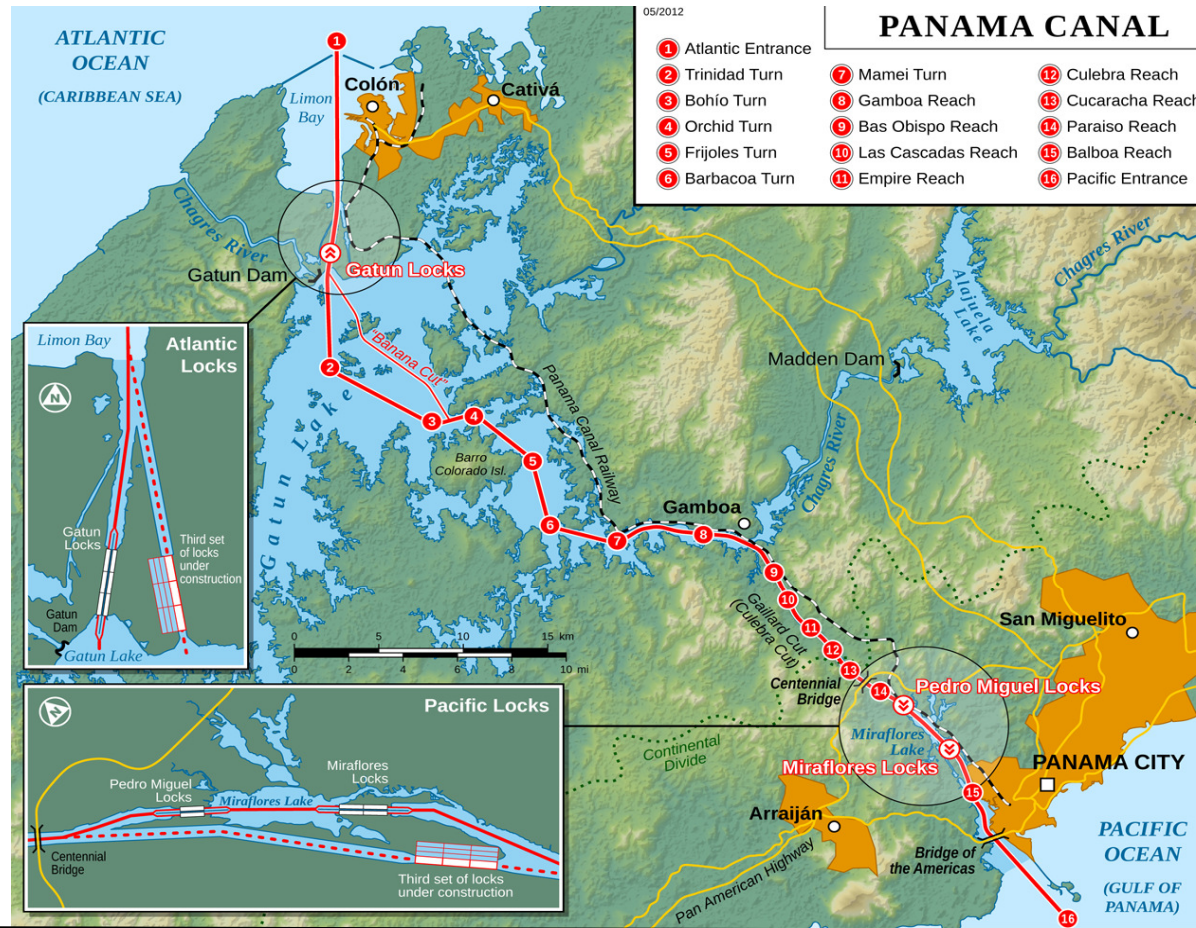
Traffic in the Suez Canal: ships and cargo

- Transit goods account for 8-10% of the entire globe.
In 2016, 819 million tonnes of goods passed through the Canal.
- More than 17,000 ships passed through the Canal.
- Between 2001 and 2016 the Canal's traffic trends recorded a 120% increase in transit goods. (+2,7% in February 2017 on previous year)

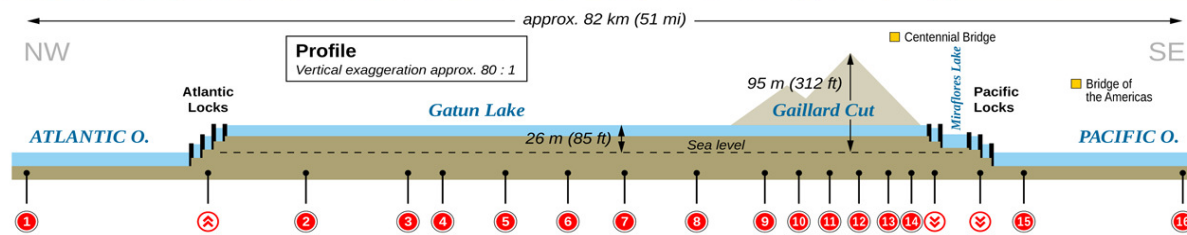


Source: SRM on Suez Port Authority, 2016

The new Panama Canal



Source: Openstreetmap data



The Panama Canal Expansion: three main effects

The inauguration: June 26th, 2016

- **The new Canal allows the passage of larger vessels.**
- **A new type of vessel will also be able to pass.** A new market segment will be created: it consists of LNG and LPG.
- **The number of transits in the medium to long term will increase.** The passage will potentially allow the **simultaneous transit of 3 ships**: a potential total maximum of **50 transits per day**.



