MEDCRUISE

The Association of Mediterranean Cruise Ports

CRUISE ACTIVITIES IN MEDCRUISE PORTS: STATISTICS 2014

A MEDCRUISE REPORT

PIRAEUS 2015

CRUISE ACTIVITIES IN MEDCRUISE PORTS: STATISTICS 2014

A MedCruise Report

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The Association of Mediterranean Cruise Ports

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Table of Contents

List of Figures and Tables

PREFACE

I proudly introduce to the cruise world the 2015 edition of the annual MedCruise statistical report "*Cruise activities in MedCruise ports*".

This flagship publication of the Association representing cruise ports in the Mediterranean and its adjoining seas details cruise activities hosted in the Med in 2014. It is part of a series of studies conducted, or commissioned, by MedCruise with the aim being to advance cruise ports competitiveness via benchmarking and sharing of knowledge on industry trends.

MedCruise membership welcomed in 2014 25,8 million cruise passenger movements and 13.716 cruise calls.

The report makes available detailed information of this traffic per port and per region, examining in detail the trends of cruise activities in West Med, Adriatic, East Med and Black Sea ports. It contains an analysis per size of the port, information about seasonality, major variations from previous years and market concentration. Comparisons with data recorded the immediate previous years extract the short-term trends. Comparisons of last five years records enable an understanding of medium-term trends.

With cruise being a dynamic industry that demonstrates a remarkable capacity for growth and change, the cruise world will enjoy authoritative and most useful database and analysis of cruise activities and trends in the second biggest cruise region of the world.

Cruise activities in MedCruise Ports: Statistics 2014 is an internal production of MedCruise. It was prepared by the MedCruise secretariat with the contribution of all the members of the Association. The reported data have been collected by port authorities and/or cruise terminal operators where applicable. Data produced by a third source and used in the report are duly acknowledged.

Published in March 2015, and first presented to the cruise world during its annual meeting in Miami, US, the publication provides to the industry a point of reference to understand the past, present and future cruise industry – all of them useful to make the desired growth in the Mediterranean Sea a sustainable one.

We have experienced a significant period of growth of cruising in the Med and its adjoining seas. The challenge is of course to allow for this level to sustain and to create the background for future growth.

I am confident that, like our Association, this report works towards this end.

Enjoy the reading!!!

Carla Salvadó,
MedCruise President

MEDCRUISE

The Association of Mediterranean Cruise Ports

CRUISE ACTIVITIES IN MEDCRUISE PORTS: STATISTICS 2014

A MedCruise Report

I. INTRODUCTION

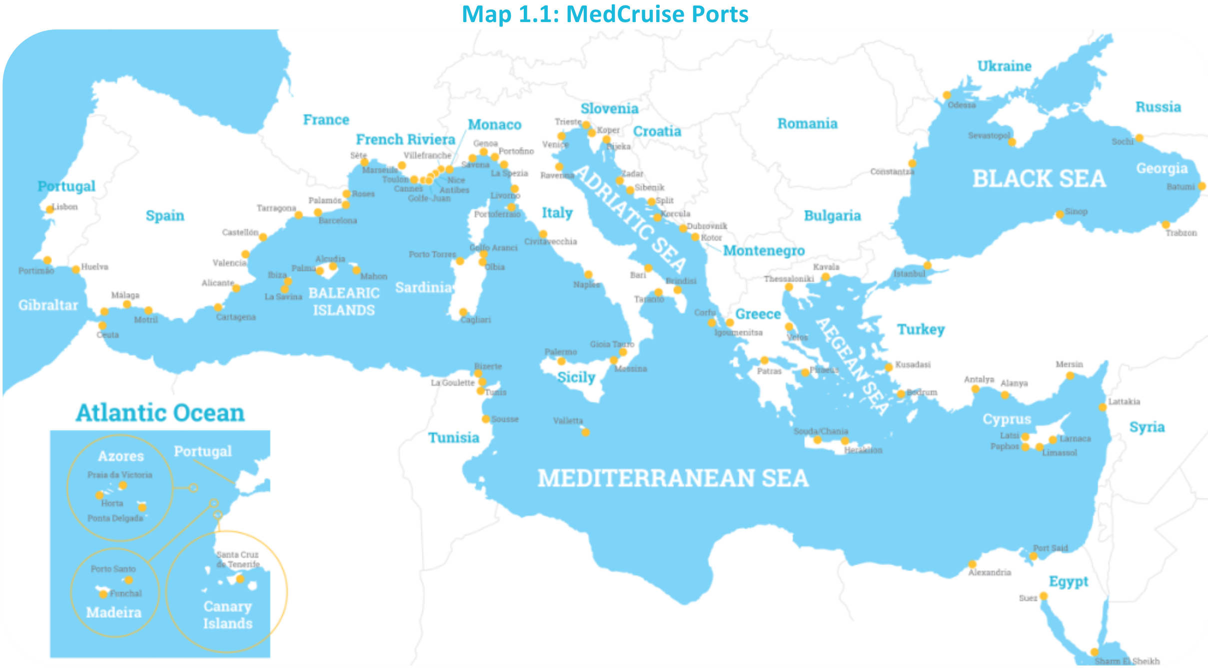
1.1 MedCruise

MedCruise is the Association of Mediterranean cruise ports. Its mission is to promote the cruise industry in the Mediterranean and its adjoining seas. Since its establishment in 1996, the Association assists its members in benefiting from the growth of the cruise industry by providing networking, promotional and professional development tools and opportunities.

Beyond facilitating the interaction of its member ports with cruise lines, MedCruise formulates common positions on questions of common interest on cruise-related policies. It also represents the interests of its membership in international fora. Since 2014, MedCruise is a member of the established within the European Sea Port Organisation (ESPO) *Network of Cruise and Ferry Ports*.

Map 1.1 provides an illustration of the geography of the members of the Association and browses the extent that MedCruise membership spreads in the Mediterranean and the adjoining seas. The Association serves ports of different sizes from diverse regions, countries and cultures in one of the most dynamic cruise regions of the world.

Map 1.1: MedCruise Ports



1.2 The Report

The annual MedCruise statistical report "*Cruise activities in MedCruise ports*" is among the flagship publications of the Association. The report details the actual picture of cruise activities in the Med and its adjoining seas over the past year, reveals the trends and enables the understanding of the present challenges.

This report facilitates the adjustment of MedCruise ports and associate members to contemporary market structures. With cruise being a dynamic industry that demonstrates a remarkable capacity for growth and change, it also provides an authoritative and most useful database and analysis of the trends in the second biggest region of the world, the Med and its adjoining seas.

The report is part of a series of studies conducted or commissioned by MedCruise that examine issues relevant to cruise ports. These studies increase the efficiency of member ports and associate members, by advancing information exchanges on industry developments, organisation, administration and management and, thus promoting best practices. Benchmarking and sharing of knowledge on several topics, including operational, regulatory and financial, issues, are core parts of the life of the Association. These studies are discussed internally. They are also discussed jointly with cruise lines during the MedCruise General Assemblies - allowing MedCruise membership to better understand the findings, identify the responses and enjoy the most benefits possible.

1.3 MedCruise Membership

MedCruise membership continues to grow in numbers. It also expands geographically.

Established in Rome on the 11th of June 1996, by a collaborative agreement between 16 ports located in seven different countries, MedCruise membership spreads today in 20 countries, and three different continents, namely Africa, Asia and Europe (**Table 1.1**).

Table 1.1: Countries represented in MedCruise

Croatia	Montenegro
Cyprus	Portugal
Egypt	Romania
France	Russia
Georgia	Slovenia
Gibraltar	Spain
Greece	Syria
Italy	Tunisia
Malta	Turkey
Monaco	Ukraine

At the end of 2014, the Association has 74 port members, representing more than 100 ports in the Mediterranean region, including the Black Sea, the Red Sea and the Near Atlantic. A decade ago (2005) this membership was standing at half. Four distinctive regions are identified within the broader region. These are West Med, Adriatic Sea, East Med and Black Sea (**Table 1.2**). Reflecting the organizational heterogeneity of port governance and organization, members in several cases represent more than one port in the same geographical area. Thus, the total of the ports that have joined the MedCruise family are well above 100.

Table 1.2: MedCruise Port Members

WEST MED	Alicante	Genoa	Messina	Savona
	Azores	Gibraltar	Monaco	Sète
	Balearic Islands	Gioia Tauro	Motril-Granada	Tarragona
	Barcelona	Huelva	Naples	Tenerife Ports
	Cagliari	La Spezia	North Sardinian Ports	Toulon-Var Provence
	Cartagena	Lisbon	Palamós	Tunisian Ports
	Castellón	Livorno	Palermo	Valencia
	Ceuta	Madeira Ports	Portimao	Valletta
	Civitavecchia	Málaga	Portoferraio	
	French Riviera Ports	Marseille	Portofino	
ADRIATIC	Bari	Koper	Sibenik	Venice
	Brindisi	Kotor	Split	Zadar
	Corfu	Ravenna	Taranto	
	Dubrovnik/Korcula	Rijeka	Trieste	
EAST MED	Alanya	Igoumenitsa	Lattakia	Souda/Chania
	Cyprus Ports	Istanbul	Mersin	Thessaloniki
	Egyptian Ports	Kavala	Patras	Volos
	Heraklion	Kusadasi/Bodrum/Antalya	Piraeus	
BLACK SEA	Batumi	Odessa	Sinop	Trabzon
	Constantza	Sevastopol	Sochi	

NOTE: *MedCruise Membership as of 31 December 2014*

Moreover, 30 associate members, representing, tourist boards and ship/port agents, as well as other associations also share the benefits of being part of the MedCruise family (**Table 1.3**).

Table 1.3: MedCruise Associate Members

Allegra Montenegro	Idu Shipping & Services	MMS - Mercantile Marine Shipping
Aloschi & Bassani	Inflot World Wide	Navigator Travel & Tourist Services
B&A Europe	Intercruises Shoreside & Port Services	Patronat de Turisme Costa Brava
Cemar	Karavanmar Cruise Services	Perez y Cia
CLIA Europe	Karpaten Turism	Salamis Shipping Services
Council of Sant Carles de la Ràpita	Kvarner County Tourism Office	Samer & Co Shipping
Cruise Services	La Goulette Cruise Terminal	Tartus Tour
D'Alessandro Travel	Livorno Port Authority	Transcoma Cruise & Travel
Donomis Cruise Services	Medov S.r.l	Tura Turizm
Hugo Trumpy	MH Bland	Turisme de Barcelona

***NOTE:** MedCruise Membership as of 31 December 2014*

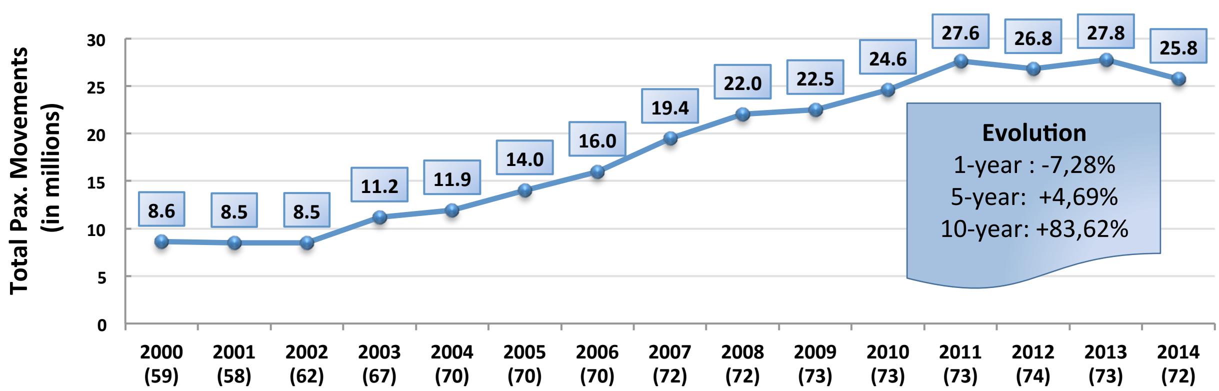
1.4 Evolution of cruise traffic in MedCruise members

The total of cruise passenger visits at the 72 MedCruise port members for which data are available in 2014 reached 25,8 million. Comparing to the previous year, this number is 7,28% lower (**Figure 1.1**), as the cruise passenger movements that had taken place in 2013 were 27,8 million. 2013 stands as the year when all records were broken.

The long-term trends, however, make evident that cruise in the Mediterranean and the adjoining seas is performing remarkably well in a demanding economic context and in some yet rare cases uncertain political climate. The last five years (2010-2014) cruising around the Med experienced growth and resilience in the face of challenges. The recorded statistical data reflect this, as cruise passengers' movements of 2014 total 3,3 million, or 4,7%, more than those that had taken place in 2010.

The aforementioned data of the period 2010-2014 refer to a sample that lags from the total 74 port members of MedCruise by two members. The instability and special conditions that Syria has experienced in the recent past resulted in the absence of on time data collection for Lattakia the last two years. For the very same reason, in the case of Egyptian ports cruise traffic data for 2010 and 2011 are missing but are available from 2012 and thereafter. Unfortunately, another member, Sevastopol failed to report on time data for 2014 with geopolitical developments standing as the reason for this failure.

Figure 1.1: Cruise Passenger Movements in MedCruise port members (2000-2014)



***NOTE:** Missing data since 2010: (2014) Lattakia, Sevastopol / (2013) Lattakia / (2011) & (2010) Egyptian Ports*

The rest of *Section I* provides a presentation of all data collected since 2000, recording the evolution of MedCruise in terms of cruise traffic hosted by its membership; a valuable representation of the expansion of cruising in the Med and its adjoining seas.

Looking further back in the past, two conclusions might be reached when comparing the data of 2014 with those registered a decade before (2005).

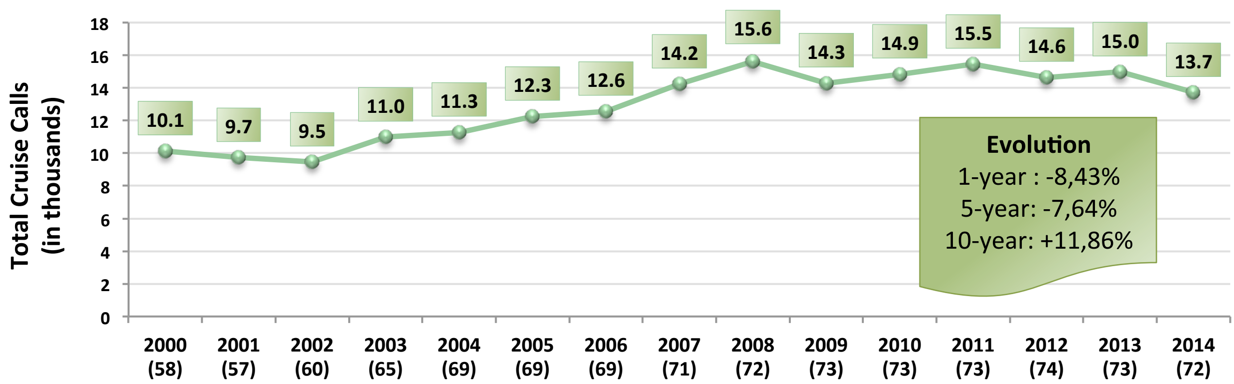
The first one is brought forward by the comparison of the total of passenger visits at the MedCruise port members for which data are available for all these years (that means all cruise port members of 2014 except Azores, Lattakia, Portofino, Sevastopol). The 14 million passengers that visited these 70 ports within 2005 increased to 25,6 million in 2014, a passenger growth of 11,6 million passenger movements, or 83,4%, within the decade 2005-2014. The Mediterranean and the adjoining seas have been among the most dynamic cruise regions of the world.

The second major conclusion refers to the progressive strengthening of the Association itself. A decade ago, in 2005, the total of port members listed in the sample of **Table 1.2** were associated in MedCruise was just 40. That year these ports registered 9,56 million passenger movements. Since then, these ports succeeded to benefit by the rise of cruise activities, not least because they acted effectively and responded through strategies enabling them to generate the best conditions for hosting cruise activities. A decade later, in 2014, MedCruise is further empowered by the fact that 34 more ports have decided to join the association, whereas the initial sample of 40 port members hosted in 2014 16,14 million passenger movements. MedCruise is today one of the major in size and most significant for the cruise sector port associations around the globe.

The total of cruise calls in MedCruise ports in 2014 reached 13.716 (**Figure 1.2**). This represents a total that is lower by 8,4% of the 14.979 cruise calls recorded in 2013. The trend of cruise vessels becoming bigger in size has been deterministic insofar as the number of cruise calls is concerned even when comparing long-term trend. The number of calls recorded in 2014 was 1.889 calls shy of the calls of 2011, the record year in terms of cruise calls in the Med and its adjoining seas. They were also 1.134 calls, or 7,6%, lower comparing to five years before (2010), though still higher by 11,9% comparing to the calls that had taken place a decade ago (2005).

Recalling that since the turn of the century the average size of cruise vessels increased by more than 1.000 passengers per vessel (more information in Section 2 of this report), and that 53 vessels with capacity bigger than 3.000 passengers have been delivered since 2000, makes evident that the fundamentals lead to a continuous slowing down of the number of cruise calls per year even when passenger movements increase.

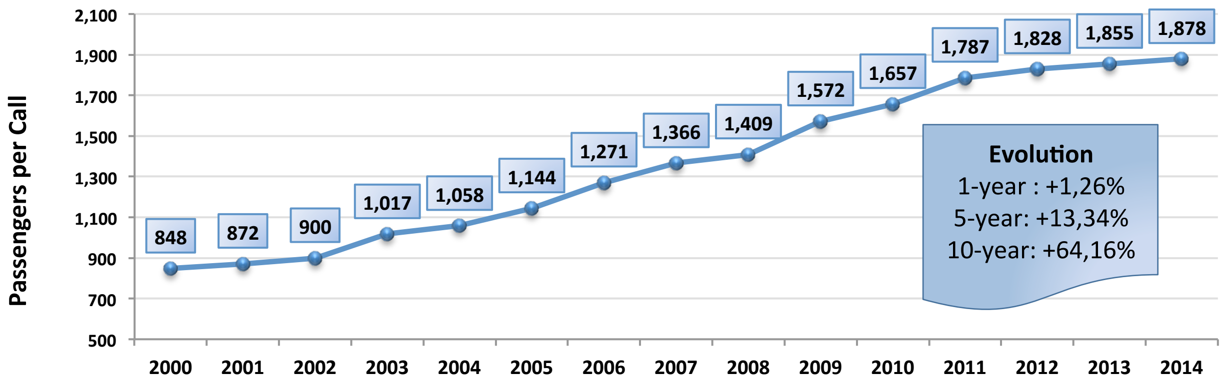
Figure 1.2: Cruise Calls in MedCruise port members (2000-2014)



NOTE: *Missing data since 2010: (2014) Lattakia, Sevastopol / (2013) Lattakia / (2011) & (2010) Egyptian Ports*

The consequences of the changing structures of the cruise industry are further illustrated when comparing the annual total number of cruise calls in MedCruise members with the total passenger movements that took place the very same year (**Figure 1.3**). In this case the link of more passenger visits per each cruise call is evident. This increase has taken place every single year. Thus, the growth over the last five years (2010-2014) stands at +13,3%, while the growth of the last decade equals to the remarkable 64,2%. In absolute numbers, 1.878 passengers moves per call were recorded in 2014, comparing to 1.144 passenger moves in 2005.

Figure 1.3: Average Pax/Call in MedCruise port members (2000-2014)

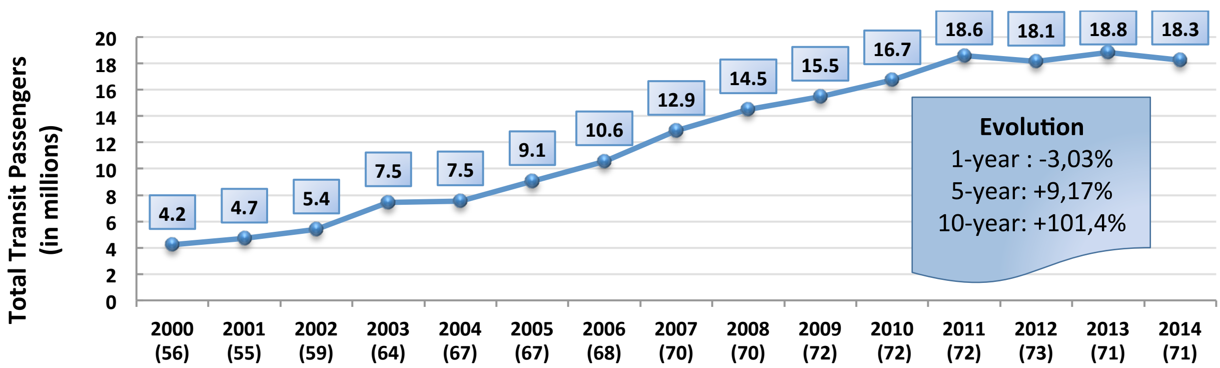


This trend demonstrates the commendable adaptability that MedCruise port members have demonstrated since the turn of the century. In the beginning of the 21st century, a hosting cruise port had to provide operations to welcome, on average, 848 passenger visits per cruise call. Port infrastructure projects are costly, demand a long-term planning, equally long construction period, and have a long life span. Yet, the cruise ports in the Med and its adjoining seas have managed to proceed to such projects wherever needed, collaborate with destination institutions and all relevant stakeholders, and adjust their business models to the needs of the cruise lines. Thus they are currently able to host operations of a different scale in an efficient and effective way.

The total number of transit passengers in 2014 was 18,3 million passenger movements. This equals to 3% lower than the 18,8 million passenger movements that had visited MedCruise ports in 2013, the latter being the record year ever (**Figure 1.4)**.

A substantial growth of passenger movements happened within the most recent five years period (2010-2014). The 5-year growth stands at 9,2%, as 'only' 15,07 million transit passengers cruised the Mediterranean and its adjoining seas in 2010. Impressively, the level of transit cruise passenger movements in 2014 is more than double the 9,1 passenger movements that had taken place a decade earlier (2005).

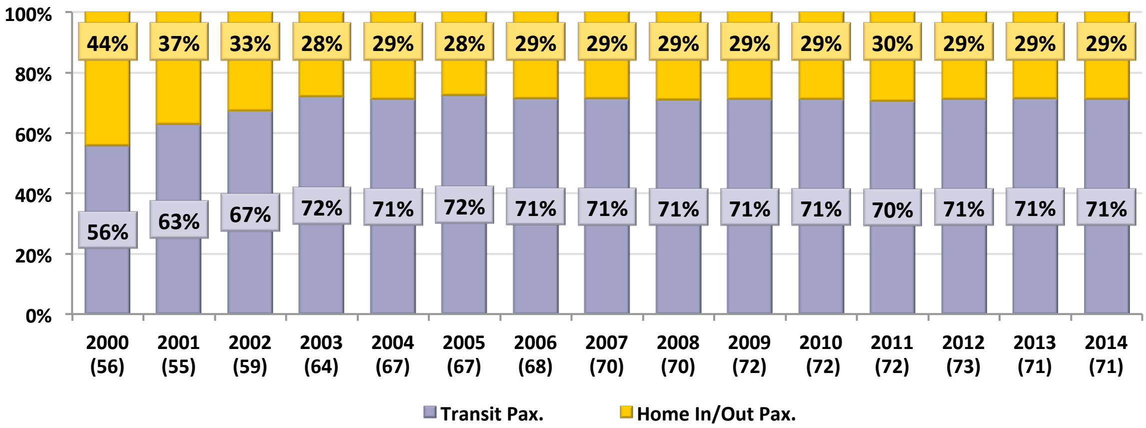
Figure 1.4: Transit Cruise Passengers in MedCruise port members (2000-2014)



NOTE: *Missing data since 2010: (2014) Egyptian Ports, Lattakia, Sevastopol / (2013) Egyptian Ports, Lattakia, Tenerife Ports / (2012) Tenerife Ports/ (2011) Egyptian Ports, Tenerife Ports / (2010) Egyptian Ports, Tenerife Ports*

As **Figure 1.5** illustrates the ratio of transit passenger movements and passengers home-porting from MedCruise ports stands at 72/28. This ratio remains stable over time, and, on average, precisely the same one is observed for the last decade. The industry structures are relevant for the earlier variation but also for the different sample of ports included in the respective measuring. This combination exists because fewer ports were hosting cruise calls a decade ago, and the various itineraries per year were significantly less than those that exist today.

Figure 1.5: Distribution of Cruise Passenger Movements in MedCruise port members (2000-2014)



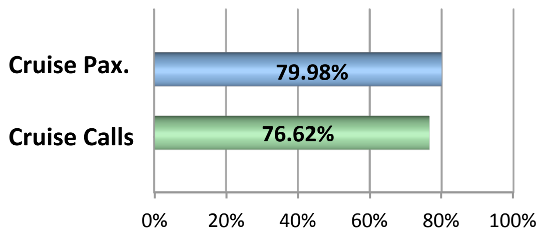
NOTE: *Missing data since 2010: (2014) Egyptian Ports, Lattakia, Sevastopol / (2013) Egyptian Ports, Lattakia, Tenerife Ports / (2012) Tenerife Ports/ (2011) Egyptian Ports, Tenerife Ports / (2010) Egyptian Ports, Tenerife Ports*

Consulting external data, as regards the total passenger and cruise calls traffic in the total of the ports in the Mediterranean and its adjoining seas, it is estimated that through its membership MedCruise represents a share of approximately 80% of the total cruise passenger movements in 226 registered ports of any size (i.e. even one cruise call per year), and 76,7% of the cruise calls that took place in 2014 (**Figure 1.6**).

At the time of publication, discussions with potential port members were at an advanced stage, and are expected to formally conclude during the forthcoming 46th MedCruise General Assembly to be hosted in Zadar, in June 2015.

The ports that are in the process of joining MedCruise will further increase the share of cruise passenger movements and cruise calls that are associated with MedCruise.

Figure 1.6: Estimated MedCruise ports share of total cruise traffic in the Mediterranean in 2014



Source: *MedCruise members for MedCruise ports; For the total of traffic in the rest of the ports in the Med and its adjoining seas: Cruise Market Watch*

1.5 Cruise traffic in MedCruise Ports in 2014

Table 1.4 details the data collected by each MedCruise member port as regards cruise traffic that took place in 2014. These data refer to passenger movements, classification of passengers in either home in/home out or transit, as well as cruise calls.