+large vessels



New traffic

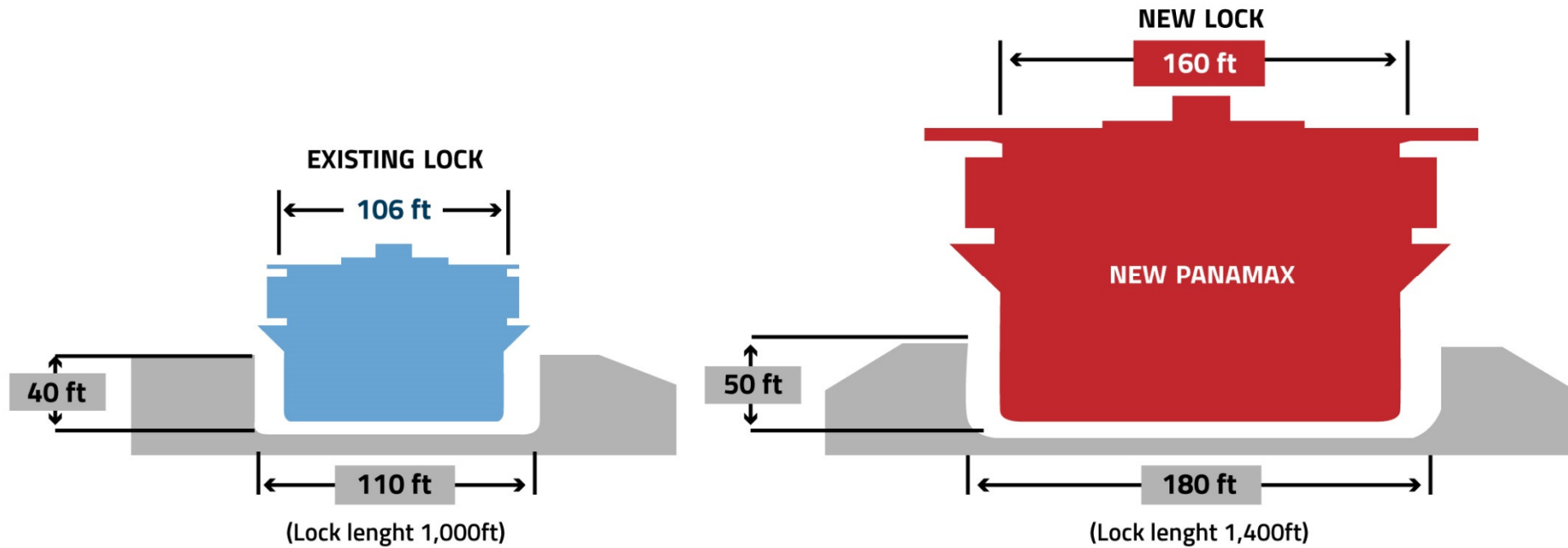


More transits



ECONOMIES OF SCALE

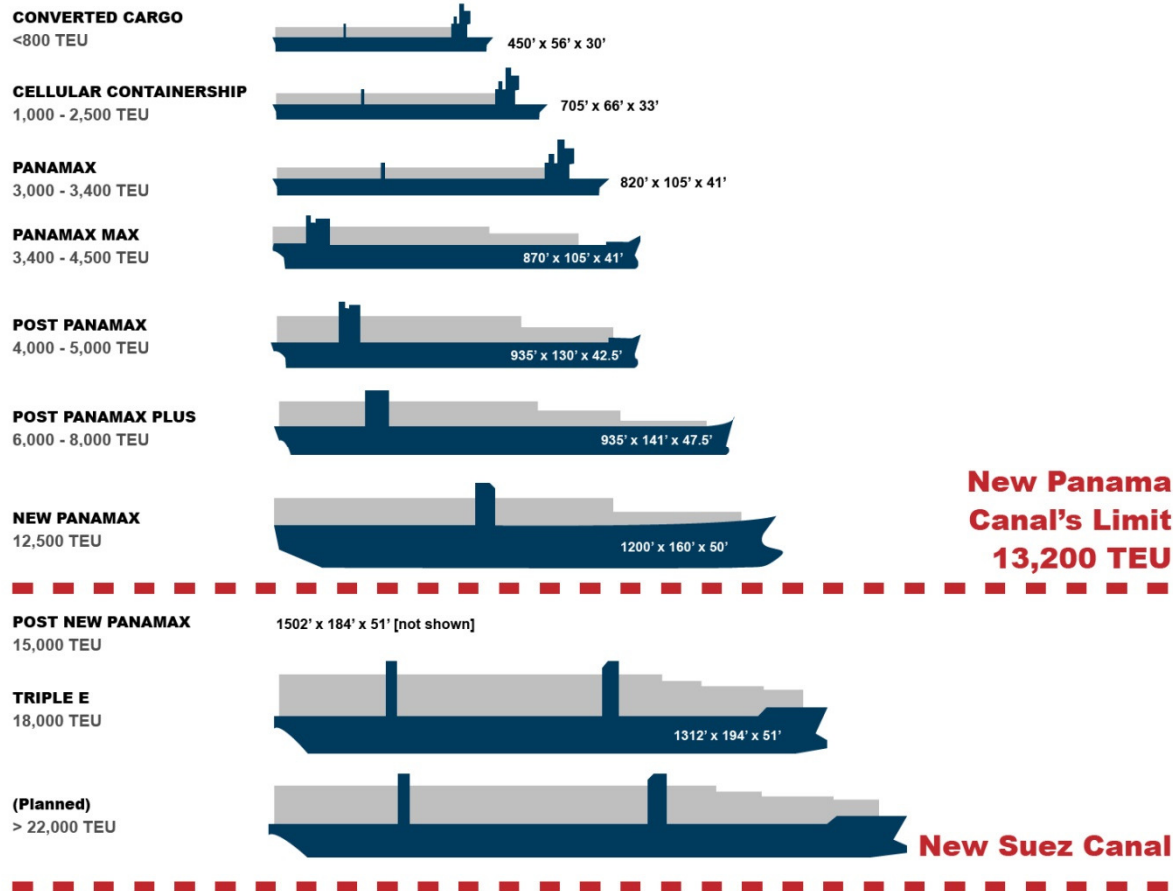
Size and vessel capacity of the new locks