In the **Appendix**, the reader might find a complete listing of the evolution of these data in the last five years (2010-2014). A detailed analysis of the short-term and medium-term trends refers to all of them bar two (Lattakia and Sevastopol), and is provided in the next sections of the report. In line with the MedCruise constitution, a MedCruise member port might administer or operate multiple ports of the same geographical region. This might occasionally affect to a certain extent specific results of the statistical analysis, for instance rankings or averages.

For reasons of consistency, and therefore for meaningful results, in the subsequent sections the analysis will refer to the sample of 72 MedCruise port members for which all data for all five years are available.

Table 1.4: MedCruise Ports Cruise Traffic data 2014

No	Port	MedCruise Region	Total Pax.	Total Cruise Calls	Home In Pax.	Home Out Pax.	Transit Pax.
1	Alanya	East Med	19.092	23	0	0	19.092
2	Alicante	West Med	34.583	29	77	67	34.439
3	Azores	West Med	95.765	90	188	645	94.932
4	Balearic Islands	West Med	1.587.064	678	606.549		980.515
5	Barcelona	West Med	2.364.292	767	607.110	615.377	1.141.805
6	Bari	Adriatic	561.602	147	73.394	78.662	409.546
7	Batumi	Black Sea	16.233	83	0	8.125	7.809
8	Brindisi	Adriatic	25.450	22	31	17	25.402
9	Cagliari	West Med	81.844	54	71	62	81.711
10	Cartagena	West Med	137.985	109	0	0	137.985
11	Castellón	West Med	130	1	0	0	130
12	Ceuta	West Med	2.432	8	0	0	2.432
13	Civitavecchia	West Med	2.140.039	833	730.938		1.409.101
14	Constantza	Black Sea	69.910	92	2.668	2.381	64.861
15	Corfu	Adriatic	672.368	395	35.720	36.161	600.487
16	Cyprus Ports	East Med	183.507	223	37.430	39.462	106.615
17	Dubrovnik/Korcula	Adriatic	894.216	752	12.395	12.395	869.426
18	Egyptian Ports	East Med	42.690	29	n.a.	n.a.	n.a.
19	French Riviera Ports	West Med	595.685	369		34.791	560.894
20	Genoa	West Med	824.109	209	284.537	286.926	252.646
21	Gibraltar	West Med	299.923	181	0	0	299.923
22	Gioia Tauro	West Med	3.320	6	0	0	3.320
23	Heraklion	East Med	242.951	160	11.724	12.201	219.026
24	Huelva	West Med	0	0	0	0	0
25	Igoumenitsa	East Med	3.096	13	0	0	3.096
26	Istanbul	East Med	589.353	331	73.157	75.140	441.056
27	Kavala	East Med	13.087	26	0	0	13.087
28	Koper	Adriatic	58.970	45	9	38	58.923
29	Kotor	Adriatic	309.322	353	0	0	309.322
30	Kusadasi/Bodrum/Antalya	East Med	761.912	605	106.672	94.470	560.770
31	La Spezia	West Med	483.564	254	20.012	20.268	443.284
32	Lattakia	East Med	n.a.	n.a.	n.a.	n.a.	n.a.
33	Lisbon	West Med	500.872	319	20.129	21.336	459.407
34	Livorno	West Med	626.356	341	1.025	1.063	624.268
35	Madeira Ports	West Med	475.955	285	1.661	1.760	472.534
36	Málaga	West Med	409.298	227	40.056	34.114	335.128
37	Marseille	West Med	1.311.284	497	251.602	254.810	804.872
38	Mersin	East Med	0	0	0	0	0
39	Messina	West Med	319.750	165	10.239	9.712	299.799
40	Monaco	West Med	200.039	182	17.334	15.759	166.946
41	Motril-Granada	West Med	19.589	30	0	0	19.589
42	Naples	West Med	1.113.762	399	49.765	49.658	1.014.339

No	Port	MedCruise Region	Total Pax.	Total Cruise Calls	Home In Pax.	Home Out Pax.	Transit Pax.
43	North Sardinian Ports	West Med	166.985	98	0	0	166.985
44	Odessa	Black Sea	8.506	32	28	16	8.462
45	Palamós	West Med	38.612	36	0	0	38.612
46	Palermo	West Med	531.712	221	33.040	32.895	465.777
47	Patras	East Med	745	2	0	0	745
48	Piraeus	East Med	1.055.556	606	132.115	124.081	799.360
49	Portimao	West Med	14.634	34	993	137	13.504
50	Portoferraio	West Med	27.365	101	0	0	27.365
51	Portofino	West Med	21.579	56	0	0	21.579
52	Ravenna	Adriatic	44.607	38	1.722	1.592	41.293
53	Rijeka	Adriatic	9.026	247	4.488	4.538	0
54	Savona	West Med	1.018.794	279	330.548	337.925	350.321
55	Sète	West Med	9.918	24	1.390	1.427	7.101
56	Sevastopol	Black Sea	n.a.	n.a.	n.a.	n.a.	n.a.
57	Sibenik	Adriatic	12.693	93	0	0	12.693
58	Sinop	Black Sea	16.522	31	0	0	16.522
59	Sochi	Black Sea	34.299	63	12.140	2.369	19.790
60	Souda/Chania	East Med	33.304	38	0	0	33.304
61	Split	Adriatic	184.062	233	173	157	183.732
62	Taranto	Adriatic	582	3	0	0	582
63	Tarragona	West Med	1.894	3	0	0	1.894
64	Tenerife Ports	West Med	840.268	513	n.a.	n.a.	n.a.
65	Thessaloniki	East Med	19.720	31	13	148	19.559
66	Toulon-Var Provence	West Med	341.128	257	14.431*	14.543*	312.154*
67	Trabzon	Black Sea	17.118	31	0	0	17.118
68	Trieste	Adriatic	44.236	24	10.271	14.118	19.847
69	Tunisian Ports	West Med	440.433	175	0	0	440.433
70	Valencia	West Med	372.975	195	39.831	34.076	299.068
71	Valletta	West Med	517.594	302	46.455	47.126	424.013
72	Venice	Adriatic	1.733.839	488	755.934	753.163	224.742
73	Volos	East Med	57.825	53	0	0	57.825
74	Zadar	Adriatic	53.791	77	882	881	52.028

**Analysis only for Toulon – not for Var Provence ports*

*** In line with the MedCruise constitution, a MedCruise member port might manage, administer or operate multiple ports within the same geographical region.*

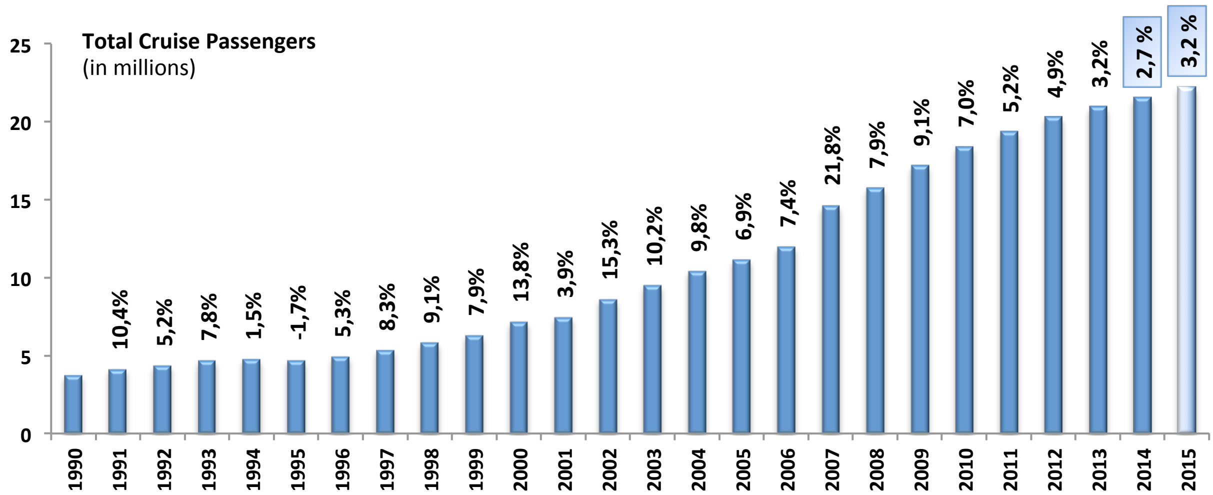
II. CRUISE ACTIVITY TRENDS

2.1 Trends in the Global Cruise Market

The cruise sector around the globe continued to strengthen in 2014. This growth, however, happened at a pace that was slower than any other year since 1995. It is also minor comparing to the remarkable growth trends observed in the earlier years of the decade.

Figure 2.1 visualises the global cruise passenger growth since 1990. The total number of passengers that cruised in 2014 is estimated at almost 22 million passengers. This equals to 2,7% higher than the number of passengers that had cruised the year before. While for other industries this would be an achievement, a note of caution is needed in the case of cruising: this growth means that 2014 was the year with the slowest increase of cruising passengers number of the last 19 years.

Figure 2.1: Global Cruise Passenger Growth (1990-2015)



Source: *Cruise Market Watch*

Cruise Lines International Association (CLIA), in its annual State of the Cruise Industry Report that was revealed in February 2015, is projecting stronger growth for the cruise industry in 2015. Given the strong consumer interest in cruising, the expansion of destinations and itineraries, and not least the further modernisation of the cruise fleet and cruise product, stakeholders look forward to an additional positive year of growth.

While CLIA expects 23 million passengers to cruise within 2015, others make comparatively moderate estimates; i.e. Cruise Market Watch forecasts that the number of passengers to be carried worldwide in 2015 at 22,2 million, a 3,2% increase over 2014. According to the latter source, worldwide sourcing of passengers is expected to be 58,6% North America (Canada, United States and Mexico) followed by Europe (25,9%), Asia (8,5%) and Australia (4,3%).

2.2 Deployment of Cruise Fleet

The Mediterranean and its adjoining seas have been one of the most dynamic cruise regions of the world in recent years. The patterns of cruise fleet deployment around the globe since 2004 (**Figure 2.2**), indicate that the share of the Med increased from 12,6% of the total cruise fleet deployed in 2004 to 17,6% in 2008, and to 21,7% in 2013.

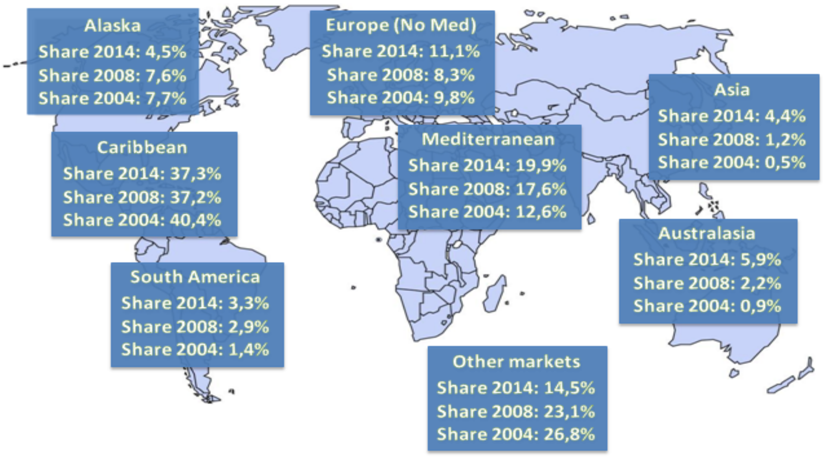
As a result, the Med stands today as the second biggest cruising region of the world, following Caribbean. Today Caribbean and the Med account for more than 67% of the global capacity for cruise.

These positive long-term trends are combined with a less encouraging short-term trend however. The share of the fleet deployed in the Med in the record year 2013 was 21,7% of the globally deployed fleet. As the trends in the other three cruise regions that experienced a continuous growth over that period (Asia, Australasia and South America) demonstrated, deployment patterns are shifting speedily. The last years Asia and Australasia gained shares. The decision of cruise lines to deploy more vessels in Far East, in search for a new dynamic market, and not least a new source market, led to a strong growth in market that till the recent past were only a minor market.

Apparently, the combination of increased demand and effective work by Med ports, destinations and other stakeholders to promote cruise activities have satisfactory served the increasing demand. Yet the short-term trend indicates, further efforts are essential in order for this growth to sustain.

On the positive side, CLIA disclosed in its annual State of the Cruise Industry Report that its member cruise lines are scheduled to debut 22 new ships in 2015.

Figure 2.2: Global Deployment Shares 2014/2008/2004

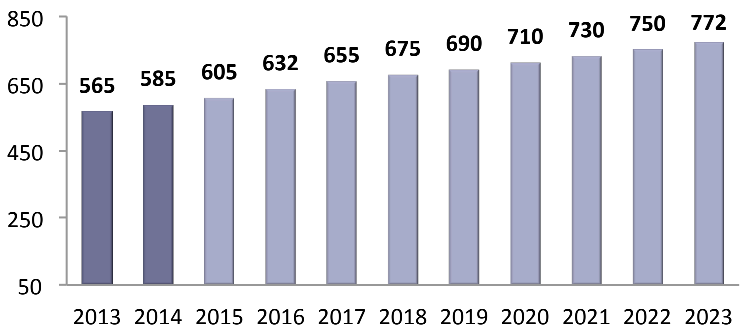


Source: *The Statistics Portal* - www.statista.com*; MedCruise Reports past editions*

According to Seatrade data, the four biggest cruise companies have all planned a significant growth of their fleet capacity, as they battle for market shares with new-build orders. Carnival Corporation, Royal Caribbean Cruise, Norwegian Cruise Line and MSC Cruises have a programme to increase the total of 168 cruise vessels that they operated in 2014 to 184 within a five-year programme. This will increase the deployed berths by 18,8% (from 461.547 to 548.299). Notably, the top four companies currently operate nearly 79% of the global cruise capacity.

In total, global cruise companies capacity in thousand beds deployed increased by 3,54% in 2014 (**Figure 2.3**). Based on the current order books, and further business insights, forecasts suggest that this increase will continue all coming 10 years, even though this might take place at a slightly lower pace. As a result the worldwide deployed berths are expected to surpass the 600.000 mark within 2015, the 700.000 by 2020 and reach 772.000 in 2023.

Figure 2.3: Global Cruise Companies Capacity in thousand beds (2013-2023est)



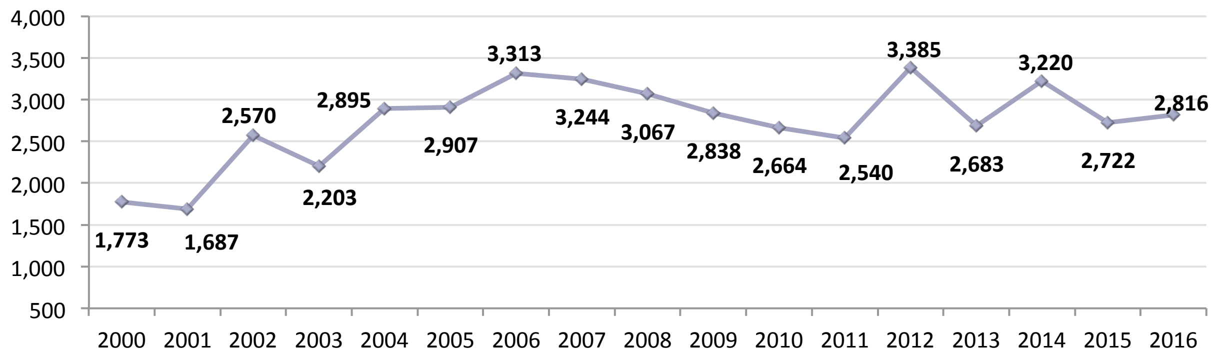
Year	Berths	% annual growth
2013	565.000	2,71%
2014	585.000	3,54%
2015	605.000	3,42%
2016	632.000	4,46%
2017	655.000	3,64%
2018	675.000	3,05%
2019	690.000	2,22%
2020	710.000	2,90%
2021	730.000	2,82%
2022	750.000	2,74%
2023	772.000	2,93%

Source: *Seatrade*

This trend is the immediate result of the order book for new cruise ships. Seven new vessels having a capacity of 20.068 passengers are expected to be delivered in 2015. Further 10 ships, with a 28.937 passengers capacity, will be delivered in 2016. Orders are already in place for cruise ships that will be delivered the following years; 5 ships having a 20.698 passengers capacity will be delivered in 2017, 2 ships of 11.594 total passengers capacity in 2018, whereas a new-built cruise ship of 5.700 passengers capacity is expected to be delivered in 2019.

A stabilisation of the average capacity of cruise vessels is resulting by the trends of deployed and ordered cruise vessels (**Figure 2.4**). According to data collected by Seatrade, the average capacity of operating cruise ships has stabilised in the scale of 2.500-3.200 passengers, for all years since 2009. This range is expected to remain at the 2.700-2.900 passengers capacity per vessel for at least for the current and the coming year.

Figure 2.4: Average capacity of cruise ships (2000-2016)



Source: *Seatrade*

2.3 Cruise Passenger Sourcing

North America remains the dominant source for cruise passengers, with 55% of the total passenger source share in 2013. Other source markets are demonstrating accelerated passenger demand for cruising. The significant growth of internationally sourced passengers includes Europeans (**Figure 2.5**).

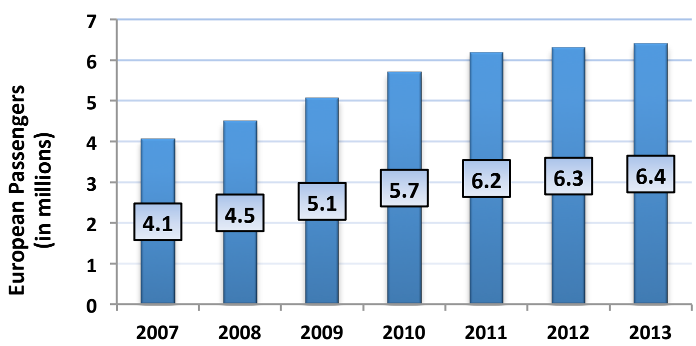
The latest year for which data are available, in 2013, cruise operators around the globe hosted 6,4 million. European cruise passengers, a total that equals 30,1% of the passengers that cruised the specific year.

The UK and Ireland provided 8,1% of the global passenger share, or 1,73 million passengers, recording a 16,4% growth over the last five years.

Germany provided 1,69 million passengers, or 7,8% of the global total (80,5% growth), Italy 4,2%. The other major European passenger sources are France, with 0,52 million passengers or 2,4% of the total, and Spain with 0,52 million passengers, or 2,4% of the total (20,7% growth).

These five largest source countries in Europe accounted for 83% of the passengers sourced from Europe in 2013.

Figure 2.5: European-sourced Passenger Growth



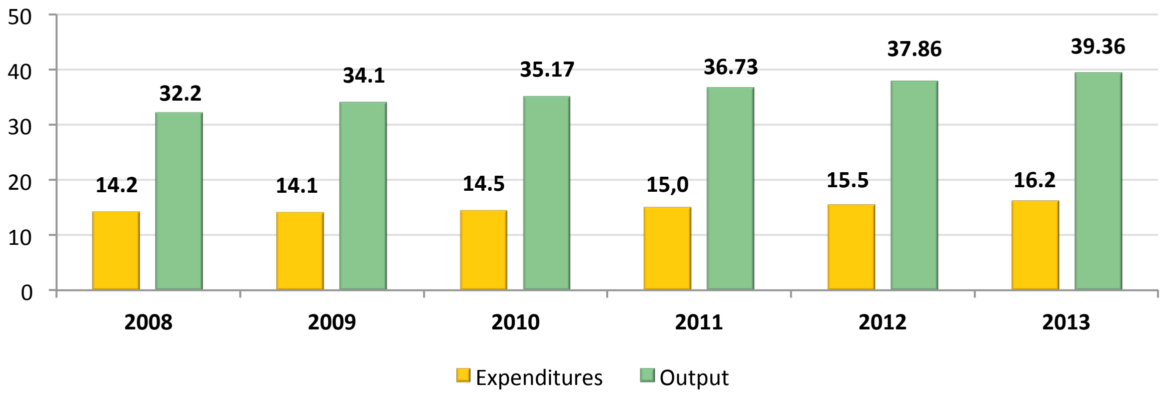
Source: CLIA (2014): Contribution of Cruise Tourism to the Economies of Europe, 2014 Edition; CLIA (2014). The Global contribution of Cruise Tourism 2013. September 2014.

Among other European countries, Switzerland, Norway, Austria and the Netherlands are also source markets providing more than 100.000 passengers per year. Combined, 533.000 passengers were sourced from these four countries in 2013.

2.4 Contribution to the European Economy

The cruise industry generated an estimated 16,2 billion euros in direct expenditures throughout Europe in 2013. These expenditures were derived by four sources (**Figure 2.6**). The first source is cruise passenger expenditures. The second is cruise line purchases in support of their operations. The third is the compensation of cruise line administrative staff and crew in Europe. The fourth one is the construction and maintenance of cruise ships. Shipbuilding alone is estimated to stand at around 15% of the direct economic contribution of the cruise industry in Europe, with the other 85% being the result of the other three sources.

Figure 2.6: Cruise Industry Expenditures and Outcome in Europe (2008 – 2013)



***Source:** CLIA Europe, Contribution of Cruise Tourism to the Economies of Europe, 2014 Edition*

Being the leading shipbuilder in cruise vessels in Europe, and the largest home-porting country, Italy enjoys the biggest share of these expenditures (**Table 2.1**).

The second major benefiter is the UK, the largest source market in Europe. The other European Mediterranean countries that enjoy a substantial share of this direct expenditure are Spain, France, Greece, and Portugal. In the case of the three countries that follow this ranking - Malta, Gibraltar, and Cyprus - the absolute size of the cruise industry direct expenditure is substantially lower.

Table 2.1: Direct Cruise Expenditures by Country

Country	Direct Spending (in million euros)	Share of Total in 2013
Italy	4.571	28,30%
Spain	1.226	7,60%
France	1.076	6,60%
Greece	574	3,50%
Portugal	197	1,20%
Malta	81	0,50%
Gibraltar	61	0,40%
Cyprus	53	0,30%

***Source:** CLIA Europe, Contribution of Cruise Tourism to the Economies of Europe, 2013 & 2014 Editions*

Yet, given the size of these small economies, the significance of the contribution of cruise activities to the respective gross domestic product of each country should not be underestimated. While the mentioned eight Mediterranean countries are included in the list of the top-15 countries where these expenditures are taking place, all the countries in the Mediterranean and its adjoining seas enjoy the benefits of increased cruise activities in the region.

III. TRENDS IN THE MEDITERRANEAN AND ITS ADJOINING SEAS

3.1 Evolution of Cruise Traffic

The report provides in this section a statistical analysis of cruise passenger movements and cruise ship calls in ports in the Mediterranean and its adjoining seas.

This is an analysis of a consistent sample data recorded in 72 MedCruise port members, representing over 100 ports, and an estimated 80% of cruise calls and 77% of passengers that cruise the region per year. It therefore provides an accurate understanding of developments in the specific ports and illustrates the overall trends in the second biggest cruise region of the world.

The full list of the ports included in this analysis, along with the raw material for passenger movements and cruise calls in 2014 and for the five previous years (2010-2014) can be found in the Appendix of the report.

In total, 25.761.721 cruise passenger movements were registered in these MedCruise port members in 2014 (**Table 3.1**). This total represents a 7,2% decrease of passenger movements comparing to the ones that had happened in 2013. The variation however is a positive one when comparing to the number of passenger movements that had taken place five years earlier: Cruise ports in the Med and its adjoining seas hosted in 2014 4,8% more passenger movements than in 2010.

The scale of cruise passengers has exceeded 25 million movements per year every single year since 2011, even though the volatility of the total passenger movements on a year per year basis sustains. The decline of 2014 is the outcome of the emphasis that cruise lines put to the growth of the Asian market, along with the comparatively slow growth of cruise activities around the globe the same year. The challenge for Med ports, destinations and all stakeholders is to transform this drop to a temporary one by providing all those conditions for further growth.

Table 3.1: Evolution of cruise traffic in MedCruise port members (2010-2014)

Year	Total Pax.	% Variation on previous year	Total Calls	% Variation on previous year	Pax/Call	% Variation on previous year
2014	25.761.721	-7,16%	13.716	-7,72%	1.878	0,61%
2013	27.747.998	3,72%	14.864	1,89%	1.867	1,79%
2012	26.752.934	-2,96%	14.588	-4,85%	1.834	1,98%
2011	27.569.575	12,18%	15.331	3,75%	1.798	8,12%
2010	24.577.113	9,58%	14.777	3,95%	1.663	5,42%
2009	22.427.510		14.216		1.578	
Variation 2014/2010		**4,82%**		**-7,18%**		**12,93%**

A total of 13.716 cruise calls took place in the Med and its adjoining seas in 2014. This number represents a 7,7% decrease comparing to the year before. Cruise calls per year were lower than 14.000 for the first time in the last five years. When comparing the calls of 2014 with those of 2010, the former is lower by 1.061 calls or 7,2%.

Evidently, the growth of cruise passenger movements the very same period has been associated with the increase of cruise passengers per vessel by 12,9%. Whereas, on average, in 2010 every cruise call was associated with 1.663 passengers, five years latter each call was linked with 1.878 (12,9% more) passengers.

3.2 Major MedCruise Ports

The ten major ports in the Med and its adjoining seas as regards the hosted annual cruise passenger movements experienced in 2014 a 6,5% decline of the aggregate cruise passenger traffic. This decrease is lower than the average of the respective decline that took place in all ports of the region (**Table 3.2**).

The picture for the individual ports that are included in the specific major-10 list is mixed. Four of the 10 ports recorded a growth of cruise passengers in 2014. The same period the decline of passenger movements in three of the major ports - namely Civitavecchia, Piraeus and Dubrovnik/Korcula - was higher than 15%.

The major four ports in terms of passenger movements retained their ranking for another year. Barcelona remains the top port in the Mediterranean Sea. Hosting 2,36 million passenger movements in 2014 it recorded an annual decrease of 9% comparing to the previous year. Following this decline, Barcelona's traffic has returned to the levels of 2010, with the port recording last year 0,6% more movements than five years earlier.

Civitavecchia is the only other cruise port in the Med that hosted more than two million cruise passengers movements in 2014. The short-term annual variation suggest a drop of the hosted cruise passenger movements by 15,7%, Yet, when focusing on the 2010-2014 variation Civitavecchia registers a sizeable growth of 10%, following an increase of passenger movements from 1,94 millions to 2,35 millions.

Venice stands as the third major cruise port in terms of total passenger movements. The cruise passengers that moved via this port in 2014 decreased by 4,5% comparing to those that had cruise one year earlier. Comparing to the respective number of movements in 2010, Venice recorded a growth of 7,2% within this five years period. As the city experienced a heated discussion on restrictions on the sailing of big in size cruise vessels down the Giudecca canal, it is worth monitoring the long-term effect that related decisions might have on the specific port and not least on the broader region of the Adriatic and the Ionian Sea.

The fourth biggest port in the Med is Balearic Islands, which the last two years has seen the annual cruise passenger movements standing at over 1,5 million per annum. The 3% annual growth of 2014 has brought these movements to a level that is 2,6% higher than in 2010.

Marseille continues to register the most dynamic growth of all MedCruise ports for a second successive year. As a result, it endures rising the rankings of major ports. Two years before, in 2012, this was the 9th biggest port of the 72 ports under examination. At the end of 2014, following a 10,4% annual growth, it stands at the 5th position of this ranking. The growth of 2014 followed a remarkable 33% rise of passenger movements within 2013. The port remains the most dynamic of all even when one compares the medium-term trends. The evolution of traffic that happened in the major ports of the region the last five years suggests that the period 2010-2014 cruise passenger traffic growth in Marseille equals to an 88%.

Savona, which in 2013 was the new entry in the major-10 ports list, continued to grow and consequently rise in the rankings in 2014. Following an 8,5% annual rise of the number of passengers hosted, this port surpassed the one million passenger movements per year milestone. Within a five years period (2010-2014) passenger movements at the port increased by 30,5% and Savona stands now as the 8th biggest port in the Med and its adjoining seas.

The fourth port member that saw the numbers of cruise passenger movements rising in 2014 is Tenerife. Hosting 840.268 passenger movements, a rise of 5,8% comparing to the previous year and 13,5% comparing to 2010, Tenerife now concludes the list of the top-10 ports in the Med at the expense of Genoa, with the latter losing ground to the neighbouring port of Savona.

Two ports that faced considerable decline in the number of passenger movements in 2014, namely Dubrovnik/Korcula (-21,3%) and Piraeus (-19%), along with Naples, which experienced a moderate decline (-5,2%), are the three ports of the major 10 ports in the Med.

Table 3.2: Major MedCruise Port Members (Cruise Pax Movements, 2014)

Rank 2014	(Rank 2013)	Port	Total Pax 2014	Total Pax 2013	2014/ 2013	Total Pax 2010	2014/ 2010
1	(1)	Barcelona	2.364.292	2.599.232	-9,0%	2.350.283	0,6%
2	(2)	Civitavecchia	2.140.039	2.538.259	-15,7%	1.944.723	10,0%
3	(3)	Venice	1.733.839	1.815.823	-4,5%	1.617.011	7,2%
4	(4)	Balearic Islands	1.587.064	1.541.376	3,0%	1.546.739	2,6%
5	(6)	Marseille	1.311.284	1.188.031	10,4%	700.100	87,3%
6	(7)	Naples	1.113.762	1.175.018	-5,2%	1.139.319	-2,2%
7	(5)	Piraeus	1.055.556	1.302.581	-19,0%	1.145.402	-7,8%
8	(10)	Savona	1.018.794	939.038	8,5%	780.680	30,5%
9	(8)	Dubrovnik/Korcula	894.216	1.136.503	-21,3%	936.115	-4,5%
10	(11)	Tenerife Ports	840.268	794.151	5,8%	740.022	13,5%
Total (Major -10)			**14.059.114**	**15.030.012**	**-6,5%**	**12.900.394**	**9,0%**

As regards the 10 major cruise ports in terms of cruise calls per year (**Table 3.3**) the trend is different. To a major extent, this is because the increase of cruise passenger movements is associated in too many cases with calls from bigger vessels, rather than with an increase number of calls. All ports listed in Table 3.3 bar one (Marseille) saw the number of passengers declining within 2014, with the percentage of this drop being double-digit in five of them. As a result the number of calls in the 10 busiest ports of the Med and its adjoining seas in 2014 total 6.138 comparing to 6.659 call in 2013, a decline of 7,8%.

Civitavecchia retains the top position of this ranking with 833 calls in 2014, even though this means a decline by 126 calls, or 13,1% comparing to 2013. Barcelona follows in the list. The decrease of calls at the second busiest port in the Med in 2014 by 8,1% was lower than the one experienced by either the top port of the list or the one ranked third. The latter is Dubrovnik/Korcula which in 2014 experienced a 10,8% decline, thus it dropped to the third position in the list of ports with most port calls. One year earlier it had registered a remarkable 28% increase of cruise calls and had temporarily moved up in the list as the second busiest port of all. That said Dubrovnik/Korcula remains as one of the three ports of the list that in 2014 hosted more calls (6,7%) than in 2013.

The only port that in 2013 managed a higher number of cruise calls compared to 2013 is Marseille. The annual growth in this case is considerable in terms of scale as well, standing at 11,2%. Consequently, the port that had entered the list only a year earlier climbed in the rankings and now is placed as the eight busiest port of all. Modest has been the decline in the case of Tenerife (-1,3%), as well as in Balearic Islands (-3%). Notably, when comparing the cruise vessels calls of 2014 with those of 2010 Marseille and Tenerife are the two ports that have seen the number of cruise calls rising by the remarkable 48,4% in the case of Maseille and the equally significant 32,6% in the case of Tenerife.

Cruise calls in Venice declined by 10,9% in 2014. This is a negative trend that sustained for a second year in line, as in 2013 calls in Venice had declined by 17% comparing to 2012, with the role of regulatory developments demanding a close monitoring of the trends observed in the specific port.

The decline in Venice was not the major decline of all major (in terms of calls) ports however. Piraeus was the port that saw the number of calls declining more than in any other port case; the major Greek port hosted 155 fewer calls than it had done in 2013, a 14,8% decline within one year.

Looking at the evolution of calls within a five year period 2010-2014, the decline of the busiest 10 ports stands at 6,3% of the 2010 calls. On the one hand, two ports, Marseille and Tenerife, achieved a remarkable growth, of 48,4% and 32,6% respectively, aand Dubrovnik/Korcula experience a modest one (6,7%). On the other hand, three ports, Venice, Piraeus and Naples, experienced a significant decline of 22,4%, 24,3% and 25,7% respectively.

Table 3.3: Major MedCruise Port Members (Cruise Calls, 2014)

Rank 2014	(Rank 2013)	Port	Total Calls 2014	Total Calls 2013	2014/ 2013	Total Calls 2010	2014/ 2010
1	(1)	Civitavecchia	833	959	-13,1%	900	-7,4%
2	(3)	Barcelona	767	835	-8,1%	841	-8,8%
3	(2)	Dubrovnik/Korcula	752	843	-10,8%	705	6,7%
4	(5)	Balearic Islands	678	699	-3,0%	723	-6,2%
5	(4)	Piraeus	606	711	-14,8%	799	-24,2%
6	(6)	Kusadasi/Bodrum/ Antalya	605	657	-7,9%	695	-12,9%
7	(8)	Tenerife Ports	513	520	-1,3%	387	32,6%
8	(10)	Marseille	497	447	11,2%	335	48,4%
9	(7)	Venice	488	548	-10,9%	629	-22,4%
10	(11)	Naples	399	440	-9,3%	537	-25,7%
Total (Major -10)			**6.138**	**6.659**	**-7,8%**	**6.551**	**-6,3%**

Observing trends in home-porting (**Table 3.4**), Venice remains the major port in the region, followed by Barcelona. Venice registered more than 1,5 million passengers of this type for a second successive year, as the number of passengers that used Venice as the embarking or disembarking port of their cruise has remained stable in 2014. Barcelona recorded in 2014 18,8% less Home in/out passengers than a year before, with the absolute number standing at 1,22 million passengers. Comparing with five years earlier, Venice hosted in 2014 14,9% more home-porting passengers than in 2010, whereas Barcelona hosted 3,4% less.

The declined numbers witnessed in Barcelona in 2014 as regards home-porting are not unique. Similarly negative was the last year trend in four more ports of the specific list, though the extent of the decline was dissimilar. These four ports are Civitavecchia (-26,2%), Piraeus (-17%), Genoa (-12%) and Bari (-7,9%).

Marseille, Balearic Islands, and Kusadasi/Bodrum/Antalya were the ports of the list that experienced growth of Home in/out passengers in 2014, with the 32,8% rise of movements in Marseille topping the list.

Table 3.4: Major MedCruise Port Members (Home In/Out Pax, 2014)

Rank 2014	(Rank 2013)	Port	Home In/Out Pax 2014	Home In/Out Pax 2013	2014/ 2013	Home In/Out Pax 2010	2014/ 2010
1	(1)	Venice	1.509.097	1.512.596	-0,2%	1.312.895	14,9%
2	(2)	Barcelona	1.222.487	1.506.286	-18,8%	1.265.613	-3,4%
3	(3)	Civitavecchia	730.938	989.998	-26,2%	643.772	13,5%
4	(4)	Savona	668.473	670.031	-0,2%	603.448	10,8%
5	(6)	Balearic Islands	606.549	490.631	23,6%	571.209	6,2%
6	(5)	Genoa	571.463	649.282	-12,0%	571.582	0,0%
7	(7)	Marseille	506.412	381.318	32,8%	268.451	88,6%
8	(8)	Piraeus	256.196	308.705	-17,0%	426.147	-39,9%
9	(9)	Kusadasi/Bodrum/ Antalya	201.142	190.087	5,8%	114.657	75,4%
10	(10)	Bari	152.056	165.031	-7,9%	203.145	-25,1%
Total (Major -10)			**6.424.813**	**6.863.965**	**-6,4%**	**5.980.919**	**7,4%**

Notably, when the last five-year change is under question (2010-2014), only Piraeus (-39,9%) and Bari (-25,1%) experienced a decline of Home in/out passengers. Civitavecchia registered a 13,5% growth and Genoa hosted an equal number of home in/out passengers in 2010 and 2014.

Overall, the 6,24 million passengers that used the 10 major home-porting ports in the Med and its adjoining seas in 2014 were 7,4% more comparing to 5,98 million passengers of 2010. Within 2014 however the number of Home in/out passengers in these 10 ports declined by 6,4%.

In the case of transit cruise passengers (**Table 3.5**), Civitavecchia sustained in 2014 as the major cruise port of the Mediterranean and its adjoining seas. Despite a 9% decrease comparing to 2013, Civitavecchia hosted in 2014 more than 1,4 million transit passengers. This total equals to 108.000 more passengers than those that had cruised transit the specific Italian port in 2010.

Barcelona returned to the second position of the rankings, as transit passengers increased by 4,5% within 2014. This was the most dynamic port in this list during 2014. Naples and Balearic islands stand as the third and fourth most popular ports in the Med as regards transit passengers, even though in 2014 the two experienced a relative decline of transit passengers by 4,7% and 6,7% respectively. Notably, all four biggest ports hosted in 2014 more passengers than those they had hosted in 2010, with the percentage of this growth being of a single digit scale.

Within 2014 the rankings of major transit ports was altered because Dubrovnik/Korcula saw the number of transit passengers to lower by 21,8% comparing to 2013. Following this decline, Dubrovnik/Korcula hosted approximately 50.000 transit cruise passengers, or 5,1%, less transit passengers than in 2010. It also lost dropped from the second to the sixth place of the ranking under examination,.

The two Greek ports that are included in the specific list, Piraeus and Corfu, along with Livorno, experienced a double-digit decline. Piraeus registered the biggest annual decline on an annual basis (-19,6%), whereas Livorno experienced the second biggest one (-14,7%). Notably, one year earlier the aforementioned two Greek ports had recorded a 14% annual growth of transit passengers. The result of this volatility is that Piraeus and Corfu have seen the transit passenger numbers to rise by 11,1% and 10,9% respectively. On the contrary, in 2013 Livorno had recorded another year of substantial decline of transit passengers (-24%). Thus, on a five-year basis, Livorno is the port where the number of transit cruise passengers declined most of all major ports of the list (-19,6%).

The new entry in the list of Table 3.5 is French Riviera Ports, which in 2014 saw the transit passengers increasing by 4.199 passengers (0,8% growth on an annual basis). Hosting 560.894 passengers was enough to surpass Kusadasi/Bodrum/Antalya that, following a 3,9% (22.729 passengers) decline in 2014, hosted just 124 transit passengers less than French Riviera ports and dropped to the 11th position of the rankings.

Table 3.5: Major MedCruise Port Members (Transit Pax, 2014)

Rank 2014	(Rank 2013)	Port	Total Pax 2014	Total Pax 2013	2014/ 2013	Total Pax 2010	2014/ 2010
1	(1)	Civitavecchia	1.409.101	1.548.261	-9,0%	1.300.951	8,3%
2	(3)	Barcelona	1.141.805	1.092.966	4,5%	1.084.670	5,3%
3	(4)	Naples	1.014.339	1.064.329	-4,7%	975.081	4,0%
4	(5)	Balearic Islands	980.515	1.050.745	-6,7%	975.530	0,5%
5	(2)	Dubrovnik/Korcula	869.426	1.111.663	-21,8%	916.089	-5,1%
6	(7)	Marseille	804.872	806.713	-0,2%	431.649	86,5%
7	(6)	Piraeus	799.360	993.876	-19,6%	719.255	11,1%
8	(8)	Livorno	624.268	731.525	-14,7%	776.221	-19,6%
9	(9)	Corfu	600.487	673.916	-10,9%	541.572	10,9%
10	(11)	French Riviera Ports	560.894	556.695	0,8%	627.440	-10,6%
Total (Major -10)			**8.805.067**	**9.630.689**	**-8,6%**	**8.348.458**	**5,5%**

3.3 Major Variations in MedCruise Ports

The following tables portray the major variations when comparing cruise traffic, in terms of total cruise passenger movements (**Table 3.6**), cruise calls (**Table 3.7**), Home in/out (**Table 3.8**) and transit (**Table 3.9**) passengers. In order to better understand the trends, these tables provide both a short-term view by comparing data of 2014 with those of 2013, as well as a medium term perspective by comparing cruise passengers and cruise calls statistics of 2014 with those of 2010.

Aiming to give substance to the analysis, only MedCruise ports having a minimum of 20 cruise calls and/or 10.000 cruise passengers in 2014 have been included in the matrices below.

Brindisi and Kavala are two ports that had failed to reach any of these thresholds in 2013 but in 2014 bested either both conditions (Brindisi) or the cruise calls threshold (Kavala) and are thus included in the analysis.

The ports that have not reached any of these thresholds and have been excluded are Castellón, Ceuta, Gioia Tauro, Huelva, Igoumenitsa, Mersin, Patras, Taranto, and Tarragona. Two of these ports, Gioia Tauro and Taranto, are ports that joined MedCruise in September 2014, as part of their strategy to advance their presence in cruise market.

Remarkable variations of the total passenger movements hosted by each port in the Med were observed within just one year (**Table 3.6**). In 2014, four of the smaller ports, Brindisi, Batumi, Volos, and Sinop enjoyed growth of cruise passenger visits at impressive extends. In the case of Volos this is an achievement of a port that was already enjoying considerable levels of traffic for many successive years (i.e. more than 20.000 passengers per year). The other three ports are completely different cases. In these ports, it is the growth recorded in 2014 that registered, or brought back, these ports to the list of cruise ports in the Med and its adjoining waters with sizeable cruise activities. The challenge for these ports is now to sustain the cruise activities they attracted in 2014, as in some cases exceptional conditions (i.e. Batumi is located in an area where planned itineraries had to adjust and redirected in order to avoid visiting ports in the Black sea that were perceived, justifiably or not, as being close to turbulent conditions in Ukraine and nearby regions) might have led to the recorded annual growth.

La Spezia is the port that registered the fifth biggest percentage growth of all ports in the Med, with the scale of the accomplishment being realised when attention turns to the surge of the absolute number of passenger movements. In total, 269.706 more cruise passengers than a year before visited La Spezia. This result is far more impressive when one recalls that La Spezia tops the very same growth list for a second successive year. Two years before, in 2012, the cruise traffic of La Spezia was just 50.329 passengers.

On the other hand, Ravenna (-54%), Sibenik (-57%), Alanya (-67%) and Souda/Chania (-73%) were those ports that experienced major negative variations between 2014 and 2013. In the case of Sibenik, the decline means that the port did not manage to sustain the increase that had been recorded in 2013. Thus Sibenik returned to the previous levels of cruise passenger movements (12.693 passengers in 2014 vs. 15.355 passengers in 2012). In the case of Souda/Chania the decline by 90.900 less passengers comparing to 2013 is of remarkable scale. Still, even after these levels of decline the number of cruise passengers hosted by the port in 2014 remained substantially higher than those of the beginning of the decade; in 2009 Souda/Chania hosted only 7.720 passengers.

The port that experienced the major decline of all is Odessa. The entire loss of traffic is undisputedly the result of the difficult geopolitical conditions that developed in the region in 2014, making cruising to and from Odessa and nearby ports a remote option for cruise lines and cruise passengers. The improving of these external conditions is expected to revers the picture.

Turning attention to the longer five years trend, as hinted in the earlier parts of the analysis, La Spezia has the most impressive growth of all ports. The record of Batumi in 2014 helped the port to stand at the third place of the list. Despite the fact that in 2014 it hosted half the passenger movements it had hosted in 2013, Ravenna remains among the ports with a most substantial growth since 2010. The other two ports that recorded impressive records are Motril-Granada, which was hardly in the cruise map five years ago, and Constantza.

Table 3.6: Total Cruise Passengers - Major Variations 2014/2013 and 2014/2010

Total Cruise Passengers Major variations 2014/2013				
	Port	2014	2013	Var. 2014/2013
+	Brindisi	25.450	4.628	450%
+	Batumi	16.233	4.562	256%
+	Volos	57.825	20.227	186%
+	Sinop	16.522	6.331	161%
+	La Spezia	483.564	213.858	126%
-	Ravenna	44.607	97.041	-54%
-	Sibenik	12.693	29.784	-57%
-	Alanya	19.092	57.454	-67%
-	Souda/Chania	33.304	124.205	-73%
-	Odessa	8.506	91.949	-91%

Total Cruise Passengers Major variations 2014/2010				
	Port	2014	2010	Var. 2014/2010
+	La Spezia	483.564	44.874	978%
+	Motril-Granada	19.589	2.742	614%
+	Batumi	16.233	3.127	419%
+	Ravenna	44.607	9.153	387%
+	Constantza	69.910	21.286	228%
-	Tunisian Ports	440.433	895.403	-51%
-	Cyprus Ports	183.507	378.909	-52%
-	Alicante	34.583	75.795	-54%
-	Portimao	14.634	33.843	-57%
-	Odessa	8.506	66.010	-87%

Excluding Odessa, which stands as a peculiar case given that the geopolitical conditions almost halted cruise traffic in 2014, Portimao and Alicante faced the major difficulties in attracting passenger movements. These two ports have lost more than half of the annual traffic they recorded in 2010. Cruise ports in two other countries have experienced a major negative variation of similar scale since 2010. Cyprus and Tunisian ports hosted in 2014 half the cruise traffic that they had hosted in 2010.

Some of the smaller ports that were excluded from the analysis - given the thresholds applied - would have been in the list of those experiencing difficulties to rise the number of cruise passenger visits. These ports are Huelva, Mersin, and Castellón.

Table 3.7 presents the major variations observed in 2014 as regards the number of cruise calls per year. Batumi tops the list, as in 2014 it hosted 63 more cruise calls than in 2013. Two years earlier, in 2012, Batumi had hosted only 11 cruise calls. Three Greek ports, Kavala (86%) Thessaloniki (72%) Volos (71%) and another port in the Black Sea, Sinop (72%) join the list of the ports that experienced the most positive variations in cruise calls in 2014.

Table 3.7: Total Cruise Calls - Major Variations 2014/2013 and 2014/2010

Total Cruise Calls Major variations 2014/2013				
	Port	2014	2013	Var. 2014/2013
+	Batumi	83	20	315%
+	Kavala	26	14	86%
+	Thessaloniki	31	18	72%
+	Sinop	31	18	72%
+	Volos	53	31	71%
-	Genoa	209	298	-30%
-	Cagliari	54	94	-43%
-	Ravenna	38	74	-49%
-	Alanya	23	53	-57%
-	Odessa	32	148	-78%

Total Cruise Calls Major variations 2014/2010				
	Port	2014	2010	Var. 2014/2010
+	Batumi	83	10	730,0%
+	La Spezia	254	44	477,3%
+	Sinop	31	8	287,5%
+	Kavala	26	11	136,4%
+	Sochi	63	27	133,3%
-	Brindisi	22	38	-41%
-	Portofino	56	97	-42%
-	Egyptian Ports	29	54	-46%
-	Tunisian Ports	175	406	-57%
-	Odessa	32	132	-76%

When examining the longer five-year period trends, Batumi is also at the top of the list, joined in this case by La Spezia. In the former case, the total of cruise calls in 2014 were 73 more than those of 2010. In the latter case they were 210 more than the 44 cruise calls that La Spezia experienced in 2010. The other three ports that recorded a remarkable growth since 2010 are Sinop (287%), Kavala (136%) and Sochi (133%). One of the ports that are excluded, given the threshold applied, would have been in the list of ports that experienced a major positive variation in cruise calls. This is Igoumenitsa that in 2014 recorded an increase from 1 call in 2010 to 13 in 2014.

On the negative site, the list of ports that experienced considerable decline of home-porting in 2014 comparing to the records of 2013 includes Odessa (-78%), Alanya (-57%), Ravenna (-49%), Genoa (-30%) and Cagliari (-43%).

As regards the evolution of cruise calls since 2010, the list of ports that experienced a major negative change since 2010 is rather different. As expected Odessa (-76%) is present in this list as well, but in this case the other four are Tunisian Ports (-57%), and Egyptian Ports (-46%), two cases that have also been affected by difficult geopolitical conditions within the examined period, Portofino (-42%) and Brindisi (-41%). Nonetheless, the latter represents a case that in 2014 demonstrated a capacity to reverse the negative trend of previous years.

Table 3.8 illustrates the major variations of Home in/out passengers in MedCruise ports. In this case, Palermo (+54%) tops the list, followed by Marseille (33%), Rijeka (27%), which hosts significantly lower home-porting traffic, Balearic Islands (24%) and Toulon-Var Provence (7%).

Considering the five-year trends, Trieste hosted in 2014 Home in/out passenger traffic corresponding to a most remarkable growth. Five years ago was not listed as a port with mentionable home-porting traffic. The same can be said for Sochi that follows in the list of ports that experienced the most positive variation. Valetta (219%) and Marseille (89%) and Kusadasi/Bodrum/Antalya (75%) also recorded substantial growth in the number of Home in/out passengers since 2010.

At the other end of the spectrum, the list of the ports that experienced a major negative variation in 2014 includes Livorno, Split, Ravenna, Cagliari, and Odessa, which today stand as five ports that maintain a marginal home-porting activity. The comparison of 2014 with five years earlier (2010) produces a list of five ports that experienced the major negative variations that includes four different ports. Livorno, which has lost almost all its home-porting traffic (-95% since 2010), is still listed but this time the list includes Thessaloniki and Koper, two ports that did not offer any home-porting in 2014, and the ports of Madeira (-65%) and Malaga (-69%). In the case of two out of five ports the decline is of a substantial scale in terms of actual numbers of passengers; in 2014 Madeira and Livorno hosted 165.697 and 44.245 less passengers respectively than in 2010.

Table 3.8: Total Home In/Out Passengers - Major Variations 2014/2013 and 2014/2010

Total Home In/Out Passengers Major variations 2014/2013				
Port		2014	2013	Var. 2014/ 2013
+	Palermo	65.935	42.869	54%
	Marseille	506.412	381.318	33%
	Rijeka	9.026	7.124	27%
	Balearic Islands	606.549	490.631	24%
	Toulon-Var Provence	28.974	27.087	7%
-	Livorno	2.088	4.991	-58%
	Split	330	1.301	-75%
	Ravenna	3.314	16.827	-80%
	Cagliari	133	5.731	-98%
	Odessa	44	9.389	-99%

Total Home In/Out Passengers Major variations 2014/2010				
Port		2014	2010	Var. 2014/ 2010
+	Trieste	24.389	2.000	1119%
	Sochi	14.509	2.454	491%
	Valletta	93.581	29.362	219%
	Marseille	506.412	268.451	89%
	Kusadasi/Bodrum/ Antalya	201.142	114.657	75%
-	Madeira Ports	3.421	9.841	-65%
	Málaga	74.170	239.867	-69%
	Livorno	2.088	46.333	-95%
	Thessaloniki	161	5.048	-97%
	Koper	47	6.409	-99%

As for the growth in transit passenger movements, which is detailed in **Table 3.9**, Brindisi tops the list followed by Volos, Sinop, La Spezia, and Trabzon (90%). La Spezia was included in the respective list a year ago as well, as the variation of transit passengers traffic between 2013 and 2012 was 323%. Not surprisingly, the same port tops the list with reference to the medium-term variations. La Spezia recorded the major growth of all, whereas, Motril-Granada, Ravenna, Zadar, and Sinop have also recorded remarkably positive changes since 2010.