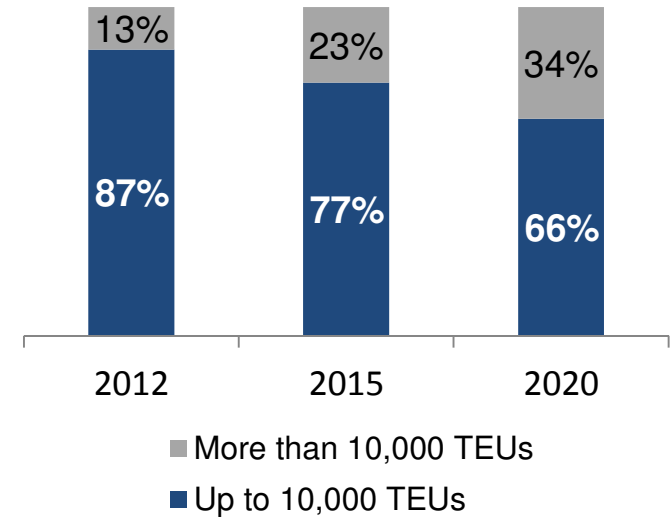
The new locks allow the passage of container ships up to 13,000/14,000 TEUs
(the first Canal limit was of 4,500-5,000 TEU).

Source: SRM's elaborations on Panama Canal Authority data

Naval gigantism: the world fleet will change in the future



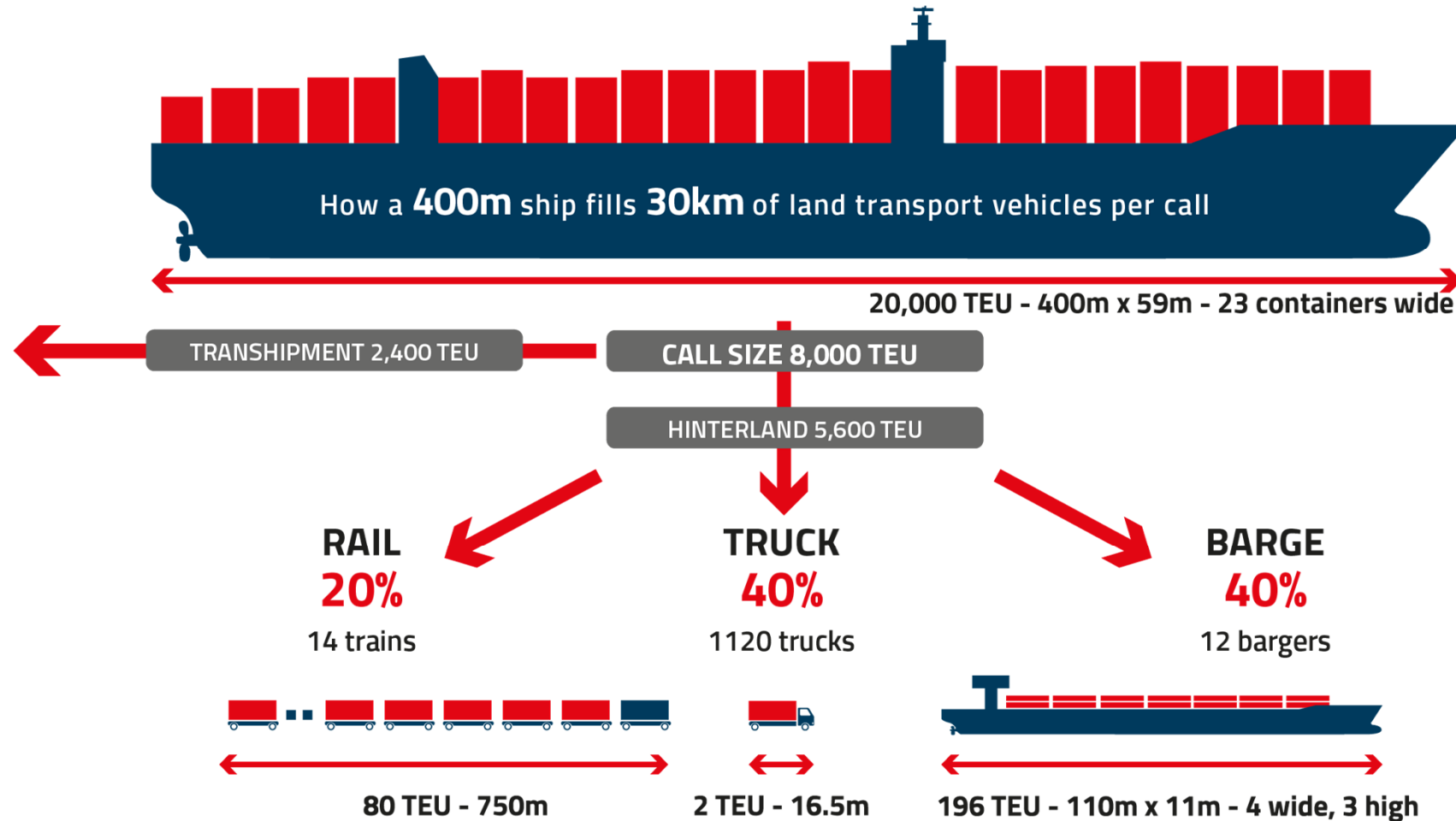
Containership fleet capacity



173 new ships will sail by 2019 in the 10-21.000 TEU size (58 of these belong to the 18-21.000 TEU size)