Table 3.9: Total Transit Passengers - Major Variations 2014/2013 and 2014/2010

	Total Transit Passengers Major variations 2014/2013			
	Port	2014	2013	Var. 2014/2013
+	Brindisi	25.402	4.509	463%
+	Volos	57.825	20.227	186%
+	Sinop	16.522	6.331	161%
+	La Spezia	443.284	212.351	109%
+	Trabzon	17.118	9.032	90%
-	Ravenna	41.293	80.214	-49%
-	Sibenik	12.693	29.784	-57%
-	Alanya	19.092	57.454	-67%
-	Souda/Chania	33.304	124.205	-73%
-	Odessa	8.462	82.560	-90%

	Total Transit Passengers Major variations 2014/2010			
	Port	2014	2010	Var. 2014/2010
+	La Spezia	443.284	44.874	888%
+	Motril-Granada	19.589	2.742	614%
+	Ravenna	41.293	9.153	351%
+	Zadar	52.028	14.688	254%
+	Sinop	16.522	5.266	214%
-	Tunisian Ports	440.433	895.403	-51%
-	Alicante	34.439	75.795	-55%
-	Portimao	13.504	33.086	-59%
-	Cyprus Ports	106.615	272.231	-61%
-	Odessa	8.462	66.010	-87%

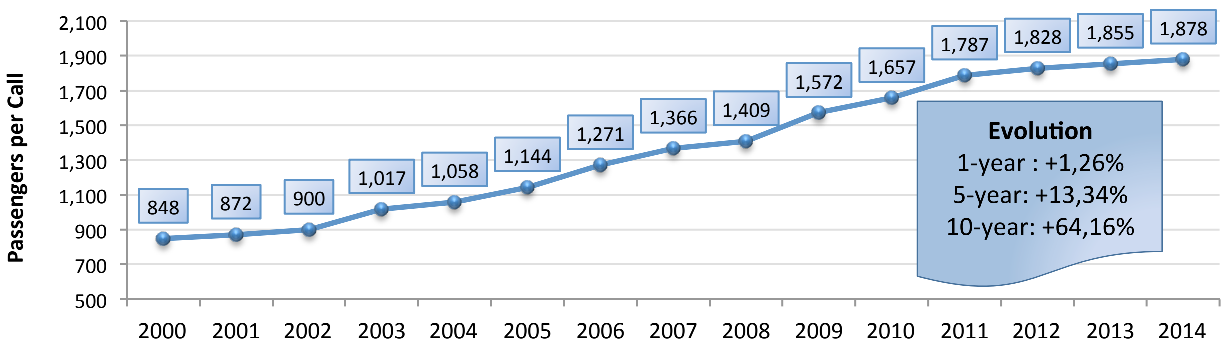
The list of ports that in 2014 experienced major decline in the annual transit passenger movements includes Odessa (-90%), Souda/Chania (-73%), Alanya (-67%), and Sibenik (-57%). As regards the five year period (2010-2014) the list of ports that experienced the major negative variation is different in all respects bar the case of Odessa. Beyond the latter port (-87% variation since 2010), the other four ports with the major drop of transit passenger movements since 2010 are Cyprus Ports (-61%), Portimao (-59%), Alicante (-55%) and Tunisian Ports (-51%).

3.4 Passengers per Call

Within five years, the average number of passengers per cruise call increased by 13,3%, or from 1.657 to 1.878 passengers per call (**Figure 3.4**). The increase within the last decade is even more impressive; Each cruise call in the Med and its adjoining seas in 2005 was resulting on average 1.144 passenger movements, or 734 less passengers than those associated with a call in 2014. Larger cruise ships tend to have lower average labor costs than smaller ships - for example, a 5.000 plus-cruise vessel has one crew member for every 2,6 passengers, while a 2.000 passenger one has one crew member for every 2,1 passengers – leading to the continuous increase of cruise fleet.

The deployment of bigger vessels in the Mediterranean and the adjoining seas is evident, by the continuous increase of the average number cruise passengers that reach a destination via one call alone.

Figure 3.1: Average Pax/Call in MedCruise port members (2000-2014)



The increase noted in 2014 comparing to 2013 was of the marginal 1,26% scale. Yet the deployment of vessels like the Oasis of the Seas in the Mediterranean the second half of 2014, along with the trends observed in the shipbuilding order book are expected to affect the specific numbers and sustain the overall trend of growing numbers of cruise passengers per visit.

This overall trend is further evident when focusing on the growth of passengers per call in the 20 MedCruise ports that maintain the highest pax/call ratio (**Table 3.10**). Five ports host more than 3.000 pax/call, whereas nine more ports host more than 2.000 pax/call.

Genova tops the list with 3.943 pax/call following a major 11,8% annual increase of passengers/call in 2014, or 19,6% when the focus is on the variation between 2014 and 2010. Bari, Savona, Venice and Barcelona are the other four ports hosting more than 3.000 pax/call. Bari (3.820 pax/call) is a port that registered a substantial (8%) increase of pax/call in 2014, and a 14,4% increase comparing to the pax/vessels of 2010. Venice stands as the port that experienced the major increase of pax/call the last five year, a growth of 38,2% that is second to none of the major 10 ports of the list. Savona is the only case of the top-10 ports that pax/call declined the last five years (-18%).

Looking at the major-20 list, the major annual growth in 2014 was observed in La Spezia (32,6%) where the average pax/call increased from 1.435 to 1.904; Malaga (12,5%) where the average pax/call increased from 1.602 to 1.803, and Palermo (10,6%) where the average grew from 2.175 to 2.406. The major decline of pax/call in 2014 took place in Trieste (-16%) where the average number of passengers per call declined from 2.195 to 1.843. Yet this port has seen the major increase of pax/call over the last five years, as in 2010 each cruise call was leading to 577 passenger visits.

Table 3.10: Cruise Pax/Cruise Call - Major 20

No	Port	Pax/Calls 2014	Pax/Calls 2013	Variation 2014/2013	Pax/Calls 2010	Variation 2014/2010
1	Genoa	3.943	3.524	11,9%	3.296	19,6%
2	Bari	3.820	3.537	8,0%	3.340	14,4%
3	Savona	3.652	3.896	-6,3%	4.487	-18,6%
4	Venice	3.553	3.314	7,2%	2.571	38,2%
5	Barcelona	3.083	3.113	-1,0%	2.795	10,3%
6	Naples	2.791	2.670	4,5%	2.122	31,6%
7	Marseille	2.638	2.658	-0,7%	2.090	26,2%
8	Civitavecchia	2.569	2.647	-1,30%	2.161	20,90%
9	Tunisian Ports	2.517	2.543	-1,00%	2.205	14,10%
10	Palermo	2.406	2.175	10,60%	2.146	12,10%
Major-10		**30.972**	**30.077**	**2,98%**	**27.213**	**13,81%**
11	Balearic Islands	2.341	2.205	6,2%	2.139	9,4%
12	Messina	1.938	2.199	-11,9%	1.726	12,3%
13	Valencia	1.913	2.122	-9,8%	1.616	18,3%
14	La Spezia	1.904	1.435	32,6%	1.020	86,7%
15	Trieste	1.843	2.195	-16,0%	577	219,5%
16	Livorno	1.837	1.754	4,7%	1.619	13,4%
17	Malaga	1.803	1.602	12,5%	2.053	-12,2%
18	Istanbul	1.781	1.675	6,3%	918	94,1%
19	Piraeus	1.742	1.832	-4,9%	1.434	21,5%
20	Valletta	1.714	1.725	-0,6%	1.763	-2,8%
Major-20		**49.788**	**48.821**	**1,98%**	**42.078**	**18,32%**

A notable result is reached when comparing the growth of the pax/call in the major-10 ports included in the list with those 10 ports that follow. The major-10 ports in terms of pax/call saw in 2014 the number of passengers per call growing at a slightly faster pace than in the case of the following 10 major ports. Comparing annual variations, in the case of major top-10 the pax/calls ratio increased by almost 3% whereas in the case of the top-20 ports the increase was almost 2%. That said, the five-year variation indicates a growth of pax/call in the case of the top-10 that stands at 13,81% when the total of 20 ports grew by the comparatively higher 18,32%.

3.5 Cruise Traffic Concentration

A parameter worth examining is the extent that cruise passenger traffic is concentrated in few MedCruise ports alone. Examining the shares of the top-20 MedCruise ports (**Table 3.11**) provides useful insights. There are eight ports hosting passenger traffic that exceeds one million passenger movements per year. The two major of them, Barcelona and Civitavecchia, host more than two million passengers per annum each. There are also 12 more ports that hosted more than 500.000 passenger movements within 2014.

In aggregate, the major-5 ports in terms of passenger movements had in 2014 a share standing at 35,4% of the total passenger movements in the Med and its adjoining seas, and at 2,2% higher than the share of the major-5 cruise ports in 2010. The same trend is observed when focusing on the major-20 ports. This group of ports increased their share by 1,7% within the recent five years time, as in 2014 they hosted 78,4% of the total cruise passengers movements in the region comparing to the 76,7% of the respective total in 2010.

Table 3.11: Major 20 MedCruise Ports - Cruise Pax. Concentration

No	Port	Total Pax. 2014	2014	2013	2012	2011	2010
1	Barcelona	2.364.292	9,2%	9,4%	9,0%	9,6%	9,6%
2	Civitavecchia	2.140.039	8,3%	9,1%	8,9%	9,3%	7,9%
3	Venice	1.733.839	6,7%	6,5%	6,6%	6,5%	6,6%
4	Balearic Islands	1.587.064	6,1%	5,6%	5,0%	5,8%	6,3%
5	Marseille	1.311.284	5,1%	4,3%	3,3%	2,9%	2,8%
Major 5 – SUM		**9.136.518**	**35,4%**	**34,9%**	**32,9%**	**34,2%**	**33,2%**
6	Naples	1.113.762	4,3%	4,2%	4,8%	4,7%	4,6%
7	Piraeus	1.055.556	4,1%	4,7%	4,5%	5,4%	4,7%
8	Savona	1.018.794	3,9%	3,4%	3,0%	3,4%	3,2%
9	Dubrovnik / Korcula	894.216	3,5%	4,1%	3,7%	3,7%	3,8%
10	Tenerife Ports	840.268	3,3%	2,9%	3,3%	3,0%	3,0%
Major 10 – SUM		**14.059.114**	**52,3%**	**54,5%**	**54,2%**	**52,3%**	**54,4%**
11	Genoa	824.109	3,2%	3,8%	3,0%	2,9%	3,5%
12	Kusadasi/Bodrum/ Antalya	761.912	3,0%	2,8%	2,9%	2,9%	2,7%
13	Corfu	672.368	2,6%	2,7%	2,5%	2,3%	2,4%
14	Livorno	626.356	2,4%	2,7%	3,9%	3,6%	3,3%
15	French Riviera Ports	595.685	2,3%	2,2%	2,6%	2,4%	2,7%
16	Istanbul	589.353	2,3%	2,5%	2,1%	2,4%	2,0%
17	Bari	561.602	2,2%	2,2%	2,3%	2,1%	2,1%
18	Palermo	531.712	2,1%	1,5%	1,3%	2,1%	1,6%
19	Valletta	517.594	2,0%	1,7%	2,3%	2,0%	2,0%
20	Lisbon	500.872	1,9%	2,0%	2,0%	1,8%	1,8%
Major 20 – SUM		**20.240.677**	**78,4%**	**78,2%**	**77,1%**	**79,0%**	**76,7%**

Cruise calls in the Med and its adjoining seas record a lower level concentration than passenger movements. There are six ports that host over 600 cruise calls per year, and 11 more that host more than 300 cruise calls. The major-20 ports hosted in 2014 a total of 9.369 calls.

In 2014, the five ports with most calls per year hosted 3.636 calls, or 26,5% of the total. This percentage is slightly lower than the 26,9% that they had shared five years before (2010). The picture is similar irrespective of whether the focus is on the major-10 ports only (44,7%, or 6.138 calls in 2014, with this share being 44,3% in 2010), or expands to include all major-20 ports (68,3% in 2014, with this share being 68,4% in 2010).

Table 3.12: Major 20 MedCruise Ports - Cruise Calls Concentration

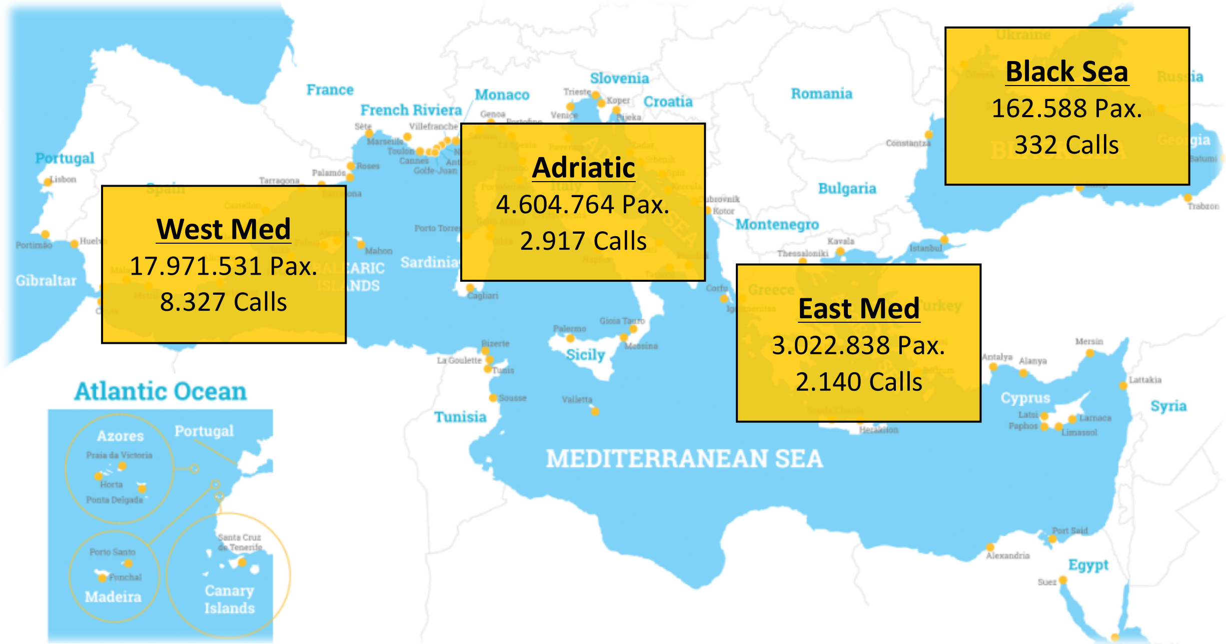
No	Port	Total Calls 2014	2014	2013	2012	2011	2010
1	Civitavecchia	833	6,1%	6,5%	7,1%	6,5%	6,1%
2	Barcelona	767	5,6%	5,6%	5,3%	5,7%	5,7%
3	Dubrovnik / Korcula	752	5,5%	5,7%	4,5%	4,4%	4,8%
4	Balearic Islands	678	4,9%	4,7%	4,3%	4,0%	4,9%
5	Piraeus	606	4,4%	4,8%	5,2%	6,1%	5,4%
Major 5 - SUM		**3.636**	**26,5%**	**27,2%**	**26,5%**	**26,8%**	**26,9%**
6	Kusadasi/Bodrum/ Antalya	605	4,4%	4,4%	4,7%	4,6%	4,7%
7	Tenerife Ports	513	3,7%	3,5%	3,7%	3,0%	2,6%
8	Marseille	497	3,6%	3,0%	2,4%	2,7%	2,3%
9	Venice	488	3,6%	3,7%	4,5%	4,3%	4,3%
10	Naples	399	2,9%	3,0%	3,6%	3,4%	3,6%
Major 10 - SUM		**6.138**	**44,7%**	**44,8%**	**45,4%**	**44,9%**	**44,3%**
11	Corfu	395	2,9%	3,2%	3,3%	3,0%	2,9%
12	French Riviera Ports	369	2,7%	2,8%	2,7%	2,8%	3,4%
13	Kotor	353	2,6%	2,6%	2,4%	2,1%	2,1%
14	Livorno	341	2,5%	2,8%	3,2%	3,2%	3,4%
15	Istanbul	331	2,4%	2,7%	3,3%	3,7%	3,6%
16	Lisbon	319	2,3%	2,4%	2,2%	2,2%	2,0%
17	Valletta	302	2,2%	1,9%	2,1%	2,0%	1,9%
18	Madeira Ports	285	2,1%	2,0%	2,3%	2,0%	2,0%
19	Savona	279	2,0%	1,6%	1,4%	1,5%	1,2%
20	Toulon-Var Provence	257	1,9%	1,8%	1,6%	0,5%	1,6%
Major 20 - SUM		**9.369**	**68,3%**	**68,6%**	**69,9%**	**67,9%**	**68,4%**

IV. ANALYSIS PER MEDCRUISE REGION

4.1 The MedCruise Regions

MedCruise membership spreads in four distinctive geographical regions, each of them having its own dynamics. The four regions are the West Med, the Adriatic, the East Med, and the Black Sea respectively. This section of the report provides an analysis of the statistics per MedCruise region (**Map 4.1**).

Map 4.1: Cruise Traffic by MedCruise Region in 2014



A total of 38 MedCruise members are located in the West Med region (**Table 4.1**). The total of cruise passenger movements that took place in these ports in 2014 reached 17,97 millions. This total equals to a 4,7% decrease comparing to 2013. Yet, this is a growth of 4% comparing to the 2010 passenger movements (**Table 4.2**). The number of cruise calls in the West Med ports was 8.237. This represents a decrease of 6,2% comparing to 2013, or 4% comparing to the 2010 cruise calls (**Table 4.3**). This is the biggest region of the four in terms of the share of cruise activities hosted, as West Med ports in 2014 accommodated 69,8% of the total passenger movements that took place in the Med, and a 60,7% share of the respective number of cruise calls (**Figure 4.1**).

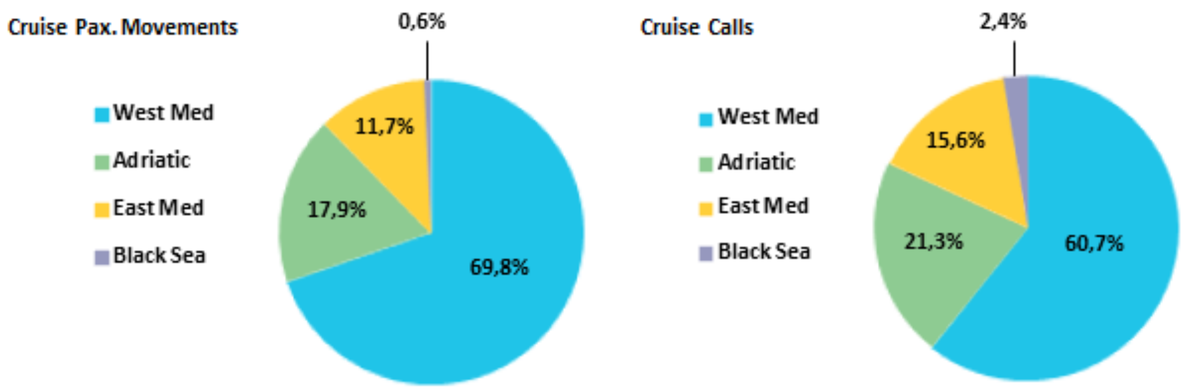
Table 4.1: Total Cruise Traffic 2014

Region	No.of members	Total Cruise Pax.	Total Cruise Calls	Home In/Out Pax.	Transit Pax.
West Med	38	17.971.531	8.327	4.922.458	12.208.805
Adriatic	14	4.604.764	2.917	1.796.741	2.808.023
East Med	14	3.022.838	2.140	706.613	2.273.535
Black Sea	6	162.588	332	27.727	134.562

There are 15 MedCruise member ports located in the Med, with the trends observed in all bar Lattakia analysed in this section. Based on the 2014 data, the 14 East Med ports share 11,7% of the total passenger movements and 15,6% of the cruise calls that that take place in the Med per year. In particular, these ports registered in 2014 a total of 3,02 million cruise passenger movements. This total equals to a 15,6% decline comparing to 2013 and a minor drop of 1,2% comparing to 2010. The annual number of calls in these ports during 2014 was 2.140. This record is 11,9% lower than the calls of the previous year, and 22,8% lower comparing to the calls that had taken place in 2010.

The Black Sea is the smallest distinctive geographical region as regards the magnitude of cruise activities. In total, the Black Sea region represented in 2014 only 0,6% of the annual passenger movements and 2,9% of the annual cruise calls. Comparing to the previous year, the six MedCruise ports in the region hosted only 13,4% passenger movements less and precisely the same number of cruise calls as during 2013. The total of cruise passenger movements and cruise calls registered in 2014 stand at 162.588 passengers and 332 calls respectively. D espite the cancellations resulted by the difficult political context that emerged in 2014 in Ukraine and the nearby area, comparing to 2010 Black Sea port recorded in 2014 28,2% more passenger movements and 32,8% more cruise calls.

Figure 4.1: Cruise Passenger Traffic Shares 2014 per Region



4.2 Cruise traffic evolution per region

Table 4.2 presents in detail the evolution and variation of cruise passenger movements per region in the last five years, providing a clear picture of the mid term trends. Following a 28,2% growth during the Black Sea remains the most dynamic region when one compares 2014 volumes with those of 2010. The Adriatic is the second region that enjoyed double-digit growth (12,8%) during this five year period. The growth of passenger movements in the West Med was 4%. East Med is the only region that at the end of 2014 stands at slightly less (-1,2%) cruise passenger movements per annum. The fact that some parts of the region experienced within these years several cases of economic, social and/or political instability seems to not be irrelevant of the trends observed in the East Med.

Table 4.2: Total Cruise Passenger Movements per region

Region	2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
West Med	17.971.531	18.857.996	-4,70%	18.529.712	18.942.057	17.278.582	4,01%
Adriatic	4.604.764	5.118.572	-10,04%	4.819.754	4.730.757	4.111.186	12,01%
East Med	3.022.838	3.583.558	-15,65%	3.261.300	3.779.129	3.060.567	-1,23%
Black Sea	162.588	187.872	-13,46%	142.168	117.632	126.778	28,25%
Total	**25.761.721**	**27.747.998**	**-7,16%**	**26.752.934**	**27.569.575**	**24.577.113**	**4,82%**

As regards the total cruise calls per region (**Table 4.3**), Black Sea is the only region that experienced in 2014 a growing number of calls comparing to those that had taken place five years earlier. With calls increasing impressively from 250 to 332, this growth is 32,8%.

The levels of decline in the two other regions, Adriatic (from 3.075 calls to 2.917) and West Med (from 8.677 calls to 8.327) are single digit ones, standing at -5,1% and 4% respectively. East Med is the region that experienced a major decline as regards the total of cruise calls. The 2.140 calls registered in 2014 are 22,9% lower than those that had taken place in 2010 (**Figure 4.3**).

Figure 4.2: Cruise Passenger Movements Evolution per region

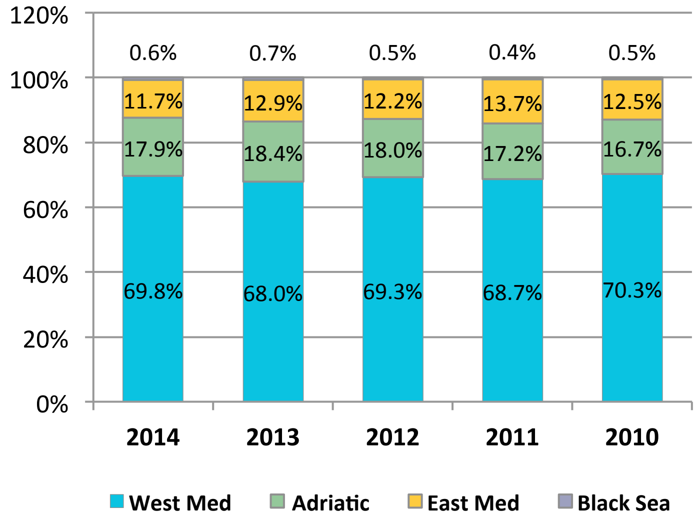


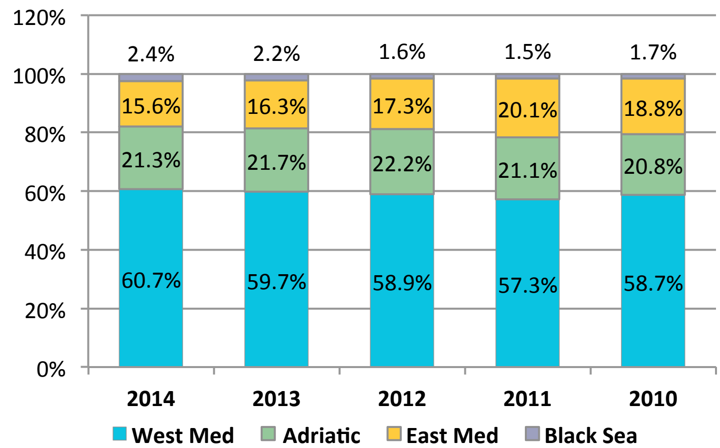
Table 4.3: Total Cruise Calls per region

Region	2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
West Med	8.327	8.881	-6,24%	8.590	8.780	8.677	-4,03%
Adriatic	2.917	3.221	-9,44%	3.239	3.236	3.075	-5,14%
East Med	2.140	2.430	-11,93%	2.525	3.083	2.775	-22,88%
Black Sea	332	332	0,00%	234	232	250	32,80%
Total	**13.716**	**14.864**	**-7,72%**	**14.588**	**15.331**	**14.777**	**-7,18%**

Following the decline, of cruise calls, the share of total calls that took place in East Med ports during 2014 was only 15,6% of the total, when five years earlier it was standing at 18,8%.

The respective shares of the total cruise calls that took place in all three other regions have grown. The West Med hosted in 2014 60,7% of the total cruise calls, comparing to 58,7% five years earlier, the Black Sea accommodated 2,4% comparing to 1,7% in 2010, and the Adriatic hosted 21,3% comparing to 20.8% of the total cruise calls in 2010.

Figure 4.3: Cruise Calls Evolution per region



West Med is the region where most home-porting activities are taking place (**Table 4.4**). Home-port is taking place in 24 different ports in the West Med, with Barcelona recording 1,22 million Home in/out passengers. Civitavecchia accommodated 730.936 home in/out passengers (**Table 4.8**). Four more ports recorded more than 100.000 cruise passengers of this type in 2014. These are Savona, Balearic Islands, Genoa and Marseille. Five more ports - Naples, Valletta, Malaga, Valencia and Palermo - hosted more than 50.000 Home in/out passengers in 2014.

Table 4.4: Total Home In/Out Passengers per region

Region	2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
West Med	4.922.458	5.312.051	-7,33%	5.181.777	5.495.666	4.714.955	4,40%
Adriatic	1.796.741	1.852.562	-3,01%	1.834.293	1.782.966	1.618.585	11,01%
East Med	706.613	823.936	-14,24%	737.523	864.198	790.654	-10,63%
Black Sea	27.727	9.777	183,59%	10.448	2.194	2.454	1029,87%
Total	**7.453.539**	**7.998.326**	**-6,81%**	**7.764.041**	**8.145.024**	**7.126.648**	**4,59%**

Eleven different ports located in the Adriatic region registered Home in/out passengers within 2014. Venice is the major port of all in the Med and its adjoining seas as regards passengers embarking and disembarking a cruise, and the only one hosting more than 1,5 million Home in/out passengers within a year. Bari with 152.056 passengers and Corfu with 71.881 passengers are the other two major ports of the Adriatic region, in terms of hosting such type of passengers.

East Med has in total six home-porting ports. The major one is Piraeus, (256.196 Home in/out passengers in 2014), followed by Kusadasi/Bodrum/Antalya (201.142 passengers), and Istanbul (148.297 passengers). The other two cases with significant levels of home-porting are Cyprus ports, with approximately 77.000 passengers, and Heraklion with just less than 24.000 home in/out passengers in 2014. Comparing to the respective numbers of passengers that they had hosted in 2013, both Piraeus and Istanbul experienced a decline in 2014. This decline stands at 17% and 12%. Nonetheless, this was partially offset by the rise of Kusadasi/Bodrum/Antalya that recorded an annual 5,8% increase of Home in/out passengers.