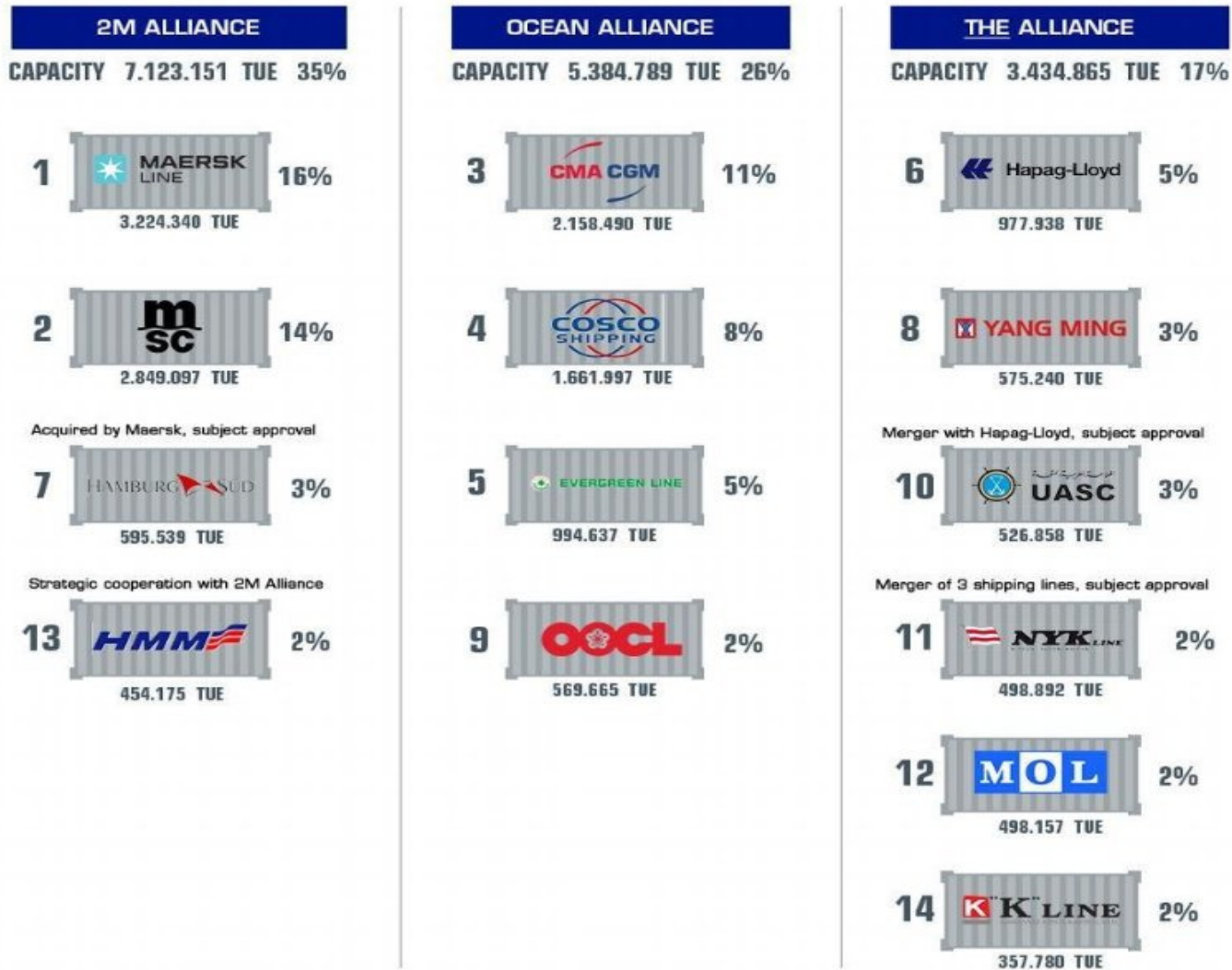
Source: Alphaliner, Panama Canal Authority

The impact of megaships on shipping intermodality

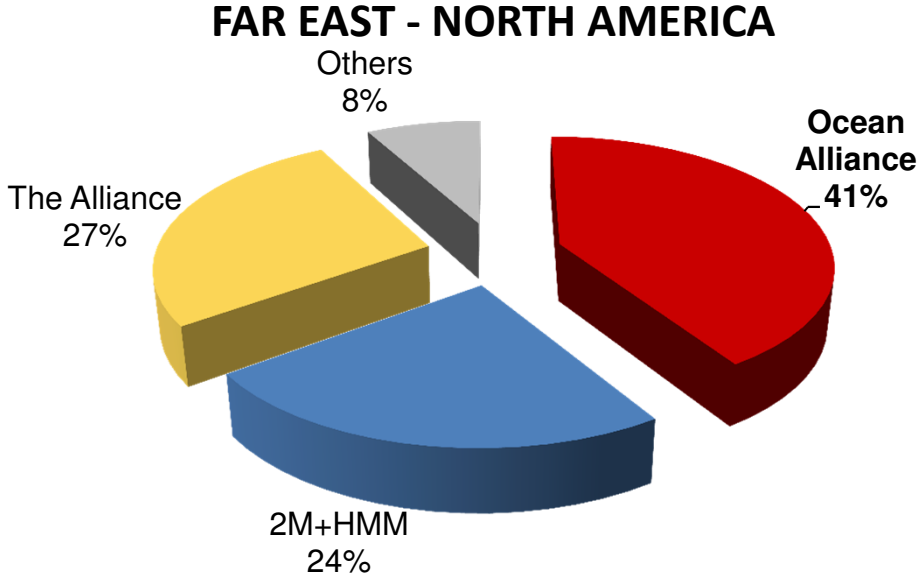
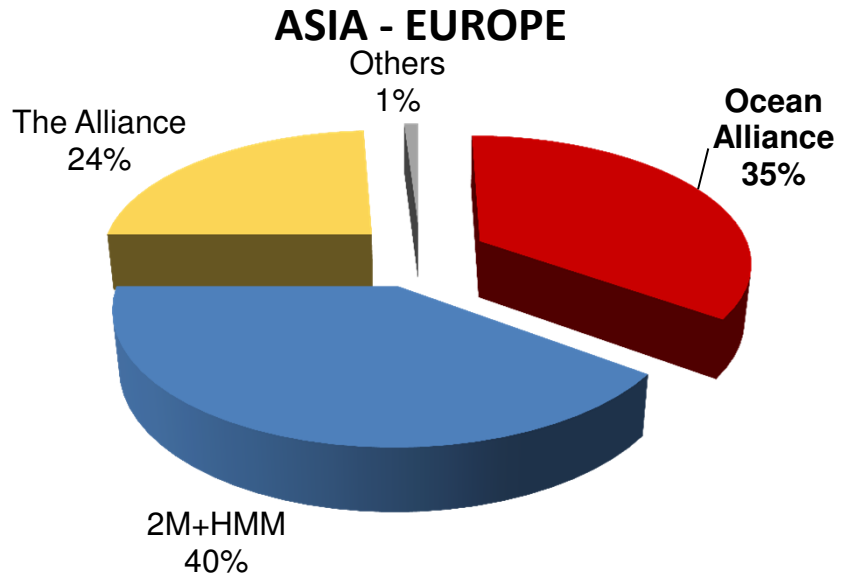