As regards the Black Sea, most of the cruise passengers that visited its ports in 2014 were transit passengers. Sochi was the only port of the region that hosted over 10.000 Home in/out passenger movements (14.509 passengers). On the other hand, due to the geopolitical developments Odessa lost in 2014 all such traffic. A year earlier Odessa had recorded 9.389 Home in/out passengers, thus it remains to be seen whether conditions will allow for the decline of 2014 to be a temporary one (**Table 4.8**).

The total of Home in/out passenger movements recorded in 2014 in the 72 Med ports was lower by 6,81% comparing to the year before. While the short-term result is negative, the medium-term five year trend suggests that ports in the Med and its adjoining seas hosted last year 4,6% more passengers that they had done in 2010.

Figure 4.4 indicates the shares of Home in/out passengers per MedCruise region the last five years (2010-2014).

West Med share remained stable, standing at 66% of the total. The Adriatic has seen its share increasing, from 22,7% in 2010 to 24,1% in 2014.

This occurred at the expense of the East Med, whose share declined from 11,1% to 9,5% of the total.

The Black Sea started recoding some home-porting activities in 2012, with cruises departing from one of the ports in the region (Odessa), yet today the region hosts a marginal (0,4%) share of the total passengers of this type.

Figure 4.4: Home In/Out Passengers Evolution per region

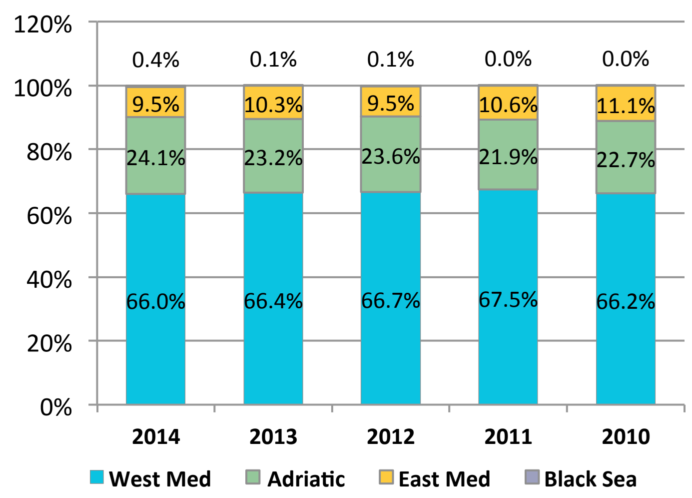


Table 4.5: Total Transit Passengers per region

Region	2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
West Med	12.208.805	12.648.854	-3,48%	12.462.772	12.617.893	11.823.169	3,26%
Adriatic	2.808.023	3.266.010	-14,02%	2.985.461	2.946.391	2.492.275	12,67%
East Med	2.273.535	2.708.612	-16,06%	2.985.461	2.946.391	2.492.275	-8,78%
Black Sea	134.562	178.095	-24,44%	128.449	115.438	124.324	8,23%
Total	**17.424.925**	**18.801.571**	**-7,32%**	**18.562.143**	**18.626.113**	**16.932.043**	**2,91%**

West Med ports registered in 2014 a total of 12.208.805 transit passenger movements (**Table 4.5**). Despite the 3.48% loss comparing to the movements that had taken place in West Med ports in 2013, the share of the region as regards the overall transit traffic in the Mediterranean and its adjoining seas increased from 69,8% in 2010 to 70,1% in 2014 (**Figure 4.5**). Civitavecchia, Barcelona and Naples are the ports visited by more transit passengers than others, with each of the tree ports hosting more than one million transit passengers per year (**Table 4.9**).

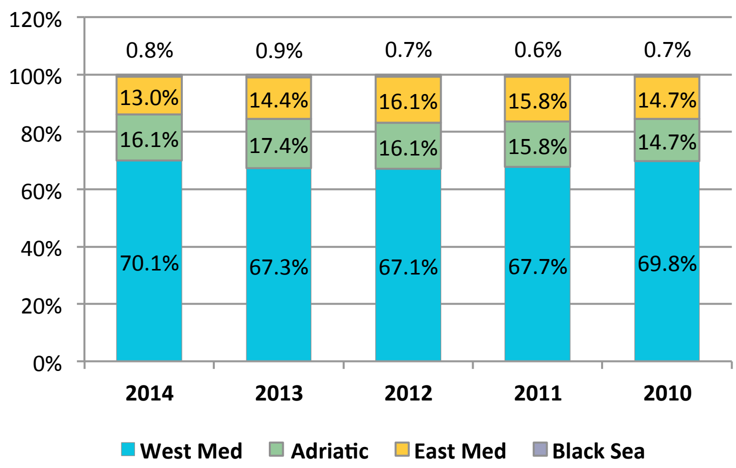
Two other regions, the Adriatic and the East Med, recorded similar levels of decline in 2014 comparing to the cruise traffic of 2013. Notably, in aggregate the ports located in these two regions had recorded even more similar levels of growth in 2013. The trend is different when focusing on the last five years evolution though.

Following an annual decline of 14% the Adriatic ports hosted in 2014 2,8 million transit passengers. This equals to a 12,7% growth comparing to 2010 (**Table 4.5**). Despite a 21,8% annual decline, Dubrovnik/Korcula sustains as the major port of the region in terms of transit passenger movements. The 869.426 transit passengers of 2014 were 5,1% less that those cruising transit in Dubrovnik/Korcula five years earlier. Corfu that hosted more than 600.000 transit passengers in 2014 (10,9% more than in 2010) and Bari that hosted 409.546 transit passengers (34,5% more than in 2010) contributed significantly to the five-year positive change of transit passengers by 12,67% (**Table 4.9**).

With these changes representing the most dynamic growth observed in any region the period 2010-2014, the share of the Adriatic ports increased from 14,7% in 2010 to 16,1% of the total transit passenger movements in 2014.

The East Med ports hosted in 2014 2,27 million transit passengers. Comparing to 2010 this corresponds to an 8,8% decrease, transforming East Med to the only region that experienced a negative variation of transit passengers during the last five years. The East Med share in 2014 was 13% of the total transit passenger movements hosted in Med ports.

Figure 4.5: Transit Passengers Evolution per region



Piraeus, Kusadasi/Bodrum/Antalya and Istanbul, are the leading ports in East Med (**Table 4.9**). The first one hosted in 2014 799.360 transit passengers and the other two 560.770 and 441.056 respectively. Heraklion, which hosted more than 219.000 transit passengers in 2014, and Cyprus ports that hosted 106.615 passengers stand as the other East Med ports that achieved more than 100.000 transit cruise passengers last year.

In 2014, Black Sea ports registered a decrease of transit passengers by -24,4%, largely to the negative trend observed in Odessa, which comparing 2014 records to 2010 lost 91% of its passenger traffic. Constantza, which following a 19,6% growth in 2014 leads the ranking of ports that host most transit passengers in the Black Sea and foremost Trabzon offset partially this decline. Yet, as Figure 4.5 illustrates the size of the region remains smaller than 1% of the total transit cruise passenger movements that take place in the Med per year.

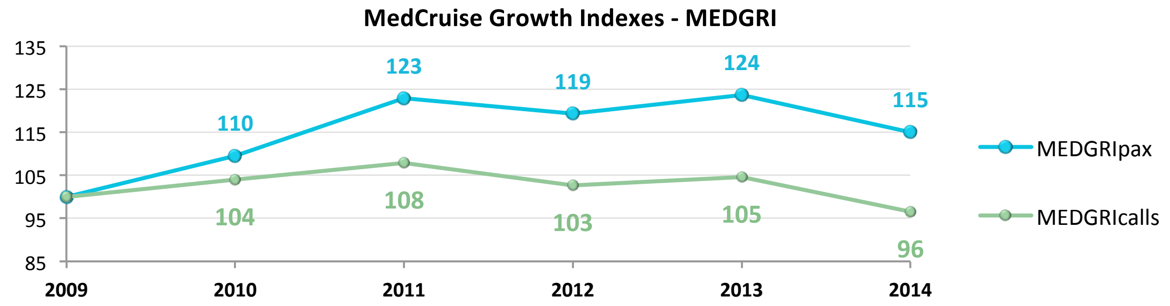
4.3 The MedCruise Growth Indexes (MEDGRI)

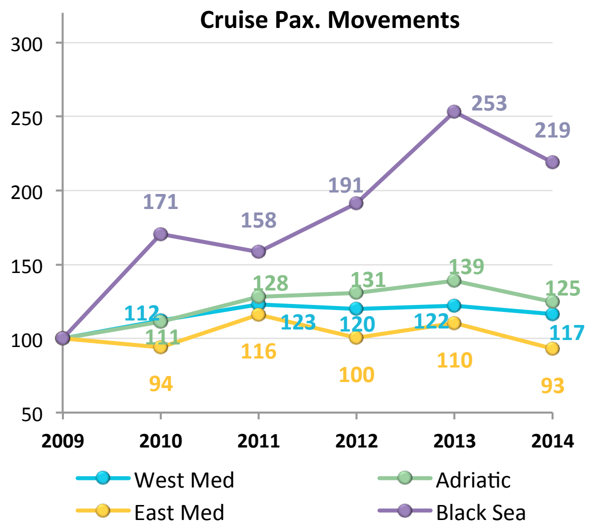
In order to facilitate the monitoring of cruise activities trends in the Mediterranean and its adjoining seas, MedCruise has established two indexes aiming to give a clear picture of the evolution of cruise passenger movements and cruise calls respectively, in each of the four MedCruise regions, as well as in the Med as a whole.

$MEDGRI_{pax}$ is the index that monitors the annual trend of cruise passenger movementS in the Med, and in each of the four regions in terms of passenger movements. The index has 2009 as the basis year ($MEDGRI_{pax}$ =100). **Figure 4.6** presents the evolution since the base year per region. Despite the setback of 2014, Black Sea continues experiencing the most remarkable growth of all regions, followed by Adriatic. West Med presents a comparatively moderate growth, whereas in the case of East Med the index stands lower than its base year.

$MEDGRI_{calls}$ monitors the annual trend of cruise calls in the Med, and in each of the four regions, having again 2009 as the basis year ($MEDGRI_{calls}$ =100). The evolution of $MEDGRI_{calls}$, which is depicted in **Figure 4.6** is associated with the size of the deployed vessels, as well as with the better utilization of calling vessels. This association is highlighted in the index referring to the East Med, a region where the decline of the number of cruise calls is comparatively bigger than that of the decline of cruise passenger movements.

Figure 4.6: Trends in MedCruise regions: The MedCruise Growth Indexes (2009=100)





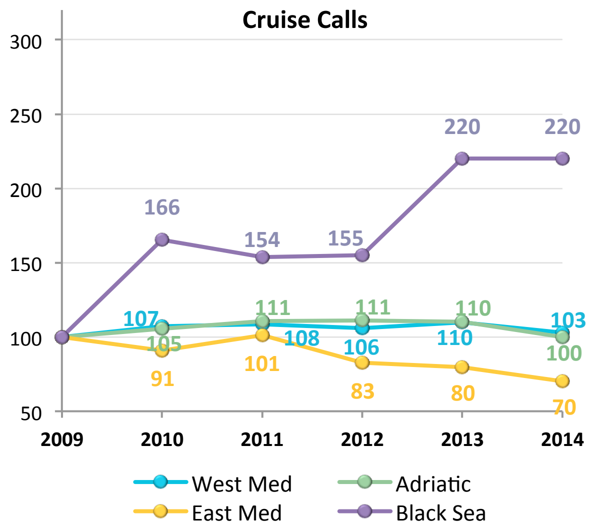
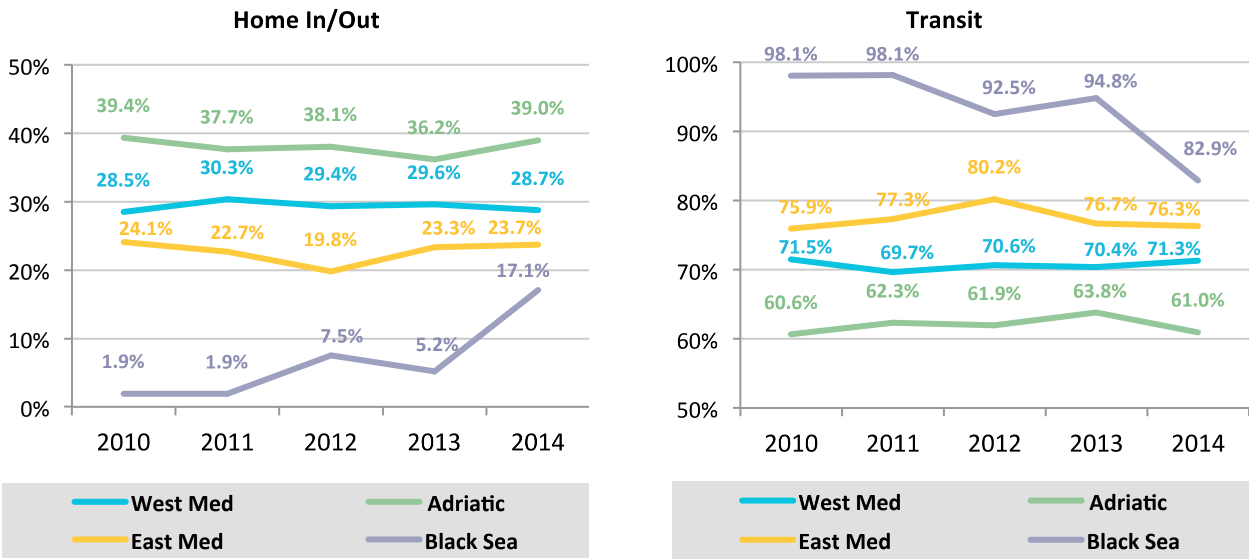


Figure 4.7 provides visualised information of the evolution of Home in/out and transit passenger movements in each of the four MedCruise regions. Apparently, home-porting is a major part of the activities taking place in the

Adriatic (39% in 2014), the West Med (28,7%) and the East Med (23,7%), but not in the Black Sea (17,1%). It is also noted that comparing the situation recorded in 2014 with the respective shares of 2010, West Med and Black Sea ports have seen an increase of the relative share of Home in/out passenger movements, whereas in the cases of Adriatic and East Med ports the respective shares have presented marginal changes.

Figure 4.7: Home In/Out vs Transit Passenger Shares Evolution per region



4.4 Major ports per MedCruise region

In this section the reader might find a presentation of the major ports per region, an overall picture of the variation of passenger movements and cruise calls when comparing these activities of 2014 with those of 2013, as well as a similar comparison with those movements and calls that had been recorded five years before in 2010.

Table 4.6 presents the three major ports of each region as regards total passenger movements, **Table 4.7** the three major ones as regards cruise calls.**Table 4.8** and **Table 4.9** present information on the leading, in terms of size, ports in each region as regards Home in/out passenger movements and transit passenger movements respectively.

Table 4.6: Major Ports per region: Total Cruise Passenger Movements

Region	No	Port	2014	2013	Variation 2014/2013	2010	Variation 2014/2010
West Med	1	Barcelona	2.364.292	2.599.232	-9,04%	2.350.283	0,60%
	2	Civitavecchia	2.140.039	2.538.259	-15,69%	1.944.723	10,04%
	3	Balearic Islands	1.587.064	1.541.376	2,96%	1.546.739	2,61%
Adriati	1	Venice	1.733.839	1.815.823	-4,51%	1.617.011	7,22%
	2	Dubrovnik/Korcula	894.216	1.136.503	-21,32%	936.115	-4,48%
	3	Corfu	672.368	744.651	-9,71%	596.902	12,64%
East Med	1	Piraeus	1.055.556	1.302.581	-18,96%	1.145.402	-7,84%
	2	Kusadasi/Bodrum/ Antalya	761.912	780.804	-2,42%	662.314	15,04%
	3	Istanbul	589.353	683.598	-13,79%	491.796	19,84%
Black Sea	1	Constantza	69.910	54.614	28,01%	21.286	228,43%
	2	Sochi	34.299	21.384	60,40%	22.509	52,38%
	3	Trabzon	17.118	9.032	89,53%	8.580	99,51%

Table 4.7: Major Ports per region: Total Cruise Calls

Region	No	Port	2014	2013	Variation 2014/2013	2010	Variation 2014/2010
West Med	1	Civitavecchia	833	959	-13,14%	900	-7,44%
	2	Barcelona	767	835	-8,14%	841	-8,80%
	3	Balearic Islands	678	699	-3,00%	723	-6,22%
Adriatic	1	Dubrovnik/Korcula	752	843	-10,79%	705	6,67%
	2	Venice	488	548	-10,95%	629	-22,42%
	3	Corfu	395	480	-17,71%	430	-8,14%
East Med	1	Piraeus	606	711	-14,77%	799	-24,16%
	2	Kusadasi/Bodrum/ Antalya	605	657	-7,91%	695	-12,95%
	3	Istanbul	331	408	-18,87%	536	-38,25%
Black Sea	1	Constantza	92	69	33,33%	58	58,62%
	2	Batumi	83	20	315,00%	10	730,00%
	3	Sochi	63	49	28,57%	27	133,33%

Table 4.8: Major Ports per region: Total Home In/Out Passengers

Region	No	Port	2014	2013	Variation 2014/2013	2010	Variation 2014/2010
West Med	1	Barcelona	1.222.487	1.506.286	-18,84%	1.265.613	-3,41%
	2	Civitavecchia	730.938	989.998	-26,17%	643.772	13,54%
	3	Savona	668.473	670.031	-0,23%	603.448	10,78%
Adriatic	1	Venice	1.509.097	1.512.596	-0,23%	1.312.895	14,94%
	2	Bari	152.056	165.031	-7,86%	203.145	-25,15%
	3	Corfu	71.881	70.735	1,62%	55.330	29,91%
East Med	1	Piraeus	256.196	308.705	-17,01%	426.147	-39,88%
	2	Kusadasi/Bodrum/ Antalya	201.142	190.087	5,82%	114.657	75,43%
	3	Istanbul	148.297	168.790	-12,14%	92.179	60,88%
Black Sea	1	Sochi	14.509	0	-	2.454	491,24%
	2	Batumi	8.125	0	-	0	-
	3	Constantza	5.049	388	1201,29%	0	-

Table 4.9: Major Ports per region: Total Transit Passengers

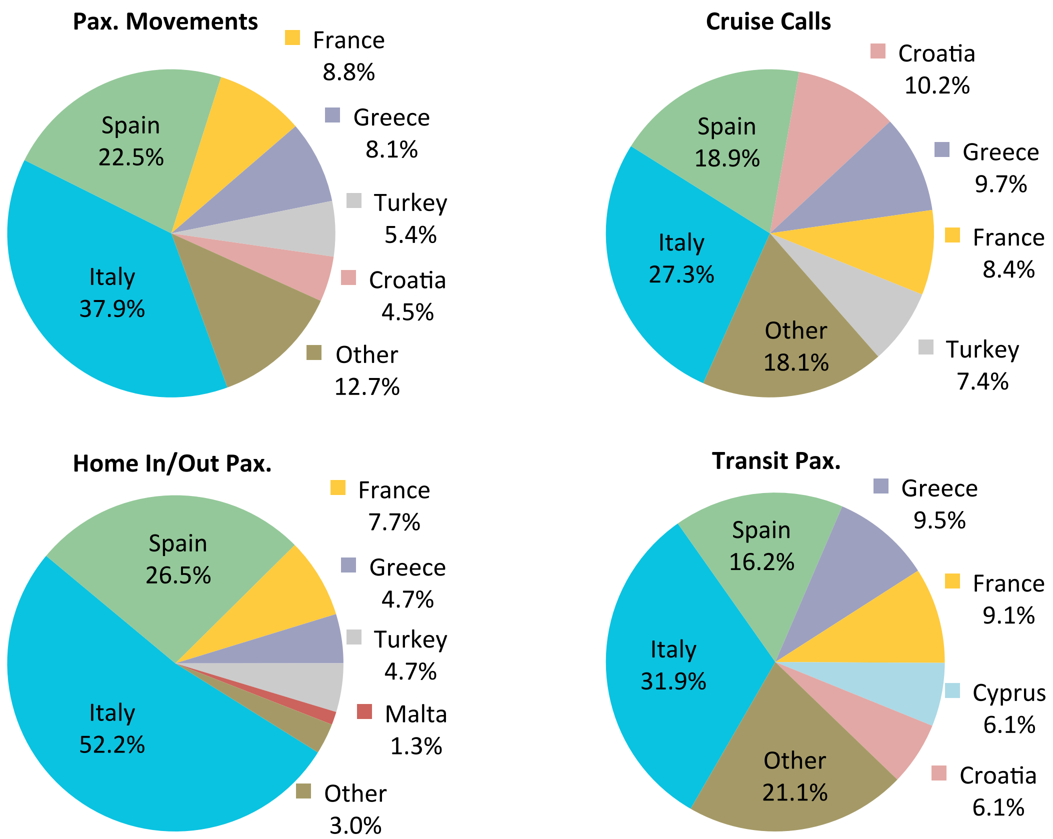
Region	No	Port	2014	2013	Variation 2014/2013	2010	Variation 2014/2010
West Med	1	Civitavecchia	1.409.101	1.548.261	-8,99%	1.300.951	8,31%
	2	Barcelona	1.141.805	1.092.966	4,47%	1.084.670	5,27%
	3	Naples	1.014.339	1.064.329	-4,70%	975.081	4,03%
Adriatic	1	Dubrovnik/Korcula	869.426	1.111.663	-21,79%	916.089	-5,09%
	2	Corfu	600.487	673.916	-10,90%	541.572	10,88%
	3	Bari	409.546	439.750	-6,87%	304.549	34,48%
East Med	1	Piraeus	799.360	993.876	-19,57%	719.255	11,14%
	2	Kusadasi/Bodrum/ Antalya	560.770	583.506	-3,90%	547.657	2,39%
	3	Istanbul	441.056	514.808	-14,33%	404.216	9,11%
Black Sea	1	Constantza	64.861	54.226	19,61%	21.286	204,71%
	2	Sochi	19.790	21.384	-7,45%	20.055	-1,32%
	3	Trabzon	17.118	9.032	89,53%	8.580	99,51%

4.5 Cruise Traffic per country

MedCruise members spread in 20 different countries in the Mediterranean and its adjoining seas. **Table 4.10** presents the cruise activities that were registered per country. The fact that MedCruise members represent in most cases more than 80% of the total cruise activities per country allows meaningful conclusions on the trends observed. It is acknowledged though this is not in all cases the total traffic within the country, as the numbers of reporting might do not always correspond to the total of the cruise ports of the respective country,

Figure 4.8 pictures the shares of cruise activities per major country. Double-digit shares of the total cruise activities happening in the Med and its adjoining seas are recorded in Italy (37,9%) and Spain (22,5%). France (8,8%), Greece (8,1%), and Turkey (5,4%) are the other countries hosting major shares.

Figure 4.8: Cruise Traffic per MedCruise Country (2014)



Home in/out passengers shares concentrate in Italy and Spain, with the two countries hosting 52,2% and 26,5% of the total respectively. France (7,7%), Greece (4,7%), and Turkey (4,7%) also register notable shares. Transit passengers the movements per country are more balanced. Italy (31,9%) and Spain (16,2%) host double-digit shares, with Greece (9,5%), France (9,1%), Cyprus (6,1%) and Croatia (6,1%) retaining significant shares as well.

In terms of cruise calls, Italy (27,3%), Spain (18,9%), Croatia (10,2%) and Greece (9,7%), are the countries having the biggest shares of all traffic, followed by France (8,4%) and Turkey (7,4%). The rest of the countries registered in 2014 calls that equal to 18,1% of the total cruise calls in the Med and its adjoining seas.

Table 4.10 lists the cruise passenger movements that were recorded in 2014 per country and the respective variations observed when comparing these data with those of previous years. France (2,7%), Malta (8,3%), Romania (28%) are the countries that registered growth of passenger movements in 2014. All other countries experienced a decline, with this drop being bigger in Greece (-15,7%), Croatia (-17,5%), Monaco (-19,9%) and Cyprus, which had the most significant decrease (-32,4%) of all. Cruise activities in the case in Black Sea countries presented extraordinary variations in 2014, yet the instability observed in the region justifies the absence of any conclusions as regards cruise developments in the countries of the region.

The evolution of cruise traffic is quite different when comparing the five-year variations. Mediterranean French ports saw their cruise passenger numbers increasing by 33,7%, since 2010. The respective increase in Turkey was 18% and in Italy 9,2%. Positive variations of remarkable size were recorded in Montenegro, Slovenia and Romania. The countries with major shares that have not recorded any change of magnitude these five years include Spain (0,7%), Greece (-0,2%) and Croatia (-0,01%). Portugal and Malta have seen moderate positive trends (4,8%). At the other end of the spectrum, Tunisia, Monaco and Cyprus have experienced a significant decline of cruise traffic, the scale of which either approaches or exceeds half of the 2010 cruise traffic.

Table 4.10: Cruise Passenger Movements per MedCruise Country

Country	2014	% Share in 2014	2013	Variation 2014/2013	2010	Variation 2014/2010
Italy	9.769.495	37,92%	10.552.362	-7,42%	8.946.929	9,19%
Spain	5.809.122	22,55%	6.035.794	-3,76%	5.768.609	0,70%
France	2.258.015	8,77%	2.198.304	2,72%	1.688.481	33,73%
Greece	2.098.652	8,15%	2.489.184	-15,69%	2.102.391	-0,18%
Turkey	1.403.997	5,45%	1.538.916	-8,77%	1.190.015	17,98%
Croatia	1.153.788	4,48%	1.397.778	-17,46%	1.153.911	-0,01%
Portugal	1.087.226	4,22%	1.147.730	-5,27%	1.037.096	4,83%
Malta	517.594	2,01%	477.759	8,34%	493.748	4,83%
Tunisia	440.433	1,71%	511.065	-13,82%	895.403	-50,81%
Montenegro	309.322	1,20%	317.746	-2,65%	145.185	113,05%
Gibraltar	299.923	1,16%	278.139	7,83%	305.161	-1,72%
Monaco	200.039	0,78%	249.806	-19,92%	321.079	-37,70%
Cyprus	183.507	0,71%	271.673	-32,45%	378.909	-51,57%
Romania	69.910	0,27%	54.614	28,01%	21.286	228,43%
Slovenia	58.970	0,23%	65.434	-9,88%	37.264	58,25%
Egypt	42.690	0,17%	43.799	-2,53%	-	-
Russia	34.299	0,13%	21.384	60,40%	22.509	52,38%
Georgia	16.233	0,06%	4.562	255,83%	3.127	419,12%
Ukraine	8.506	0,03%	91.949	-90,75%	66.010	-87,11%

Considering the variation that has been observed in cruise calls per country (**Table 4.11**), Malta is the only country that in 2014 saw the number of calls hosted increasing, with this growth standing at 9% or 25 calls. In Gibraltar, the increase was marginal, just two calls more than a year before. Several countries experienced a double-digit negative variation, including Greece (-11,4%), Turkey (-12,6%), Cyprus (-12,5%), Monaco (-17,6%), Tunisia (-12,9%), Slovenia (-16,7%) and Egypt (-25,6%). For reasons that are already mentioned, we restrain from reaching conclusions on the trends in the Black Sea countries.