Source: Nootboom Group

The new drivers of maritime economy: the big alliances

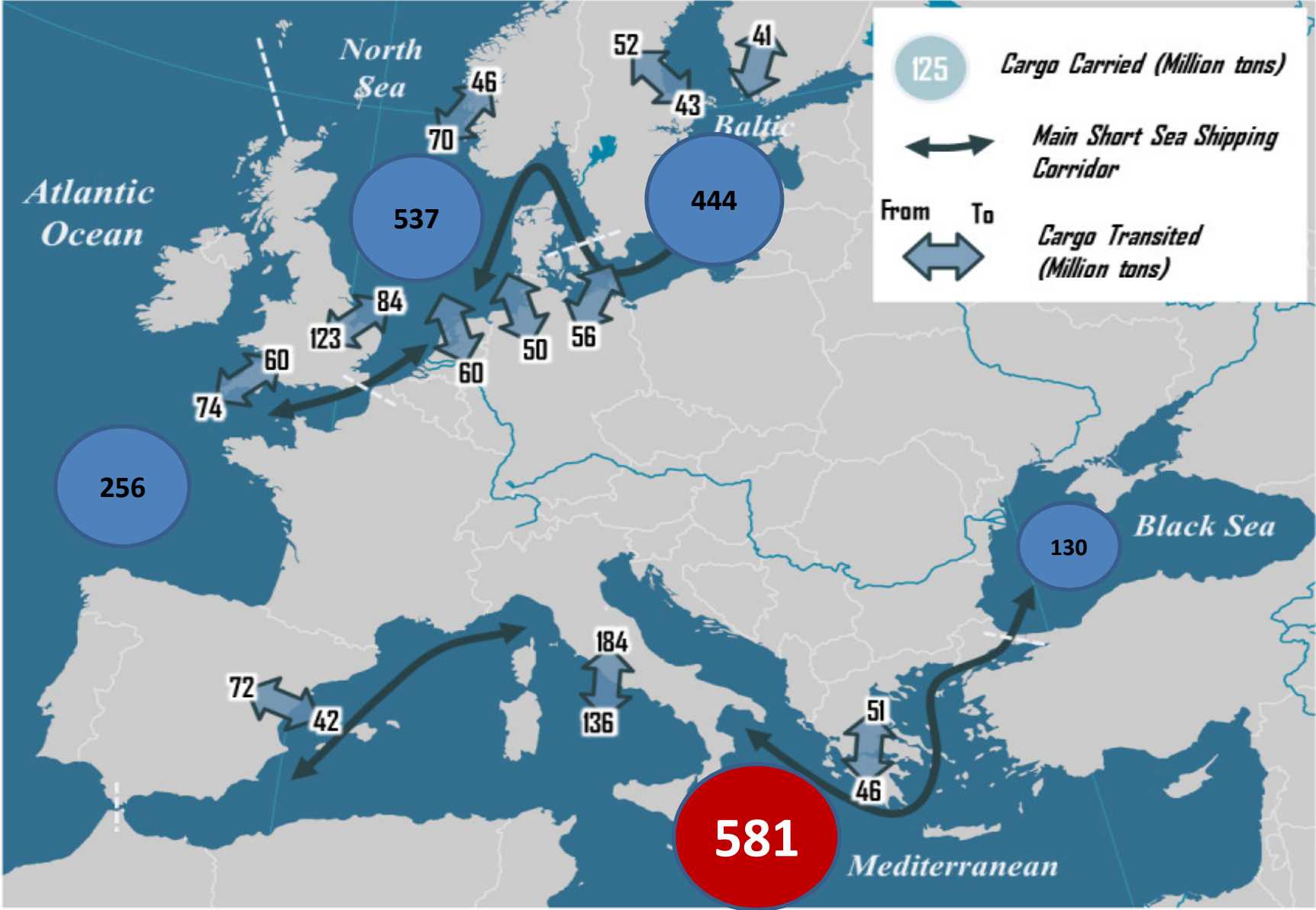


Mega alliances and their market share: an analysis of two strategic routes



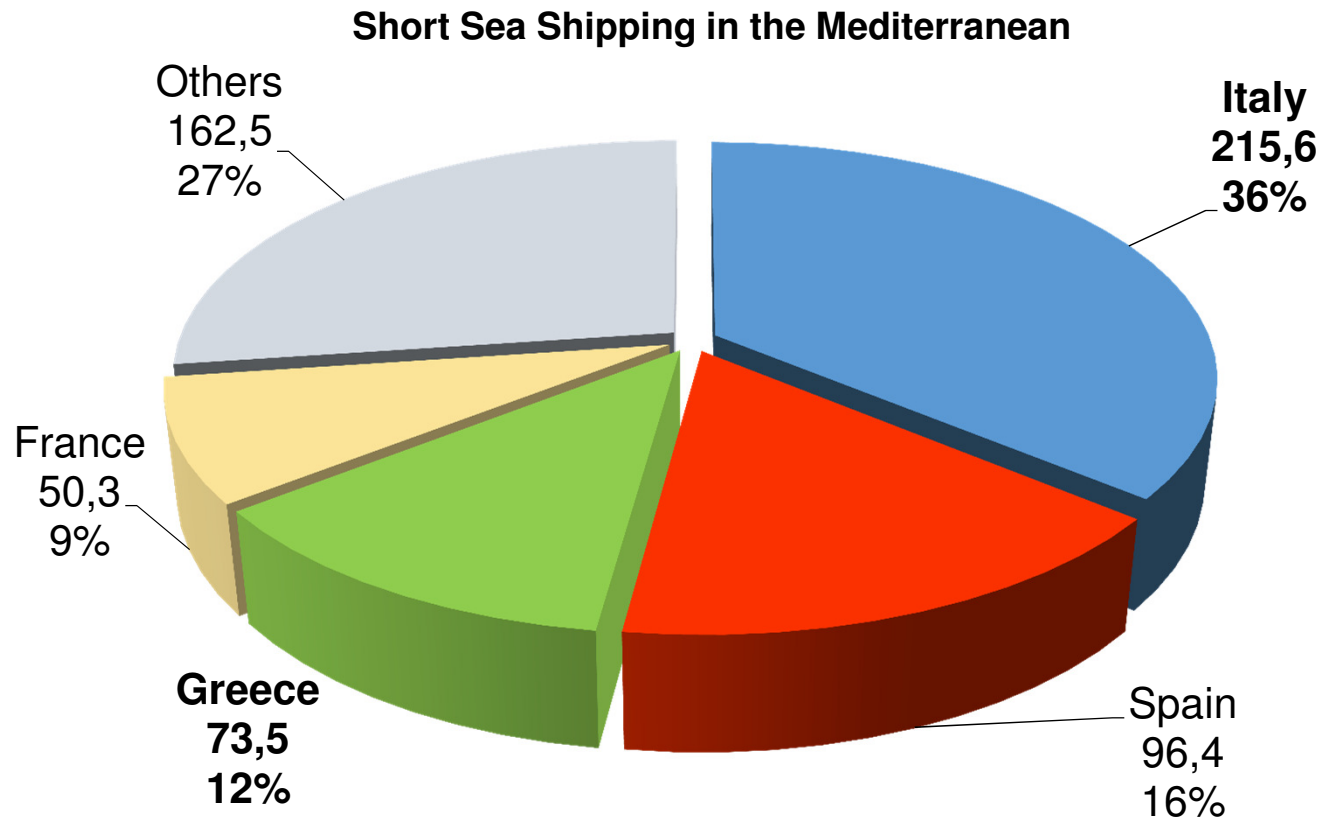
Source: SRM on Alphaliner 2016

The Short Sea Shipping map



Short Sea Shipping (SSS)

- In the Mediterranean Area, Italy ranked 1st with a volume near to 216 million tonnes of cargo equal to 36% market share.