The medium-term trends of the number of cruise calls per country (**Table 4.11**) indicate a rather different picture. Romania and Montenegro have seen the number of calls increasing substantially since 2010. Malta and Gibraltar experienced a comparatively small increase of the number of calls. Greece (-15,4%), Turkey (-20,5%), Cyprus (-41%), Monaco (-22,5%), and Tunisia (-56,9%) accommodated in 2014 significantly lower numbers of calls comparing to 2010. Unquestionably, the increase of the size of cruise vessels has had an impact on these trends that affect all cruise regions of the globe including the Med and its adjoining seas.

Table 4.11: Cruise Calls per MedCruise Country

Country	2014	% Share in 2014	2013	Variation 2014/2013	2010	Variation 2014/2010
Italy	3.738	27,25%	4.153	-9,99%	4.041	-7,50%
Spain	2.596	18,93%	2.753	-5,70%	2.617	-0,80%
Croatia	1.402	10,22%	1.458	-3,84%	1.417	-1,06%
Greece	1.324	9,65%	1.494	-11,38%	1.566	-15,45%
France	1.147	8,36%	1.161	-1,21%	1.082	6,01%
Turkey	1.021	7,44%	1.168	-12,59%	1.284	-20,48%
Portugal	728	5,31%	778	-6,43%	706	3,12%
Montenegro	353	2,57%	387	-8,79%	309	14,24%
Malta	302	2,20%	277	9,03%	280	7,86%
Cyprus	223	1,63%	255	-12,55%	378	-41,01%
Monaco	182	1,33%	221	-17,65%	235	-22,55%
Gibraltar	181	1,32%	179	1,12%	175	3,43%
Tunisia	175	1,28%	201	-12,94%	406	-56,90%
Romania	92	0,67%	69	33,33%	58	58,62%
Georgia	83	0,61%	20	315,00%	10	730,00%
Russia	63	0,46%	49	28,57%	27	133,33%
Slovenia	45	0,33%	54	-16,67%	54	-16,67%
Ukraine	32	0,23%	148	-78,38%	132	-75,76%
Egypt	29	0,21%	39	-25,64%	-	-

4.6 Measuring Market Concentration

In an industry with limited number of providers, it is worth calculating industry concentration. Given the number of firms in a market and their respective market shares, the Herfindahl Herfindahl - Hirschman Index (HHI) measures the size of firms, in relation to an industry and the amount of competition among them.

In the case of Med cruise ports this index consists of the sum of squared market shares of the 50 largest ports (or summed over all the ports of the sample if there are fewer than 50). The result is proportional to the average market share, weighted by market share. As such, it can range from 0 to 1, moving from a huge number of very small firms to a single monopolistic provider of services. Increases in the HHI generally indicate a decrease in competition and an increase of market power. A HHI index below 0,01 indicates a highly competitive index, below 0,15 indicates an unconcentrated index, between 0,15 to 0,25 indicates moderate concentration, whereas above 0,25 indicates high concentration.

The index with reference to the aggregate market as well as the regional ones is detailed in **Table 4.12** and provides some interesting findings. When the total of the ports in Mediterranean and its adjoining seas are under examination, HHI suggests that the market as regards both cruise passenger movements (HHI=0,04) and cruise calls (HHI=0,03) is not concentrated.

Focusing on the extent of market concentration in each of the regions, this is not always the case. The West Med region is unconcentrated both in terms of total passenger movements (HHI=0,07) and cruise calls (HHI=0,05), but the picture is different in the other regions.

The Adriatic is a moderate concentrated market (HHI=0,22) as regards passenger movements, with this concentration declining the last five years. Since 2009 the region moved from a moderately concentrated market as regards cruise calls to an unconcentrated one. The East Med is a region representing a concentrated market in the case of passenger movements (HHI=0,23), with this concentration declining over time, and a moderate concentration in cruise calls (HHI=0,20). The Black Sea on the other hand is a marked as a concentrated market as regards passenger movements (HHI=0,26) but a moderate concentrated one (HHI = 0,20) as regards cruise calls.

Table 4.12: HHI (Herfindahl - Hirschman Index) per region – Cruise Pax. Movements & Calls

Region	Total Pax Movements					Cruise Calls				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
All four regions	0,04	0,04	0,04	0,04	0,04	0,03	0,03	0,03	0,03	0,03
West Med	0,06	0,07	0,06	0,07	0,07	0,05	0,05	0,05	0,05	0,05
Adriatic	0,25	0,23	0,22	0,22	0,22	0,14	0,13	0,14	0,15	0,15
East Med	0,24	0,24	0,23	0,23	0,23	0,21	0,21	0,22	0,20	0,20
Black Sea	0,34	0,40	0,34	0,34	0,26	0,35	0,34	0,33	0,28	0,20

Table 4.13: HHI (Herfindahl - Hirschman Index) per region – Home In/Out & Transit Pax.

Region	Home In/Out					Transit				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
All four regions	0,10	0,10	0,10	0,11	0,11	0,04	0,04	0,04	0,04	0,04
West Med	0,14	0,15	0,15	0,16	0,14	0,06	0,06	0,06	0,06	0,06
Adriatic	0,68	0,67	0,63	0,68	0,71	0,22	0,19	0,19	0,20	0,19
East Med	0,35	0,35	0,29	0,26	0,27	0,22	0,22	0,22	0,23	0,23
Black Sea	1,00	0,60	1,00	0,92	0,39	0,34	0,39	0,32	0,33	0,29

V. ANALYSIS PER MEDCRUISE PORT SIZE

5.1 Categories of MedCruise ports per size

This section presents an analysis of cruise traffic developments based on the size of MedCruise ports. The 74 port members of MedCruise are divided in two categories based on the total cruise passenger movements per year. Each of these categories contains an equal number of ports.

These two categories are:

- **Category A**: Ports with more than 80.000 cruise passenger traffic in 2014
- **Category B**: Ports with less than 80.000 cruise passenger traffic in 2014

Major ports (Category A) have different needs and different growth strategies from the small ones (Category B). The diverse quests and problems of infrastructure, the hosting of dissimilar kind of operations, and, in several times, the different types of cruise companies to deal with, make worth the examination of the trends within each of these categories in order to understand the dynamics observed.

Figure 5.1 details the list of ports included in Category A (see also the **Appendix** for the list of ports included in each of these categories). In total, 26 of the 37 ports of Category A are located in the West Med. In terms of passenger movements hosted per year, among the major five ports only one is not a port of West Med. This is Venice, an Adriatic port that stands as the third major port. The other four, Barcelona (2,36 million passenger movements), Civitavecchia (2,14 million) and Balearic Islands (1,58 million) and Marseille (1,31 million) are all West Med ports. Six port located in the Adriatic are part of this group. Only five ports located in the East Med can be found in Category A, with Piraeus being the most visited one (1,05 million passenger movements within 2014). There is no Black Sea port in this category as all ports in the region recorded less than 80.000 passenger movements in 2014.

Figure 5.1: Category A - MedCruise Ports per region

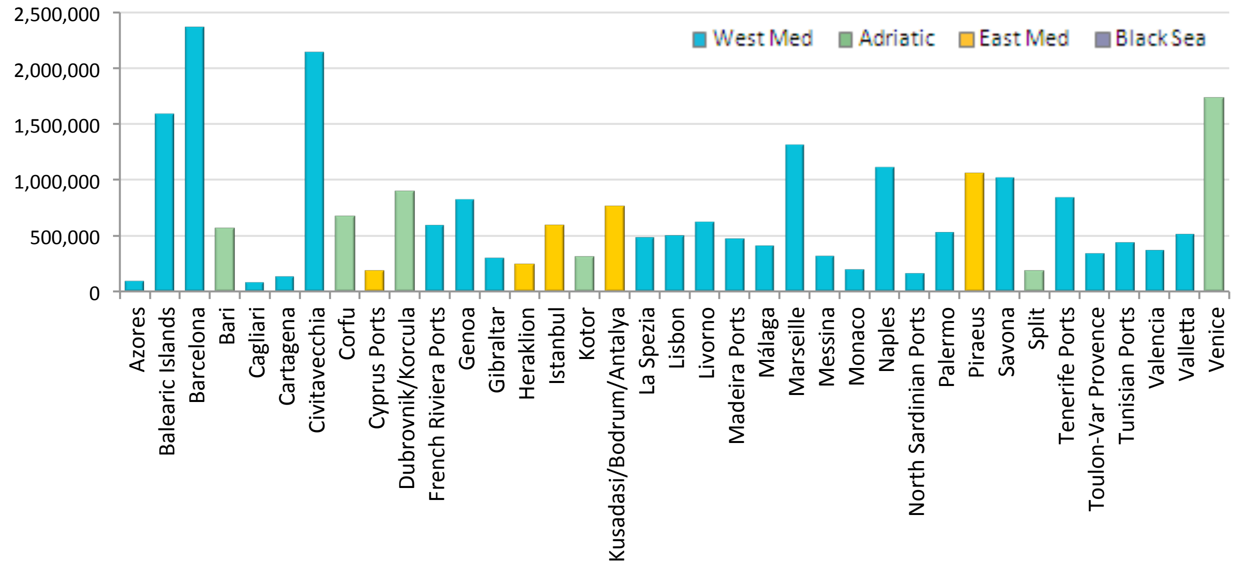
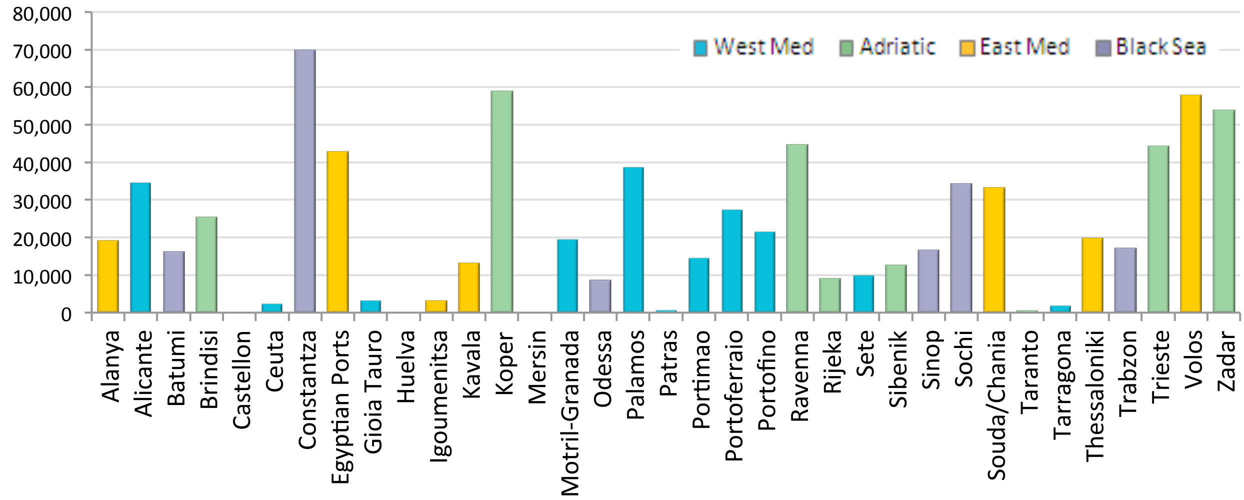


Figure 5.2 details the list of ports included in Category B. The geographical distribution of this group of ports in the four regions is more balanced. Al Black sea ports are listed in this size category. The list also includes 13 West Med

ports, seven East Med and six ports located in the Adriatic. Seven ports are located in the East Med. The three larger cruise ports of Category B are located in three different regions. These are the Black Sea (Constantza), the Adriatic (Kotor) and the East Med (Volos). In the rest of the section analysis refers to only 35 of the ports of this Category, given that data for Lattakia and Sevastopol have not been available.

Figure 5.2: Category B - MedCruise Ports per region



5.2 Cruise Traffic by size

Table 5.1 presents the major variations as regards total passengers, cruise calls, Home in/out passengers, and transit passengers, in the case of each of the two size categories. In 2014, Category A ports registered a decline of total passenger movements by 6,8%, of total calls by 8,2%, and of transit passengers by 6,8%. A year before all these trends had been different, with ports of Category A recording a growth in all three categories comparing to 2012 (passenger movements increased in 2013 by 4,2%, calls by 4,7%, and transit passengers by 1,1%).

The short-term volatility is combined with a positive mid-term picture. Focusing on the five-year trend (2010-2014), variations reveal a 4% rise of cruise activities in Category A ports. The number of both Home in/out and transit passengers increased, with the growth of the former (4,1%) being slightly higher than that of the latter (3,5%). Still, the number of cruise calls in 2014 was lower by 8,6% comparing to 2010.

Table 5.1: Cruise Traffic Variations by size category

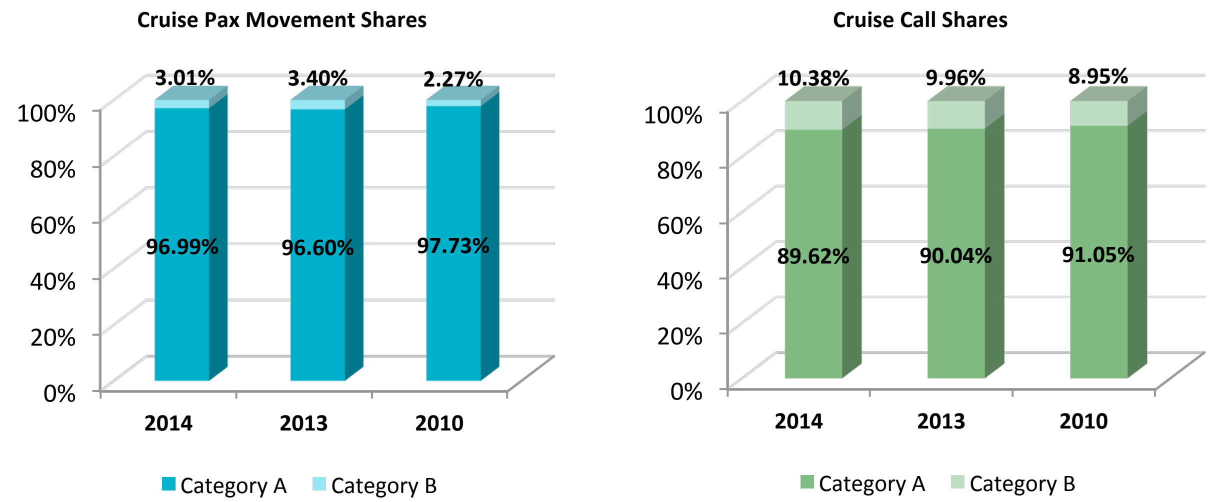
Category		2014	2013	Variation 2014/2013	2010	Variation 2014/2010
Total Pax.	**A**	24.986.163	26.805.611	-6,79%	24.019.827	4,02%
	B	775.558	942.387	-17,70%	557.286	39,17%
Cruise Calls	**A**	12.292	13.384	-8,16%	13.454	-8,64%
	B	1.424	1.480	-3,78%	1.323	7,63%
Home In/Out Pax.	**A**	7.382.973	7.910.388	-6,67%	7.090.874	4,12%
	B	70.566	87.938	-19,75%	35.774	97,25%
Transit Pax.	**A**	16.762.922	17.990.881	-6,83%	16.193.204	3,52%
	B	662.003	810.690	-18,34%	521.076	27,05%

Category B ports record a significantly higher variation than Category A ports as regards passenger traffic. Total passenger movements declined by 17,7%, Home in/out passengers declined by 19,7% and transit passengers by 18,3% within a single year. The more volatile trend in the case of smaller ports is a common phenomenon. One year earlier, in 2013, the pace of small ports growth was twice the pace of growth observed in big ports. As regards cruise calls, the annual decline of calls in Category B ports within 2014 was 3,8%.

The five years medium-term trends in Category B ports reflect a picture of growing cruise activities. The total annual passenger movements increased by 39,2%, with the increase of Home in/out passengers being substantial higher (97,3%) than the respective rise of transit passengers (27,1%). Cruise calls in 2014 were 7,6% more than the calls of 2010. Notably the ratio *Home in/out passenger: Transit passengers* in the case of Category A ports stands at 0,10 and is substantially smaller than the respective ratio of Category A ports (0,44).

Even though the numbers of passengers visiting smaller cruise ports increased, the share of Category B ports remains a minor share of the total cruise passengers that visit the Med and its adjoining seas (**Figure 5.3**). Taking for example the total passenger movements, the share of Category B ports rose from 2,27% in 2010 to 3,01% of the total within 5 years. As regards the total cruise calls hosted per year, the share of Category B ports increased from 8,95% to 10,38% within the period 2010-2014.

Figure 5.3: Cruise Traffic Evolution by size category



5.3 Variations by Size Category per Region

Table 5.2 details the distribution of the total passenger movements hosted in 2014 by the ports of each size category per region. It also compares these records with those of past years.

The picture of the five year evolution (2010-2014) suggests that Category A ports located in the Adriatic and the West Med regions have seen the total cruise passengers traffic growing by 4,3% and 9,3% respectively. Category A ports located in the East Med hosted in 2014 5,1% less passengers than five years ago. The short-term trend though is negative for all regions. The decline stands at a single digit percentage in the cases of the West Med (-4,8%) and the Adriatic (-9,4%) and at double-digit percentage in the case of the East Med (-14,4%). There are no cruise ports hosting more than 80.000 passengers per year in the Black Sea region.

The case of Category B ports is quite different. West med ports of this size category experienced a modest 2,6% annual traffic growth in 2014. When examining medium-term trends though cruise passenger movements in the same group of ports declined by 20,2%. The five-year variations (2010-2014) conclude that Black Sea ports grew by 28,2% and those in the Adriatic and the East Med recorded the most substantial growth of all port categories (83,5% and 147,9% respectively). The increase in these three regions would be bigger if the trend of last year was not negative. East Med ports of Category B recorded the biggest decline of passenger movements (-31%), while the decline was also considerable in the Adriatic (-19,6%) and the Black Sea (-13,5%).

Table 5.2: Variations by size category per region: Total Pax. movements

Size Category	Region	% of Total 2014	2014	2013	Variation 2014/2013	2010	Variation 2014/2010
A	West Med	69,1%	17.797.475	18.688.324	-4,8%	17.060.446	4,3%
	Adriatic	16,9%	4.355.409	4.808.611	-9,4%	3.975.285	9,6%
	East Med	11,0%	2.833.279	3.308.676	-14,4%	2.984.096	-5,1%
	Black Sea	0,0%	-	-	-	-	-
B	West Med	0,7%	174.056	169.672	2,6%	218.136	-20,2%
	Adriatic	1,0%	249.355	309.961	-19,6%	135.901	83,5%
	East Med	0,7%	189.559	274.882	-31,0%	76.471	147,9%
	Black Sea	0,6%	162.588	187.872	-13,5%	126.778	28,2%

As regards cruise calls (**Table 5.3**), the West Med ports of Category A hosted in 2014 7.999 calls, or 58,3% of the total calls in the Med and its adjoining seas. The number of calls in the case of these West Med ports has declined since 2010 by 3,8%. However, this is only because of a decline by 522 calls in 2014. The same is true in the case of the Category A Adriatic ports that in 2014 hosted 2.368, or 17,3% of the total calls in the Med. Without the decline of 2014 by 10,8%, the five-year trend would have been positive in this case as well, but now calls stand at 4,6% less than in 2012. East Med ports, hosted 14% of the total calls (1.925). For this port group the five-year decline is substantially bigger; it stands at 27,5%, and is not attributed to the trends of 2014 (-12,8%) alone.

Category B ports located in the Black Sea and the East Med registered in 2014 notably more calls than five years before. The numbers of calls in each of these regions were more than those of 2010 by 79,2% and 32,8% respectively. Over the last five years the Adriatic Sea small ports recorded a decline of cruise calls by 7,4%, whereas and West Med ports recorded a decline of 8,9%. The variation of last year was negative in all regions bar the Black Sea, with the decline being smaller in the Adriatic and the East Med Category B ports (-3,2%) comparing to the decline recorded in those located in West Med (-8,6%).

Table 5.3: Variations by size category per region: Total Cruise Calls

Size Category	Region	% of Total 2014	2014	2013	Variation 2014/2013	2010	Variation 2014/2010
A	West Med	58,3%	7.999	8.522	-6,1%	8.317	-3,8%
	Adriatic	17,3%	2.368	2.654	-10,8%	2.482	-4,6%
	East Med	14,0%	1.925	2.208	-12,8%	2.655	-27,5%
	Black Sea	0,0%	-	-	-	-	-
B	West Med	2,4%	328	359	-8,6%	360	-8,9%
	Adriatic	4,0%	549	567	-3,2%	593	-7,4%
	East Med	1,6%	215	222	-3,2%	120	79,2%
	Black Sea	2,4%	332	332	0,0%	250	32,8%

Table 5.4 details the trends per size category as regards the evolution of Home in/out passengers. In this case, as one would expect, the big ports of Category A are dominant. These ports recorded 99% of passengers of this type; thus they are the ones demanding closer consideration. The records of 2014 are far more positive for the Adriatic ports and to a lesser extend for the East Med ones. In the former case the annual change was marginal. In the latter case a decline of 14,3% took place. As a result the number of Home in/out passengers in the Adriatic stands 10,5% higher than in 2010, whereas in East Med the respective variation is -10,1%. West Med ports, which hosted 66% of the total Home in/out passengers, the short-term annual trend was negative (-7,4%) yet the medium-term five year trend indicates a growth of approximately 200.000 passenger movements, or 4,3%.

As regards Category B ports, the numbers of Home in/out passengers are of an insignificant scale. The Adriatic is a minor exemption, given that some home-porting and inter-porting are taking place. Nonetheless, this type of passenger movements was on the rise from 2010 (27.515 passengers) until 2012 (102.114). Despite the decline both in 2013 (78.059 registered Home in/out passengers) and 2014 (38.587), the overall five years increase stands at 40,2%.

Table 5.4: Variations by size category per region: Total Home In/out Pax.

Size Category	Region	% of Total 2014	2014	2013	Variation 2014/2013	2010	Variation 2014/2010
A	West Med	66,0%	4.918.367	5.311.955	-7,4%	4.714.198	4,3%
	Adriatic	23,6%	1.758.154	1.774.503	-0,9%	1.591.070	10,5%
	East Med	9,5%	706.452	823.930	-14,3%	785.606	-10,1%
	Black Sea	0,0%	-	-	-	-	-
B	West Med	0,1%	4.091	96	4.161,5%	757	440,4%
	Adriatic	0,5%	38.587	78.059	-50,6%	27.515	40,2%
	East Med	0,0%	161	6	2.583,3%	5.048	-96,8%
	Black Sea	0,4%	27.727	9.777	183,6%	2.454	1.029,9%

Analysing the trends of transit passenger movements in the case of Category A ports (**Table 5.5**) a minor decline is revealed in the biggest (in terms of movement) region of all, which is the West Med. In 2014 the big ports of West Med hosted 12,04 million transit passenger movements, or 69,1% of the total. This number was lower than that of the previous year by 3,5%. The situation is different in both the Adriatic and the East Med regions. Category A ports in these two regions registered in 2014 a similar variation of -14%. The five-years trend indicates however that the Adriatic has been the most dynamic of the three regions, recording a 9% increase of transit passengers. West Med big ports have grown by 3,7% whereas in East Med ports transit passenger traffic declined by 3,5%.

Interestingly, the changes of transit passenger movement observed in the case of small ports indicate the presence of a far more volatile market than that of big ports. Ports that hosted in 2013 less than 80.000 cruise passengers have in most cases experienced double-digit variations within the five years period 2010-2014, They also did so when comparing traffic changes in the two most recent years. In the case of the Black Sea ports, 2014 transit passengers were 24,4%, less than a year before. The Adriatic ports recorded a decline of 9,1%. In the case of the East Med, the negative variation was remarkably higher (-36,5%). Yet, in the Adriatic and the East Med the five years trends are almost identical: In both regions transit passengers in Category B ports doubled since 2010.

Table 5.5: Variations by size category per region: Total Transit Pax.

Size Category	Region	% of Total 2014	2014	2013	Variation 2014/2013	2010	Variation 2014/2010
A	West Med	69,1%	12.038.840	12.479.238	-3,5%	11.606.226	3,7%
	Adriatic	14,9%	2.597.255	3.034.108	-14,4%	2.383.889	9,0%
	East Med	12,2%	2.126.827	2.477.535	-14,2%	2.203.089	-3,5%
	Black Sea	0,0%	-	-	-	-	-
B	West Med	1,0%	169.965	169.616	0,2%	216.943	-21,7%
	Adriatic	1,2%	210.768	231.902	-9,1%	108.386	94,5%
	East Med	0,8%	146.708	231.077	-36,5%	71.423	105,4%
	Black Sea	0,8%	134.562	178.095	-24,4%	124.324	8,2%

A major positive change emerges when looking the trends of the last five years. Category B ports located in the Adriatic and the East Med hosted in 2014 transit passenger movements that were twice the size of those that were observed in the very same ports in 2010. This is despite the negative short-term trend that the comparison of 2014 with 2013 is producing. In the Black Sea transit passengers per year in small ports increased by 8,2% comparing to 2010, despite last year's setback. Only in the case of the West Med ports of Category B the five-years change has been negative. Transit passengers that visited this group of ports declined by 21,7%. On an annual basis, in 2014 the number of transit passenger movements in this group of West Med cruise ports remained stable.

5.4 Major Variations in MedCruise ports per size category and region

Categorising MedCruise ports per size category (Category A: big ports; Category B: small ports) and per region (four regions: West Med, Adriatic, East Med, Black Sea), this section presents the ports where the major positive and major negative variations took place in 2014 comparing (a) to 2013 and (b) to 2010. While the fist comparison illustrates the most recent dynamics in the ports under examination, the second one portrays the medium term trends in ports in the Med and its adjoining seas.

Table 5.6 and **Table 5.7** present the major short and medium-term variations in terms of total passenger movements, respectively; **Table 5.8** and **Table 5.9** present the major variations of cruise calls; **Table 5.10** and **Table 5.11** present the major variations in Home in/out passenger movements; and **Table 5.12** and **Table 5.13** the major variations in transit passengers.

The threshold for the preparation of these listings remains the one applied throughout the report (10.000 passenger movements and 20 cruise calls in 2014). Whenever no port qualifies (i.e. there are no Category A Black Sea ports, or there were no Category A Adriatic ports recording growth in 2014) the respective reference is omitted.

Table 5.6: Major Variations 2014/2013 (per size category/region) - Total Cruise Pax. Movements

Size Category		Region	Port	2014	2013	Variation 2014/2013
A	+	West Med	La Spezia	483.564	213.858	126,11%
A	-	West Med	Cagliari	81.844	146.003	-43,94%
	-	Adriatic	Dubrovnik/Korcula	894.216	1.136.503	-21,32%
	-	East Med	Cyprus Ports	183.507	271.673	-32,45%
B	+	West Med	Portoferraio	27.365	16.828	62,62%
	+	Adriatic	Brindisi	25.450	4.628	449,91%
	+	East Med	Volos	57.825	20.227	185,88%
	+	Black Sea	Batumi	16.233	4.562	255,83%
B	-	West Med	Portimao	14.634	20.141	-27,34%
	-	Adriatic	Sibenik	12.693	29.784	-57,38%
	-	East Med	Souda/Chania	33.304	124.205	-73,19%
	-	Black Sea	Odessa	8.506	91.949	-90,75%

Table 5.7: Major Variations 2014/2010 (per size category/region) - Total Cruise Pax. Movements

Size Category		Region	Port	2014	2010	Variation 2014/2010
A	+	West Med	La Spezia	483.564	44.874	977,60%
		Adriatic	Kotor	309.322	145.185	113,05%
		East Med	Istanbul	589.353	491.796	19,84%
A	-	West Med	Tunisian Ports	440.433	-13,82%	895.403
		Adriatic	Dubrovnik/Korcula	894.216	936.115	-4,48%
		East Med	Cyprus Ports	183.507	378.909	-51,57%
B	+	West Med	Motril-Granada	19.589	2.742	614,41%
		Adriatic	Ravenna	44.607	9.153	387,35%
		East Med	Kavala	13.087	4.237	208,87%
		Black Sea	Batumi	16.233	3.127	419,12%
B	-	West Med	Portimao	14.634	33.843	-56,76%
		Adriatic	Rijeka	9.026	14.172	-36,31%
		East Med	Alanya	19.092	21.924	-12,92%
		Black Sea	Odessa	8.506	66.010	-87,11%

Table 5.8: Major Variations 2014/2013 (per size category/region) - Total Cruise Calls

Size Category		Region	Port	2014	2013	Variation 2014/2013
A	+	West Med	La Spezia	254	149	70,47%
		Adriatic	Split	233	225	3,56%
		East Med	Kusadasi/Bodrum/Antalya	605	657	-7,91%
A	-	West Med	Cagliari	54	94	-42,55%
		Adriatic	Corfu	395	480	-17,71%
		East Med	Istanbul	331	408	-18,87%
B	+	West Med	Motril-Granada	30	28	7,14%
		Adriatic	Brindisi	22	15	46,67%
		East Med	Kavala	26	14	85,71%
		Black Sea	Batumi	83	20	315,00%
B	-	West Med	Portimao	34	42	-19,05%
		Adriatic	Ravenna	38	74	-48,65%
		East Med	Alanya	23	53	-56,60%
		Black Sea	Odessa	32	148	-78,38%

Table 5.9: Major Variations 2014/2010 (per size category/region) - Total Cruise Calls

Size Category		Region	Port	2014	2010	Variation 2014/2010
A	+	West Med	La Spezia	254	44	477,27%
		Adriatic	Kotor	353	309	14,24%
A	-	West Med	Tunisian Ports	175	406	-56,90%
		Adriatic	Venice	488	629	-22,42%
		East Med	Cyprus Ports	223	378	-41,01%
B	+	West Med	Motril-Granada	30	18	66,67%
	+	Adriatic	Ravenna	38	19	100,00%
	+	East Med	Kavala	26	11	136,36%
	+	Black Sea	Batumi	83	10	730,00%
B	-	West Med	Portofino	67	97	-42,27%
		Adriatic	Brindisi	22	38	-42,11%
		East Med	Alanya	23	30	-23,33%
		Black Sea	Odessa	32	132	-75,76%

Table 5.10: Major Variations 2014/2013 (per size category/region) - Home In/Out Pax.

Size Category		Region	Port	2014	2013	Variation 2014/2013
A	+	West Med	La Spezia	40.280	1.507	2572,86%
	+	Adriatic	Corfu	71.881	70.735	1,62%
	+	East Med	Kusadasi/Bodrum/Antalya	201.142	190.087	5,82%
A	-	West Med	Cagliari	133	5.731	-97,68%
	-	Adriatic	Split	330	1.301	-74,63%
	-	East Med	Heraklion	23.925	55.443	-56,85%
B	+	West Med	Sète	2.817	8	35112,50%
	+	Adriatic	Rijeka	9.026	7.124	26,70%
	+	East Med	Thessaloniki	161	6	2583,33%
	+	Black Sea	Constantza	5.049	388	1201,29%
B	-	Adriatic	Ravenna	3.314	16.827	-80,31%
	-	Black Sea	Odessa	44	9.389	-99,53%

Table 5.11: Major Variations 2014/2010 (per size category/region) - Home In/Out Pax.

Size Category		Region	Port	2014	2010	Variation 2014/2010
A	+	West Med	Valletta	93.581	29.362	218,71%
	+	Adriatic	Corfu	71.881	55.330	29,91%
	+	East Med	Kusadasi/Bodrum/Antalya	201.142	114.657	75,43%
A	-	West Med	Livorno	2.088	46.333	-95,49%
	-	Adriatic	Bari	152.056	203.145	-25,15%
	-	East Med	Heraklion	23.925	45.945	-47,93%
B	+	West Med	Portimao	1.130	757	49,27%
	+	Adriatic	Trieste	24.389	2.000	1119,45%
	+	Black Sea	Sochi	14.509	2.454	491,24%
B	-	Adriatic	Koper	47	6.409	-99,27%
	-	East Med	Thessaloniki	161	5.048	-96,81%

Table 5.12: Major Variations 2014/2013 (per size category/region) - Transit Pax.

Size Category		Region	Port	2014	2013	Variation 2014/2013
A	+	West Med	La Spezia	443.284	212.351	108,75%
	+	East Med	Heraklion	219.026	214.577	2,07%
A	-	West Med	Cagliari	81.711	140.272	-41,75%
	-	Adriatic	Venice	224.742	303.227	-25,88%
	-	East Med	Cyprus Ports	106.615	170.768	-37,57%
B	+	West Med	Portoferraio	27.365	16.828	62,62%
	+	Adriatic	Brindisi	25.402	4.509	463,36%
	+	East Med	Volos	57.825	20.227	185,88%
	+	Black Sea	Sinop	16.522	6.331	160,97%
B	-	West Med	Sète	7.101	11.076	-35,89%
	-	Adriatic	Rijeka	0	685	-100,00%
	-	East Med	Souda/Chania	33.304	124.205	-73,19%
	-	Black Sea	Odessa	8.462	82.560	-89,75%

Table 5.13: Major Variations 2014/2010 (per size category/region) - Transit Pax.

Size Category		Region	Port	2014	2010	Variation 2014/2010
A	+	West Med	La Spezia	443.284	44.874	887,84%
	+	Adriatic	Kotor	309.322	145.185	113,05%
	+	East Med	Piraeus	799.360	719.255	11,14%
A	-	West Med	Tunisian Ports	440.433	895.403	-50,81%
	-	Adriatic	Venice	224.742	304.116	-26,10%
	-	East Med	Cyprus Ports	106.615	272.231	-60,84%
B	+	West Med	Motril-Granada	19.589	2.742	614,41%
	+	Adriatic	Ravenna	41.293	9.153	351,14%
	+	East Med	Kavala	13.087	4.237	208,87%
	+	Black Sea	Sinop	16.522	5.266	213,75%
B	-	West Med	Portimao	13.504	33.086	-59,19%
	-	Adriatic	Brindisi	25.402	28.489	-10,84%
	-	East Med	Alanya	19.092	21.924	-12,92%
	-	Black Sea	Odessa	8.462	66.010	-87,18%

VI. SEASONALITY ANALYSIS

6.1 Seasonality in MedCruise Ports

The seasonality of cruise activities in MedCruise ports is the theme of this section of the report. The focus is on how cruise traffic is distributed on a monthly and on trimester basis. The report also discusses the observed variations depending on the size or the region where a port is located. The seasonality analysis is based on data provided by 70 MedCruise Ports – as at the time of the analysis relevant monthly data for the ports of Lattakia, Sevastopol, Egyptian Ports, and the Ports of Tenerife were not available.

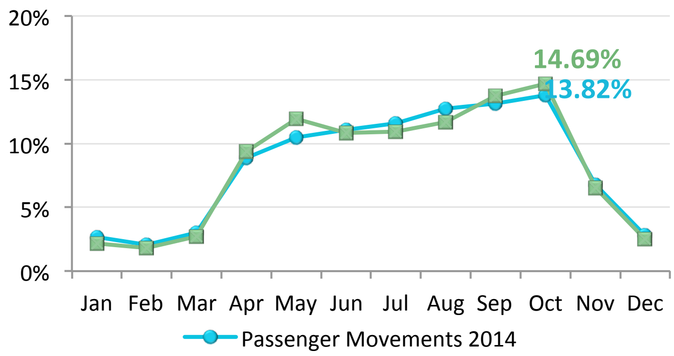
Figure 6.1 illustrates the shares of passenger movements and cruise calls per month in 2014.

The highest share of cruise pax movements in 2014 was recorded in October (13,8%).

Notably, the same had happened in 2013 as well, as October 2013 hosted 14% of the cruise traffic that year.

In 2012, the month when the major percentage of passenger movements concentrated had been August (14%).

Figure 6.1: Cruise Traffic Shares per month (2014)



As regards cruise calls, the highest share was also registered in October (14,7%). A year earlier, October 2013 had hosted 14,9% of the total annual calls, being also the most populated month of the year. September 2014 was the second busiest month of last year, with 13,1% of annual passenger movements and 13,7% of annual cruise calls recorded during this month.

Each month of the May-October period host, in a most balanced way, traffic shares of 10-12%. In total, 81,3% of the 2014 cruise passenger movements happened during the specific six-months period. The share of the total passenger movements registered during the three winter months (January, February, December) of 2014 was 7,5%, whereas in 2013 the respective shear equal to 6,2% of the total annual movements.

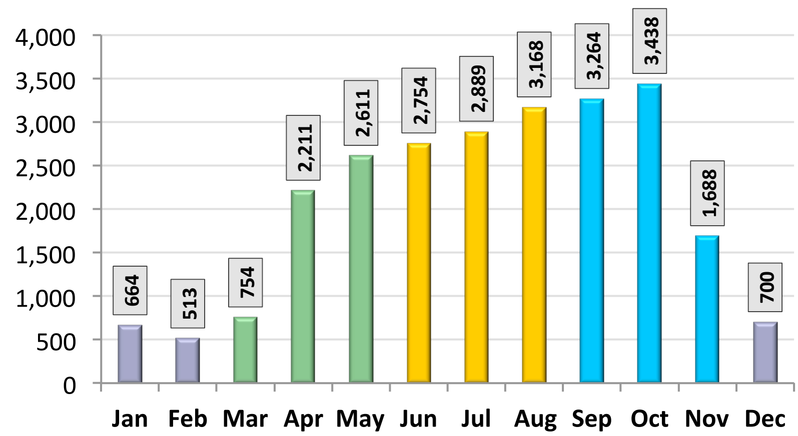
Table 6.1: Total Cruise Traffic per month in 2014

Month	Total Cruise Pax	% of Total Pax	Total Cruise Calls	% of Total Cruise Calls	Pax/Call
January	664.074	2,67%	287	2,18%	2.314
February	512.506	2,06%	238	1,81%	2.153
March	754.205	3,03%	361	2,74%	2.089
April	2.210.709	8,89%	1.236	9,38%	1.789
May	2.611.372	10,50%	1.572	11,93%	1.661
June	2.753.546	11,07%	1.428	10,84%	1.928
July	2.889.153	11,61%	1.442	10,95%	2.004
August	3.168.154	12,73%	1.539	11,68%	2.059
September	3.264.443	13,12%	1.808	13,72%	1.806
October	3.437.962	13,82%	1.935	14,69%	1.777
November	1.687.949	6,78%	860	6,53%	1.963
December	699.886	2,81%	334	2,54%	2.095

Figure 6.2 visualises the monthly distribution of the total cruise passengers per month that took place in the Med and its adjoining seas in 2014. August, September and October are the three MedCruise ports that recorded more than three million passenger movements per month.

From April to July 2014 this total ranged between 2,2 and 2,9 million. Less than 700.000 passenger movements happened per winter, and less than 800.000 in March.

Figure 6.2: Total Cruise Pax. per month (in thousands; 2014)



The last two years, cruise activities were less concentrated in summer time than before. In 2014, the 35,4% of the total cruise passenger movements took place during the three summer months of the year. This percentage equals the respective share of summer 2013 but is lower than that of summer 2012 when 39,3% of the total case cruise passenger traffic.

A slight increase in the share of cruise passenger traffic was observed in the winter months of 2014. This rather minor trend seems to be a rather stable one, as the same observation emerges when comparing the 2013 data with those of 2012.

Detailing the total number of cruise calls per month **(Figure 6.3)**, reveals the presence of a 'regular season' that starts in April, with 1.236 call, and reaches its peak in October with almost 2.000 calls – this period hardly includes March, when less that 400 calls are recorded.

Less than 1.000 calls happen during November, whereas the three months of the winter total between 230 and 340 calls per month.

The monthly distribution of 2014 cruise calls stands as a regular pattern, given that a similar one was observed the two previous years as well.

Figure 6.3: Total Cruise Calls per month (2014)

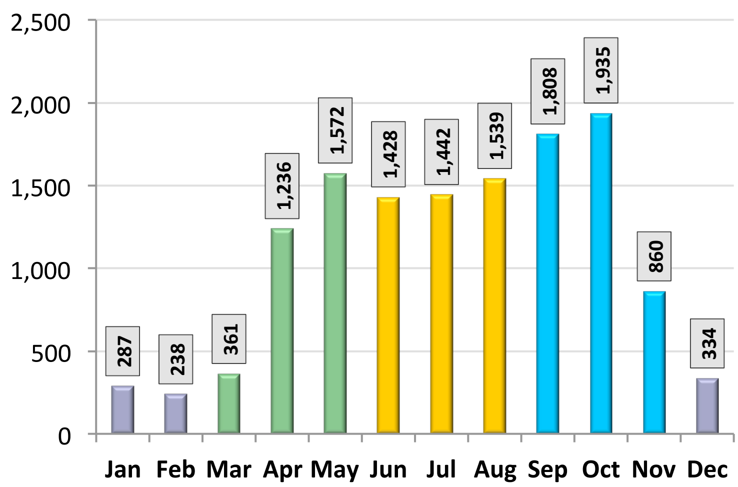
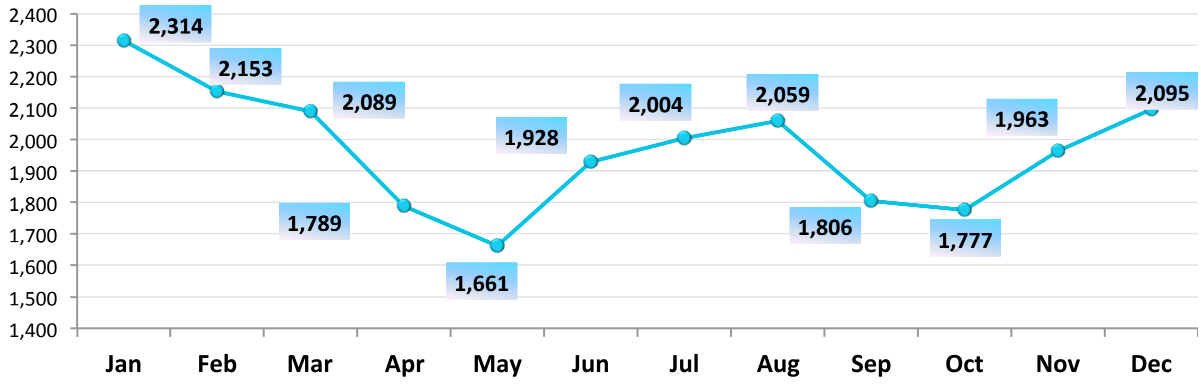


Figure 6.4 presents the average number of passengers per cruise call during each month of the year. The variations per month, as expected, are significant. In January the number of passengers per call appears to be 28,2% lower compared to the respective ration of May. January is the month of 2014 with the highest rate of passengers per call (2.314), followed by February (2.153) and December (2.095).

This is a slightly different picture than the year before when July was standing as the most popular month. May stands as the month with the lowest registered pax/call rate (1.661), and October as the one with the second lowest (1.777).

Figure 6.4: Average Pax/Call per month (2014)



6.2 Seasonality by region in 2014

The seasonality trends observed in each of the four distinctive regions that MedCruise membership spreads (West Med, Adriatic, East Med, Black Sea) follow in certain respects dissimilar distributions (**Table 6.2**).

In West Med the cruise traffic is distributed more balanced throughout the year. Cruise activities during the winter months correspond to a 10,3% share of the total cruise passenger movements in the region.

In the other three regions cruise traffic is concentrated mostly during the second half of the year, in particular the period commencing in June and ending in November. The Adriatic and East Med follow the same distribution patterns as regards calls per trimester. That said, in absolute numbers the passenger movements in the Adriatic during the winter time (Dec-Feb) are minimal (18.146) and the ones that take place in East Med few.

Table 6.2: Trimester Shares of Cruise Traffic within the MedCruise Regions

Region	Total Passengers				Total Calls			
	Mar-May	Jun-Aug	Sept-Nov	Dec-Feb	Mar-May	Jun-Aug	Sept-Nov	Dec-Feb
West Med	23,88%	32,40%	33,39%	10,33%	27,12%	28,69%	35,45%	8,75%
Adriatic	20,60%	44,46%	34,54%	0,41%	20,65%	43,53%	32,18%	3,64%
East Med	19,07%	41,88%	36,23%	2,83%	20,99%	37,80%	37,94%	3,27%
Black Sea	10,25%	35,50%	47,71%	6,55%	12,35%	41,57%	42,47%	3,61%
Total	**22,62%**	**35,74%**	**34,03%**	**7,61%**	**24,30%**	**33,81%**	**35,30%**	**6,59%**

Region	Home In/Out Passengers				Transit Passengers			
	Mar-May	Jun-Aug	Sept-Nov	Dec-Feb	Mar-May	Jun-Aug	Sept-Nov	Dec-Feb
West Med	25,34%	27,00%	34,99%	12,68%	23,73%	32,71%	33,10%	10,45%
Adriatic	20,94%	46,21%	32,41%	0,44%	19,86%	45,69%	34,07%	0,38%
East Med	20,24%	45,91%	33,04%	0,81%	18,70%	40,63%	37,22%	3,45%
Black Sea	15,56%	34,81%	12,76%	36,87%	8,95%	35,72%	55,06%	0,27%
Total	**23,46%**	**34,66%**	**33,93%**	**7,95%**	**22,34%**	**35,82%**	**33,97%**	**7,87%**

6.3 Seasonality by size in 2014

Table 6.3 details the shares of the total cruise traffic that correspond to each trimester of 2014 within the two different port size categories of MedCruise.

Category A ports (i.e., ports hosting more than 80.000 passenger movements in 2014) recorded a higher share of the annual passenger movements that they host per year during the winter times (7,5%) comparing to the respective share observed in Category B ports (2,7%). One year earlier, in 2013, these percentages had been lower in the case of Category A ports (6,3%) and higher in the case of Category B ports (3,6%).

In the case of Category A ports the highest share of the cruise passenger traffic movements (35,7%) was registered during the summer months. For size Category B ports the autumn proved to be the most popular season, since more than 44% of the total passengers movements in these ports registered from September to November.

As regards cruise calls, in Category A ports the number of calls reaches its peak in the autumn; 35,4%, of calls occurred these months. This percentage though is very similar to the one observed in summer months. In the smaller in size Category B ports the peak happens during the summer months when 39,6% of the calls take place.

Focusing on the different types of passenger movements, the picture is quite balanced during the summer and autumn trimesters for ports of both categories. During each of these trimesters one third of the total cruise passenger movements takes place. The exemption is the case of transit passengers in smaller ports, where a high concentration is observed during the autumn months (45,5%). It is also notable that in terms of percentages Category B ports hosted 17% of their total Home in/out traffic from December to February. However, this percentage is misleading, given that in absolute numbers the size of these movements is tiny. On the contrary, for the ports of size Category A the respective shares are distributed evenly in the summer and autumn trimesters; only 7% of the total is taking place in winter months.

Table 6.3: Trimester Shares of Cruise Traffic within the two size categories

	Size Category	Mar-May	Jun-Aug	Sept-Nov	Dec-Feb
Cruise Pax Movements	A	22,53%	35,69%	34,30%	7,48%
	B	19,34%	33,75%	44,20%	2,70%
Cruise Calls	A	23,83%	34,37%	35,44%	6,36%
	B	19,38%	39,63%	36,76%	4,24%
Home In/Out Pax	A	22,97%	36,55%	33,41%	7,06%
	B	16,32%	33,78%	32,90%	17,00%
Transit Pax	A	22,25%	35,75%	34,36%	7,64%
	B	19,65%	33,77%	45,55%	1,03%

6.4 Seasonality of cruise activity in MedCruise Ports

Table 6.4 presents those MedCruise ports registering the major concentration of their cruise activities during **springtime**. The top port of this list is Portimao, which hosts more than 50% of its annual cruise traffic during this trimester. Motril-Granada and Azores, two other West Med ports benefit from spring months cruising; within this period the former hosts almost half of the total of its annual passenger movements, and the latter more than 45%. Six other ports host more than 30% of their annual movements during spring months, yet in one case, that of Alanya this percentage results by less than 10 calls. In aggregate, 845.538 passenger movements, or 15,1% of the total that take place in MedCruise ports in spring months is registered in 10 ports.

There are three ports that are not listed in these rankings, given that they had neither 20 calls per year nor 20.000 passenger movements in 2014, yet they recorded comparatively notable traffic in the spring trimester. These are Gioia Tauro (3.320 passengers; 6 calls), Igoumenitsa (3.096 passengers; 13 calls) and Ceuta (2432 passengers; 8 calls).

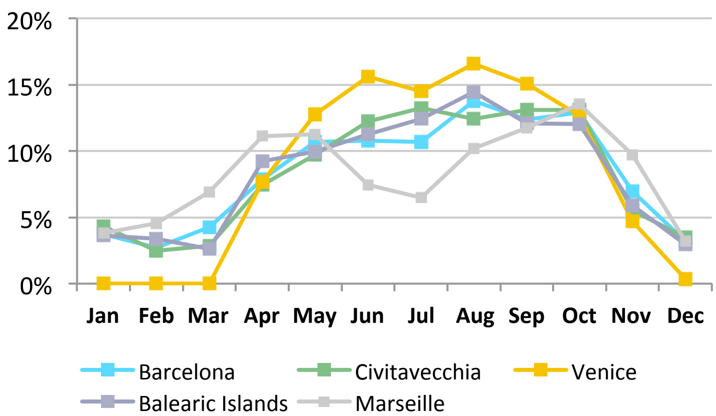
Table 6.4: Highest Concentration of Passenger Movements (March/April/May 2014)

No	Port	Region	Size	% share of the port's total traffic	% share of all MedCruise ports trimester traffic	Total Pax Mar-May	Total Calls Mar-May
1	Portimao	West Med	B	53,49%	0,14%	7.827	13
2	Motril-Granada	West Med	B	49,12%	0,17%	9.623	10
3	Azores	West Med	A	45,49%	0,78%	43.559	47
4	Alicante	West Med	B	35,52%	0,22%	12.285	10
5	Malaga	West Med	A	32,15%	2,36%	131.571	77
6	Alanya	East Med	B	32,07%	0,11%	6.122	6
7	Tunisian Ports	West Med	A	30,61%	2,42%	134.815	56
8	Cagliari	West Med	A	30,22%	0,44%	24.732	15
9	Marseille	West Med	A	29,32%	6,89%	384.456	146
10	Messina	West Med	A	28,32%	1,62%	90.548	46
TOTAL				-	15,15%	845.538	426

Seasonality trends in the major five ports in the Med (**Figure 6.5**) do not differ remarkably from that of the total sample. Barcelona, Civitavecchia, and Marseille register in January, February and December movements that exceed 2% of their total annual traffic. Whereas in Balearic Islands this percentage rises to more than 3,5%, Venice records an insignificant share of passenger movements during winter months.

The concentration of traffic in the period May-August (59,54% in 2014;) is far more evident in Venice rather than in any other major port.

Figure 6.5: Major 5 MedCruise Ports Cruise Pax Seasonality 2014



The picture is quite different in the case of the movements during the **summer months (Table 6.5).** Several ports register more than 40% of their annual cruise passenger traffic during these months, with this percentage exceeding 50% in nine cases. Cruising during these is comparatively less concentrated, with the 1,12 million movements of the 10 most concentrated ports representing 12,7% of the share of all MedCruise ports in the summer months.