- Greece had a relevant SSS traffic: 73,5 million tonnes and a share market of 12%.



Source: SRM on Eurostat, 2017

The Ro-Ro market and the Automotive sector

- Global auto sales will develop positively forward from **88 million** units in 2015 to **103.6 million** in 2023 (+18% between 2015 and 2023; cagr +2,1)

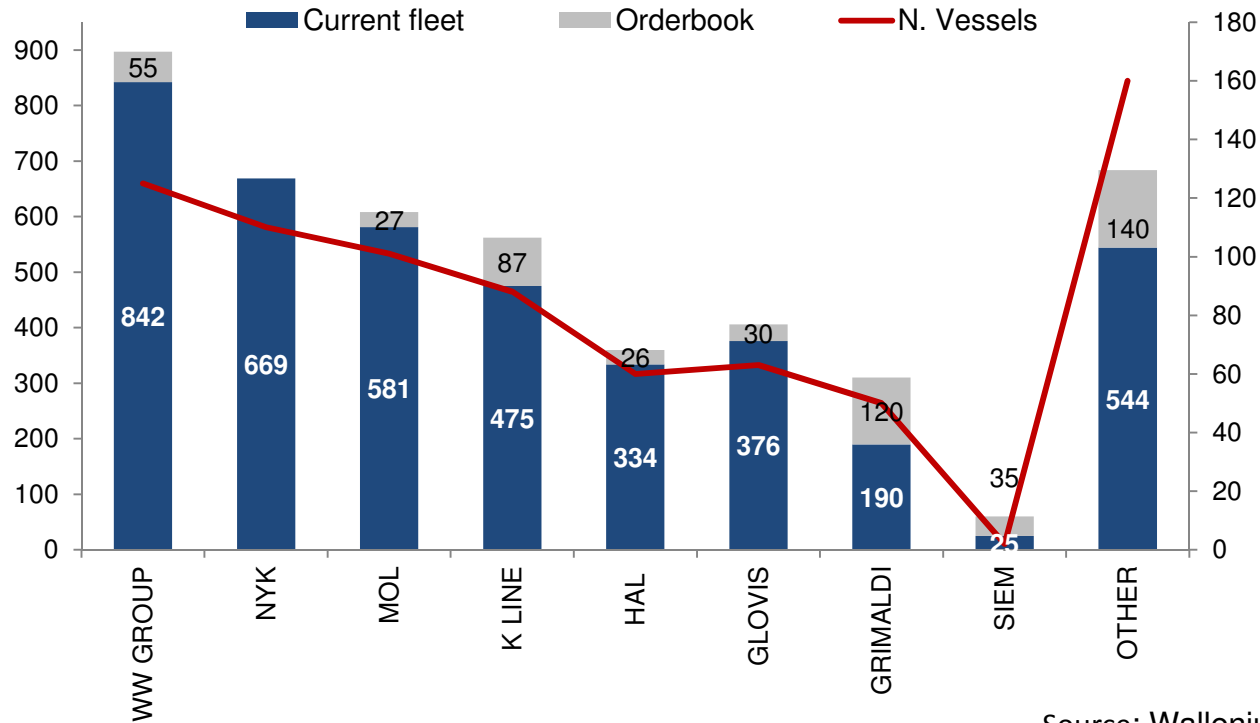
Global auto market growth 2015-2023 – million units



The top world competitors in Ro-Ro Market

- The Ro-Ro market is concentrated in Northern Europe, North Africa and in the Black Sea. We are seeing a strong growth in Southeast Asia and in the Gulf.
- In 2016, Ro-Ro market saw some improvement on previous years.
 - ➡ Economic conditions are improving
 - ➡ The price of oil is decreasing

The top competitor in Ro-Ro: current fleet (KCEU & ships) & Orderbook (KCEU)

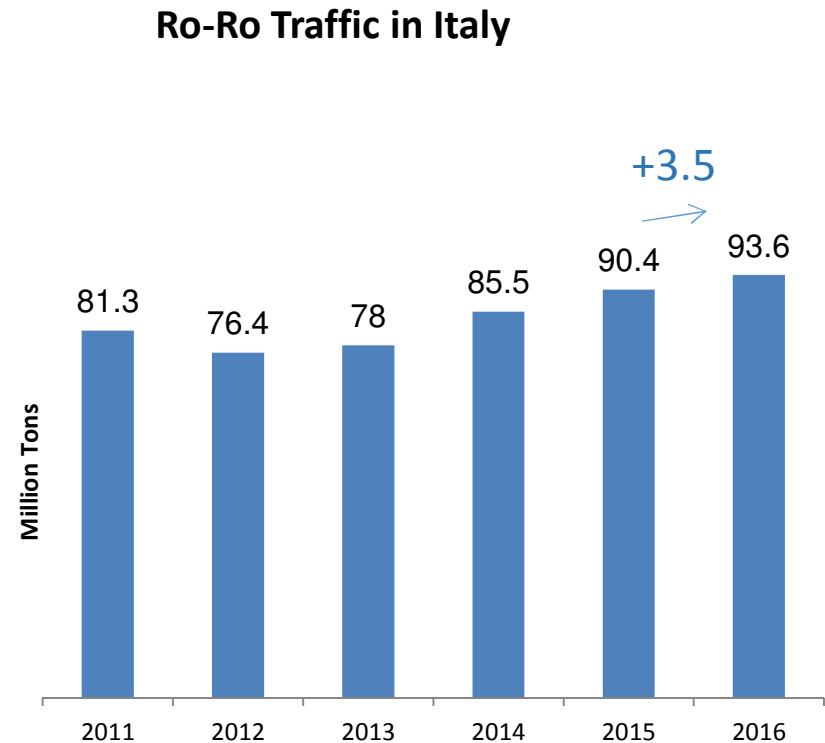


Source: Wallenius Wilhelmsen 2016

Ro-Ro traffic in Italy

- In Italy, the **Ro-Ro** market reached almost **94 million tonnes** (+3.5% on 2015).
- Main Italian Ro-Ro ports are: **Leghorn** (12.4 million Tonnes), **Genoa** (8.6), **Trieste** (8.5), **Catania** (7.1) and **Salerno** (7.0).

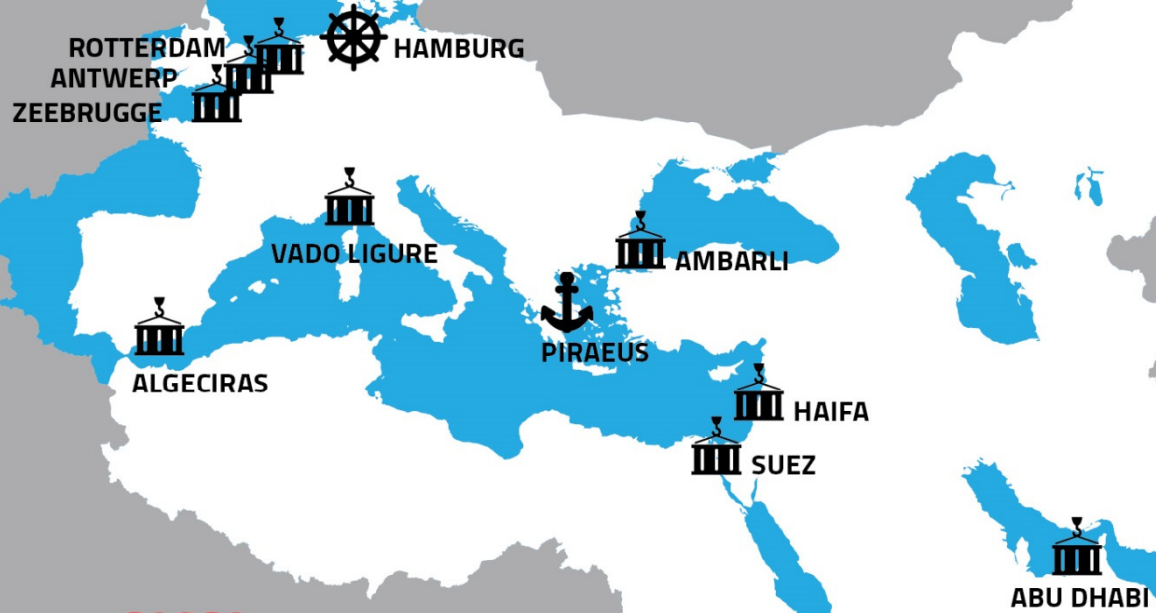
ASP	2016 –tonn.	Var 2015-2016	Var 2012-2016
Asp Tirreno settentrionale (Leghorn Piombino-Elba)	16.775.144	6,5%	55,6%
Asp Tirreno centrale (Napoli/Salerno)	12.850.790	1,2%	4,6%
Asp Ligure occidentale (Genoa/Savona-Vado)	11.435.448	-3,1%	31,7%
Asp M. Sardegna	9.520.217	2,0%	4,6%
Asp Adriatico orientale (Trieste/Monfalcone)	8.735.962	1,8%	57,8%
Asp Sicilia orientale (Catania)	7.018.110	5,9%	66,0%
Asp Sicilia occidentale (Palermo/Termini im)	5.846.162	1,0%	-10,9%
Asp tirr merid/Jonio/stretto (Messina-Milazzo)	5.943.203	1,6%	14,4%
TOTAL	93.609.683	3,6%	22,9%



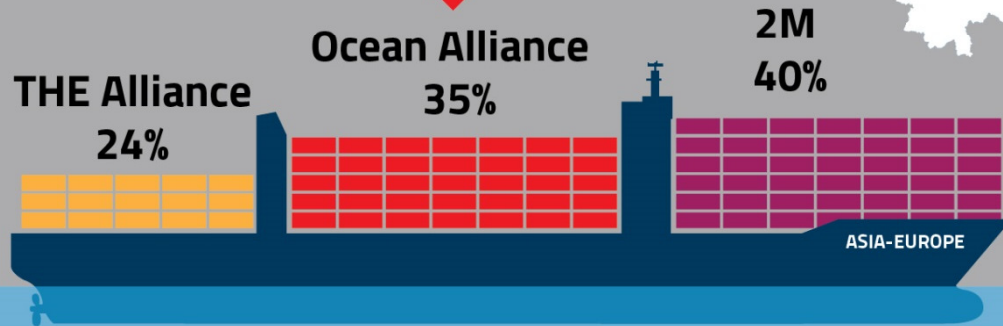
Source: SRM, 2017

Source: SRM on Assoporti & Port Authorities, 2017

China's presence in the Mediterranean, Europe and the Gulf



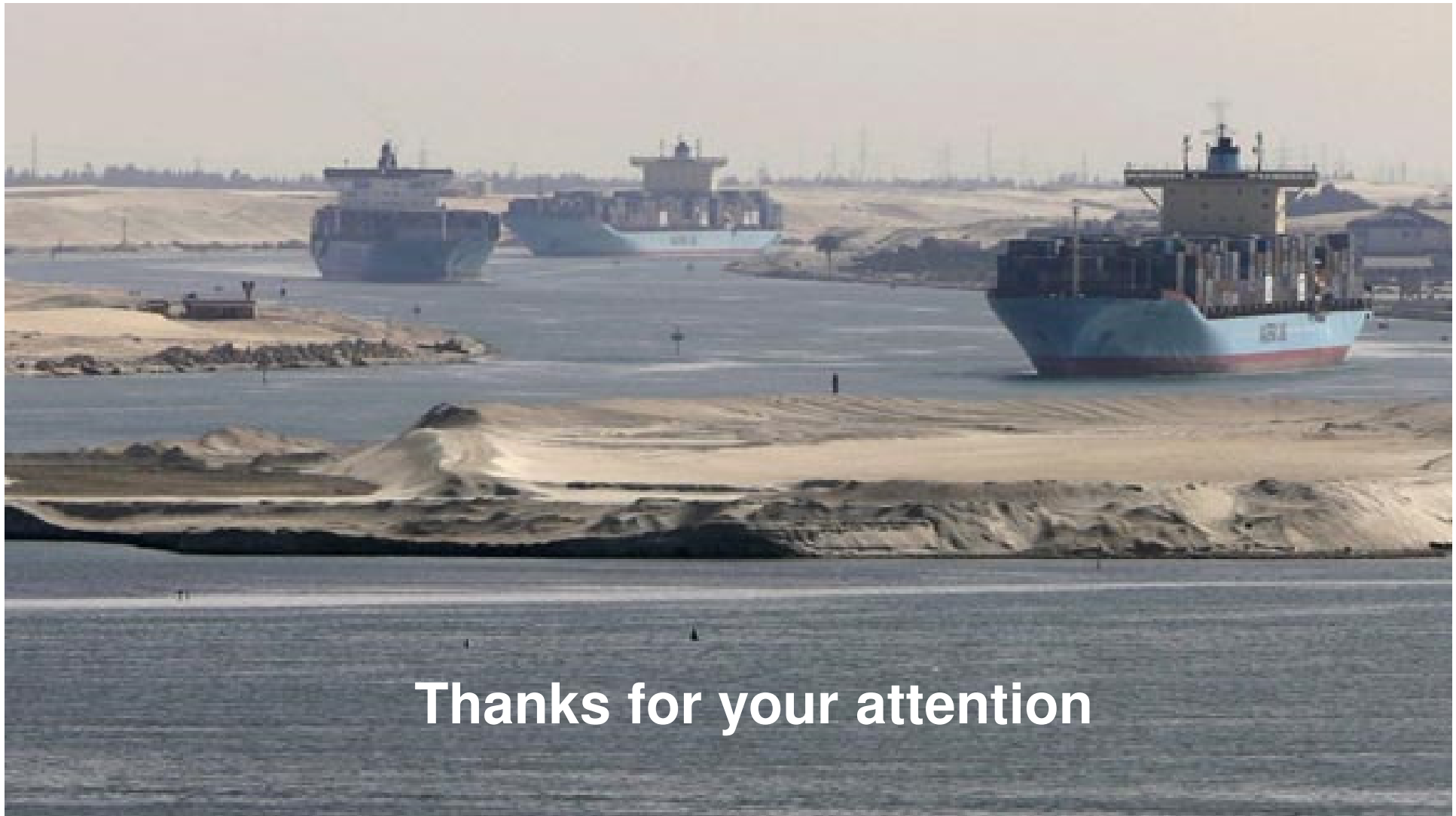
COSCO



-  Control centre intra-European services
-  Investment in terminals
-  Ports acquisition

One Belt One Road





Thanks for your attention

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