Table 6.5: Highest Concentration of Passenger Movements (June/July/August 2014)

No	Port	Region	Size	% share of the port's total traffic	% share of all MedCruise ports trimester traffic	Total Pax Mar-May	Total Calls Mar-May
1	Rijeka	Adriatic	B	66,00%	0,07%	5.957	153
2	Sète	West Med	B	57,49%	0,06%	5.702	10
3	Portoferraio	West Med	B	56,62%	0,18%	15.494	43
4	North Sardinian Ports	West Med	A	54,03%	1,02%	90.220	50
5	Kotor	Adriatic	A	53,81%	1,89%	166.454	161
6	Ravenna	Adriatic	B	52,64%	0,27%	23.482	20
7	Batumi	Black Sea	B	51,40%	0,09%	8.343	41
8	Toulon-Var Provence	West Med	A	51,26%	1,61%	142.288	57
9	French Riviera Ports	West Med	A	51,20%	3,46%	304.982	158
10	Kusadasi/Bodrum/Antalya	East Med	A	46,92%	4,06%	357.476	262
TOTAL				-	**12,71%**	**1.120.398**	**955**

Table 6.6 presents the ports with the highest concentration of their annual cruise traffic in **autumn months**. Evidently, this concentration is observed in smaller ports; 9 of the 10 ports listed are Category B ports (less than 80.000 passengers per year), and only Cagliari is a Category A port. The sum of the movements happening in these 10 ports represents a very small percentage of the total movements that takes place in the Med during autumn. The list reveals an additional feature of cruise activities in the Med and its adjoining seas: the three autumn months is the period when several ports with comparatively fewer calls per year experience most of their movements.

Table 6.6: Highest Concentration of Passenger Movements (September/October/November 2014)

No	Port	Region	Size	% share of the port's total traffic	% share of all MedCruise ports trimester traffic	Total Pax Mar-May	Total Calls Mar-May
1	Koper	Adriatic	B	93,74%	0,01%	551	15
2	Trabzon	Black Sea	B	75,71%	0,15%	12.960	21
3	Sinop	Black Sea	B	71,03%	0,14%	11.736	14
4	Volos	East Med	B	69,95%	0,48%	40.449	32
5	Kavala	East Med	B	67,55%	0,11%	8.840	17
6	Trieste	Adriatic	B	65,37%	0,34%	28.916	11
7	Odessa	Black Sea	B	59,96%	0,06%	5.100	18
8	Brindisi	Adriatic	B	53,73%	0,16%	13.675	14
9	Alanya	East Med	B	51,26%	0,12%	9.787	14
10	Cagliari	West Med	A	49,74%	0,49%	40.710	28
TOTAL				-	**2,06%**	**172.724**	**184**

Cruise numbers during the three **winter months** are quite different insofar as the concentration in specific ports is concerned **(Table 6.7).** Madeira is the only MedCruise port member registering a substantial concentration during these months, the registered 183.245 passengers movements equal to the 38,5% of its annual passenger traffic. One more port, Sochi, registers almost 30% of its total movements in winter months, though in absolute number this corresponds to only 9.971 passengers. The other eight ports of the list host shares of the range 11% to 17% of their total annual traffic during the months under examination.

In total, 44,1% of the passenger movements that take place in the Meditteranean and its adjoining seas during winter months happen in the 10 ports that present the major concentration of all. Of the small ports that did not reach the essential thresholds, thus are not included in the list, Ceuta hosted in winter months eight calls and 2.432 passengers. Further analysis of winter cruise is detailed in the next section.

Table 6.7: Highest Concentration of Passenger Movements (December/January/February 2014)

No	Port	Region	Size	% share of the port's total traffic	% share of all MedCruise ports trimester traffic	Total Pax Mar-May	Total Calls Mar-May
1	Madeira Ports	West Med	A	38,50%	9,77%	183.245	109
2	Sochi	Black Sea	B	28,82%	0,53%	9.971	8
3	Palermo	West Med	A	16,85%	4,77%	89.595	34
4	Tunisian Ports	West Med	A	15,85%	3,72%	69.788	26
5	Genoa	West Med	A	14,49%	6,36%	119.406	28
6	Savona	West Med	A	13,40%	7,28%	136.540	36
7	Cagliari	West Med	A	12,53%	0,55%	10.258	4
8	Azores	West Med	A	12,11%	0,62%	11.597	10
9	Marseille	West Med	A	11,55%	8,07%	151.403	52
10	Malaga	West Med	A	11,34%	2,47%	46.425	21
TOTAL				-	**44,14%**	**828.228**	**328**

6.5 Winter Cruise

With the potential of increased winter tourism being at the centre of the attention of several stakeholders, it is worth presenting the trends of cruising activities as well those ports that recorded the most passenger movements and cruise calls during the winter period that lasted from December 2013 to February 2014.

Only 43 MedCruise Ports recorded any cruise activity between December 2013 and February 2014 (Egyptian Ports, Tenerife Ports, Sevastopol and Lattakia are excluded from the analysis of this section).

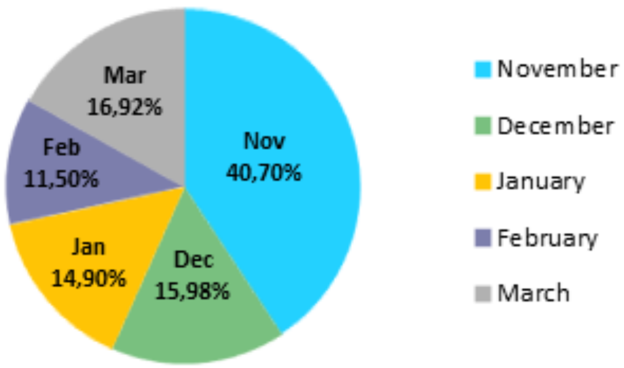
Extending the period under examination to a 5-months one (November 2013 - March 2014), the total of ports that had cruise activity rises to 61. The nine port members that did not record any cruise traffic at all during these five months were Brindisi, Gioia Tauro, Patras, Portofino, Rijeka, Sinop, Taranto, Tarragona and Trabzon.

The distribution of cruise activities within the five months period under examination is illustrated by **Figure 6.6.**

It is November when 40,7% of the total winter tourism took place, whereas December and March are two months having an equal share of the total winter cruising traffic.

Cruise activities taking place in the November-March period total between November 2013 and March 2014 4.456 million passenger movements, and 2.267 cruise calls (**Table 6.9**).

Figure 6.6: Cruise Pax. Movements Shares per month



The West Med ports hosted the major share of this total (3,8 million passenger movements). This region recorded in 2014 an increase of passenger movements comparing to the previous year that stands at the remarkable 17,3%. The increase in terms of shares is even more significant in the case of the Black Sea ports, yet this is because of the too small total numbers of both passenger movements and cruise call.

On the differing, in 2014 winter cruising in the two other regions, the Adriatic and the East Med, declined. This decline was relatively higher in the case of the East Med (-17,3%) than in the Adriatic (-11,3%). Notably, in these two regions both the number of passenger movements and that of cruise calls that take place in winter times are of similar size (**Table 6.8**).

Table 6.8: Winter Cruise Traffic per Region

Region	Total Passenger Movements			Total Calls		
	Winter 2013-2014	Winter 2012-2013	Variation	Winter 2013-2014	Winter 2012-2013	Variation
West Med	3.808.241	3.245.286	17,35%	1.700	1.562	8,83%
Adriatic	301.962	340.630	-11,35%	289	284	1,76%
East Med	332.708	402.473	-17,33%	263	354	-25,71%
Black Sea	14.044	7.486	87,60%	15	7	114,29%
Total	**4.456.955**	**3.995.875**	**11,54%**	**2.267**	**2.207**	**2,72%**

Figure 6.7 visualizes winter traffic per MedCruise region per month. This figure illustrates the dominant role of West Med in all months.

Both the East Med region and the Adriatic maintain a visible share in November. Only when March arrives cruise activities in these two regions return to significant levels.

In the case of the Black Sea the size of the activities is comparatively insignificant during winter time, with the climate standing as a key factor leading to this trend.

Figure 6.7: Winter Cruise traffic per MedCruise region per month

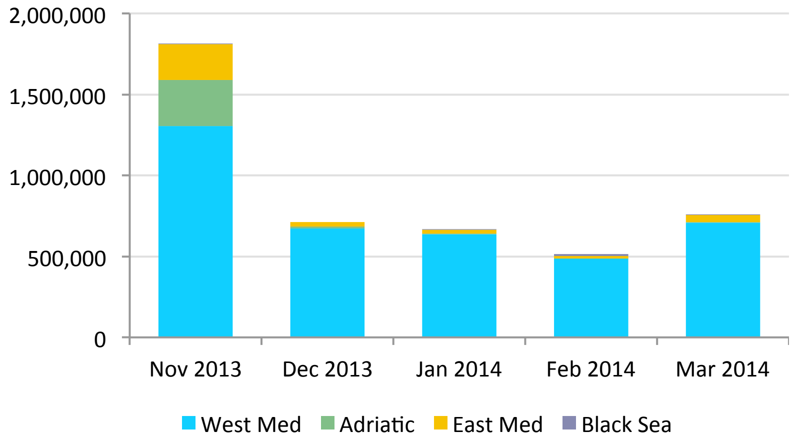


Table 6.9 presents the major ports in each region insofar winter cruising is concerned. Barcelona that tops the list in West Med experienced last year a most significant rise of the cruise activities the months under examination (64,4%). The same holds true for the third biggest port of the region, Marseille (52,8%). Civitavecchia, the second major port, recorded a minor annual decrease of 3,9%.

In the case of the Adriatic, all three major ports experienced a decline. The decline that occurred in Venice (-31,4%), the major port of the region, stands as the most significant of all. Different trends were observed in the other two listed ports of the region. Dubrovnik/Korcula recorded a 13,5% decline and Corfu recorded a 13,5% increase. Like in the Adriatic, the major port of the East Med region, which is Piraeus, recorded a considerable annual decrease of 17,6%. The trend of winter cruise in the other two major ports of the region was similar; Kusadasi/Bodrum/Antalya and Heraklion, experienced in 2014 a decline of approximately 6,5%. In the case of Black Sea, the numbers are small, thus the variation is only indicative.

Table 6.9: Winter Cruise 2014 - Major MedCruise Ports per region

Region	No	Port	Nov 13-Mar 14	Nov 12-Mar 13	Variation
West Med	1	Barcelona	541.263	329.255	64,39%
	2	Civitavecchia	471.063	490.177	-3,90%
	3	Marseille	337.741	221.095	52,76%
Adriatic	1	Venice	90.561	131.983	-31,38%
	2	Dubrovnik/Korcula	64.791	74.896	-13,49%
	3	Corfu	49.528	43.650	13,47%
East Med	1	Piraeus	131.545	159.690	-17,62%
	2	Kusadasi/Bodrum/Antalya	56.280	60.439	-6,88%
	3	Heraklion	46.223	49.326	-6,29%
Black Sea	1	Sochi	9.697	0	-
	2	Odessa	3.021	6.522	-53,68%
	3	Constantza	982	964	1,87%

Table 6.10 provides information on the distribution of traffic in the 15 ports hosting most cruise passenger movements in winter months. 14 of these ports are located in West Med, and only one, Piraeus, in East Med. Barcelona tops this list with 541.263 passengers, with Civitavecchia being the second one (471.063 passengers). The increase of winter cruising in Barcelona within 2014 is remarkable; the annual variation was 64,4%. Valencia (89,2%), Livorno (80%), Marseille (52,8%), Balearic Islands (55,9%), and Tunisian Ports (45,3%) also hosted significantly increased winter traffic during last year. On the contrary, Malaga (-22,4%), Lisbon (-20,6%), and Piraeus (-17,6%) are the ports that experienced a negative variation.

Table 6.10: Winter Cruise 2014 - Major 15 MedCruise Ports: Cruise Pax. Movements

No	Port	Nov 13-Mar 14	Nov 12-Mar 13	Variation	Nov 2013	Dec 2013	Jan 2014	Feb 2014	Mar 2014
1	Barcelona	541.263	329.255	64,39%	191.338	96.892	87.843	63.996	101.194
2	Civitavecchia	471.063	490.177	-3,90%	152.395	111.742	92.440	53.035	61.451
3	Marseille	337.741	221.095	52,76%	89.359	47.954	49.996	59.780	90.652
4	Savona	312.661	280.217	11,58%	112.140	54.607	46.631	37.826	61.457
5	Madeira Ports	308.170	328.234	-6,11%	75.993	72.208	57.839	44.484	57.646
6	Balearic Islands	281.193	180.313	55,95%	95.228	33.366	57.767	53.525	41.307
7	Genoa	232.049	197.674	17,39%	72.266	44.734	36.638	38.038	40.373
8	Naples	152.084	144.521	5,23%	78.018	15.801	8.706	10.002	39.557
9	Malaga	138.527	178.506	-22,40%	56.763	16.684	20.354	9.554	35.172
10	Tunisian Ports	132.593	91.252	45,30%	28.459	18.030	34.997	27.019	24.088
11	Piraeus	131.545	159.690	-17,62%	77.157	11.267	14.518	8.001	20.602
12	Palermo	127.780	136.307	-6,26%	21.133	20.574	35.729	27.334	23.010
13	Lisbon	124.674	156.945	-20,56%	59.791	27.774	14.605	8.008	14.496
14	Valencia	106.254	56.145	89,25%	56.951	14.395	18.663	6.999	9.246
15	Livorno	96.275	53.499	79,96%	32.679	21.572	11.148	11.345	19.531

Table 6.11 provides the respective list insofar as cruise calls are concerned. Only Barcelona hosted more than 200 calls during last year's winter cruising period. Four more ports - Madeira Ports, Civitavecchia, Marseille, Balearic Islands - hosted more than 100 calls, with the calls in the other ports of the list standing within the 50-100 calls range. Civitavecchia experienced a major decline of calls in the most recent winter period (-43,1%). Marseille (65,8%) experienced the major positive annual variation, with Tunisian Ports recording a very similar result (61,1%).

Table 6.11: Winter Cruise 2014 - Major 15 MedCruise Ports: Cruise Calls

No	Port	Nov 13-Mar 14	Nov 12-Mar 13	Variation	Nov 2013	Dec 2013	Jan 2014	Feb 2014	Mar 2014
1	Barcelona	205	166	23,49%	77	40	32	21	35
2	Madeira Ports	190	194	-2,06%	54	45	33	25	33
3	Civitavecchia	166	292	-43,15%	60	39	28	18	21
4	Marseille	126	76	65,79%	40	18	20	19	29
5	Balearic Islands	115	78	47,44%	57	15	16	13	14
6	Lisbon	86	92	-6,52%	42	18	9	5	12
7	Savona	85	26	226,92%	28	16	12	10	19
8	Dubrovnik/Korcula	79	69	14,49%	38	12	7	12	10
9	Piraeus	76	91	-16,48%	45	4	6	4	17
10	Malaga	74	91	-18,68%	36	10	9	4	15
11	Cyprus Ports	69	50	38,00%	23	10	12	14	10
12	Naples	66	73	-9,59%	37	10	4	3	12
13	Valletta	59	45	31,11%	26	11	10	5	7
14	Tunisian Ports	58	36	61,11%	18	8	14	9	9
15	Genoa	57	67	-14,93%	21	11	8	9	8

*The **Appendix** presents the seasonality of cruise activities in MedCruise ports based on the shares that each port recorded per trimester, providing a clear picture of the distribution of traffic in each port per three months period during the year 2014.*

APPENDIX I

MedCruise Ports: Total Cruise Passengers 2010-2014

No	Port	Total Cruise Passengers 2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
1	Alanya	19.092	57.454	-66,8%	36.703	42.108	21.924	-12,9%
2	Alicante	34.583	41.860	-17,4%	78.825	107.865	75.795	-54,4%
3	Azores	95.765	87.437	9,5%	102.881	87.009	62.256	53,8%
4	Balearic Islands	1.587.064	1.541.376	3,0%	1.341.510	1.608.704	1.546.739	2,6%
5	Barcelona	2.364.292	2.599.232	-9,0%	2.408.634	2.657.244	2.350.283	0,6%
6	Bari	561.602	604.781	-7,1%	618.882	586.848	507.694	10,6%
7	Batumi	16.233	4.562	255,8%	2.990	2.564	3.127	419,1%
8	Brindisi	25.450	4.628	449,9%	13.507	5.226	28.489	-10,7%
9	Cagliari	81.844	146.003	-43,9%	80.555	232.118	158.930	-48,5%
10	Cartagena	137.985	134.225	2,8%	83.917	88.081	104.294	32,3%
11	Castellón	130	1.514	-91,4%	1.292	586	1.000	-87,0%
12	Ceuta	2.432	4.605	-47,2%	6.088	4.899	4.220	-42,4%
13	Civitavecchia	2.140.039	2.538.259	-15,7%	2.393.570	2.577.438	1.944.723	10,0%
14	Constantza	69.910	54.614	28,0%	34.010	23.878	21.286	228,4%
15	Corfu	672.368	744.651	-9,7%	655.764	620.474	596.902	12,6%
16	Cyprus Ports	183.507	271.673	-32,5%	248.356	303.086	378.909	-51,6%
17	Dubrovnik/Korcula	894.216	1.136.503	-21,3%	981.448	1.009.698	936.115	-4,5%
18	Egyptian Ports	42.690	43.799	-2,5%	63.833	-	-	-
19	French Riviera Ports	595.685	613.218	-2,9%	701.367	666.082	672.235	-11,4%
20	Genoa	824.109	1.050.085	-21,5%	797.239	798.521	860.290	-4,2%
21	Gibraltar	299.923	278.139	7,8%	291.620	328.636	305.161	-1,7%
22	Gioia Tauro	3.320	2.590	28,2%	1.600	800	600	453,3%
23	Heraklion	242.951	270.020	-10,0%	215.700	224.571	305.675	-20,5%
24	Huelva	0	296	-100,0%	2.090	650	0	-
25	Igoumenitsa	3.096	4.650	-33,4%	1.827	156	136	2176,5%
26	Istanbul	589.353	683.598	-13,8%	564.555	662.792	491.796	19,8%
27	Kavala	13.087	6.995	87,1%	4.323	2.708	4.237	208,9%
28	Koper	58.970	65.434	-9,9%	64.456	108.820	37.264	58,2%
29	Kotor	309.322	317.746	-2,7%	246.623	189.426	145.185	113,1%
30	Kusadasi/Bodrum/Antalya	761.912	780.804	-2,4%	777.791	812.773	662.314	15,0%
31	La Spezia	483.564	213.858	126,1%	50.239	90.408	44.874	977,6%
32	Lisbon	500.872	558.040	-10,2%	522.604	502.644	448.497	11,7%
33	Livorno	626.356	736.516	-15,0%	1.037.849	982.928	822.554	-23,9%
34	Madeira Ports	475.955	482.112	-1,3%	593.550	542.789	492.500	-3,4%
35	Málaga	409.298	397.416	3,0%	651.393	638.845	659.123	-37,9%
36	Marseille	1.311.284	1.188.031	10,4%	890.020	810.490	700.100	87,3%

No	Port	Total Cruise Passengers						
		2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
37	Mersin	0	1.697	-100,0%	774	416	135	-100,0%
38	Messina	319.750	501.316	-36,2%	438.379	500.636	374.441	-14,6%
39	Monaco	200.039	249.806	-19,9%	232.921	284.914	321.079	-37,7%
40	Motril-Granada	19.589	16.809	16,5%	10.606	9.711	2.742	614,4%
41	Naples	1.113.762	1.175.018	-5,2%	1.297.233	1.297.232	1.139.319	-2,2%
42	North Sardinian Ports	166.985	206.140	-19,0%	276.941	141.632	184.107	-9,3%
43	Odessa	8.506	91.949	-90,7%	72.516	68.353	66.010	-87,1%
44	Palamós	38.612	29.775	29,7%	33.400	38.770	27.500	40,4%
45	Palermo	531.712	410.999	29,4%	354.499	567.049	394.885	34,6%
46	Patras	745	1.264	-41,1%	374	2.257	1.059	-29,7%
47	Piraeus	1.055.556	1.302.581	-19,0%	1.198.047	1.485.828	1.145.402	-7,8%
48	Portimao	14.634	20.141	-27,3%	18.506	44.841	33.843	-56,8%
49	Portoferraio	27.365	16.828	62,6%	23.099	19.273	24.473	11,8%
50	Portofino	21.579	22.749	-5,1%	24.181	41.990	39.129	-44,9%
51	Ravenna	44.607	97.041	-54,0%	100.987	156.374	9.153	387,3%
52	Rijeka	9.026	7.809	15,6%	9.539	15.120	14.172	-36,3%
53	Savona	1.018.794	939.038	8,5%	810.097	948.459	780.680	30,5%
54	Sète	9.918	11.084	-10,5%	8.584	21.348	5.686	74,4%
55	Sibenik	12.693	29.784	-57,4%	15.355	12.860	11.624	9,2%
56	Sinop	16.522	6.331	161,0%	4.623	4.140	5.266	213,7%
57	Sochi	34.299	21.384	60,4%	20.080	13.678	22.509	52,4%
58	Souda/Chania	33.304	124.205	-73,2%	129.087	158.118	11.509	189,4%
59	Split	184.062	189.107	-2,7%	245.451	181.963	172.378	6,8%
60	Taranto	582	446	30,5%	311	604	0	-
61	Tarragona	1.894	1.421	33,3%	153	752	3.148	-39,8%
62	Tenerife Ports	840.268	794.151	5,8%	885.623	828.590	740.022	13,5%
63	Thessaloniki	19.720	14.591	35,2%	8.004	11.520	16.036	23,0%
64	Toulon-Var Provence	341.128	385.971	-11,6%	346.795	221.842	310.460	9,9%
65	Trabzon	17.118	9.032	89,5%	7.949	5.019	8.580	99,5%
66	Trieste	44.236	70.244	-37,0%	70.847	28.251	15.577	184,0%
67	Tunisian Ports	440.433	511.065	-13,8%	528.708	313.267	895.403	-50,8%
68	Valencia	372.975	473.114	-21,2%	599.130	378.463	253.743	47,0%
69	Valletta	517.594	477.759	8,3%	604.014	556.551	493.748	4,8%
70	Venice	1.733.839	1.815.823	-4,5%	1.775.944	1.786.416	1.617.011	7,2%
71	Volos	57.825	20.227	185,9%	11.926	72.796	21.435	169,8%
72	Zadar	53.791	34.575	55,6%	20.640	28.677	19.622	174,1%

APPENDIX II

MedCruise Ports: Total Cruise Calls 2010-2014

No	Port	Total Cruise Calls						
		2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
1	Alanya	23	53	-56,6%	31	35	30	-23,3%
2	Alicante	29	32	-9,4%	43	58	46	-37,0%
3	Azores	90	92	-2,2%	122	94	60	50,0%
4	Balearic Islands	678	699	-3,0%	632	613	723	-6,2%
5	Barcelona	767	835	-8,1%	774	881	841	-8,8%
6	Bari	147	171	-14,0%	206	209	152	-3,3%
7	Batumi	83	20	315,0%	11	8	10	730,0%
8	Brindisi	22	15	46,7%	36	7	38	-42,1%
9	Cagliari	54	94	-42,6%	72	152	77	-29,9%
10	Cartagena	109	115	-5,2%	76	77	77	41,6%
11	Castellón	1	3	-66,7%	2	2	2	-50,0%
12	Ceuta	8	8	0,0%	10	10	12	-33,3%
13	Civitavecchia	833	959	-13,1%	1.040	1.002	900	-7,4%
14	Constantza	92	69	33,3%	41	43	58	58,6%
15	Corfu	395	480	-17,7%	485	453	430	-8,1%
16	Cyprus Ports	223	255	-12,5%	247	454	378	-41,0%
17	Dubrovnik/Korcula	752	843	-10,8%	659	681	705	6,7%
18	Egyptian Ports	29	39	-25,6%	54	-	-	-
19	French Riviera Ports	369	420	-12,1%	387	427	496	-25,6%
20	Genoa	209	298	-29,9%	213	252	261	-19,9%
21	Gibraltar	181	179	1,1%	173	187	175	3,4%
22	Gioia Tauro	6	7	-14,3%	7	2	3	100,0%
23	Heraklion	160	177	-9,6%	156	209	247	-35,2%
24	Huelva	0	1	-100,0%	3	1	0	-
25	Igoumenitsa	13	14	-7,1%	4	1	1	1200,0%
26	Istanbul	331	408	-18,9%	486	574	536	-38,2%
27	Kavala	26	14	85,7%	10	10	11	136,4%
28	Koper	45	54	-16,7%	46	78	54	-16,7%
29	Kotor	353	387	-8,8%	343	316	309	14,2%
30	Kusadasi/Bodrum/Antalya	605	657	-7,9%	683	707	695	-12,9%
31	La Spezia	254	149	70,5%	72	82	44	477,3%
32	Lisbon	319	353	-9,6%	314	330	299	6,7%
33	Livorno	341	420	-18,8%	465	497	508	-32,9%
34	Madeira Ports	285	291	-2,1%	339	309	295	-3,4%
35	Málaga	227	248	-8,5%	293	311	321	-29,3%
36	Marseille	497	447	11,2%	354	420	335	48,4%

No	Port	Total Cruise Calls						
		2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
37	Mersin	0	4	-100,0%	2	2	2	-
38	Messina	165	228	-27,6%	187	257	217	-24,0%
39	Monaco	182	221	-17,6%	185	214	235	-22,6%
40	Motril-Granada	30	28	7,1%	27	25	18	66,7%
41	Naples	399	440	-9,3%	527	527	537	-25,7%
42	North Sardinian Ports	98	117	-16,2%	141	70	93	5,4%
43	Odessa	32	148	-78,4%	121	122	132	-75,8%
44	Palamós	36	38	-5,3%	26	36	31	16,1%
45	Palermo	221	189	16,9%	156	250	184	20,1%
46	Patras	2	2	0,0%	3	3	2	0,0%
47	Piraeus	606	711	-14,8%	763	936	799	-24,2%
48	Portimao	34	42	-19,0%	36	59	52	-34,6%
49	Portoferraio	101	102	-1,0%	89	66	81	24,7%
50	Portofino	56	67	-16,4%	82	115	97	-42,3%
51	Ravenna	38	74	-48,6%	67	79	19	100,0%
52	Rijeka	247	221	11,8%	276	269	254	-2,8%
53	Savona	279	241	15,8%	207	232	174	60,3%
54	Sète	24	28	-14,3%	20	24	16	50,0%
55	Sibenik	93	100	-7,0%	84	113	109	-14,7%
56	Sinop	31	18	72,2%	12	11	8	287,5%
57	Sochi	63	49	28,6%	27	29	27	133,3%
58	Souda/Chania	38	47	-19,1%	54	72	21	81,0%
59	Split	233	225	3,6%	269	252	257	-9,3%
60	Taranto	3	2	50,0%	5	6	0	-
61	Tarragona	3	3	0,0%	1	2	2	50,0%
62	Tenerife Ports	513	520	-1,3%	534	461	387	32,6%
63	Thessaloniki	31	18	72,2%	11	19	22	40,9%
64	Toulon-Var Provence	257	266	-3,4%	238	84	235	9,4%
65	Trabzon	31	28	10,7%	22	19	15	106,7%
66	Trieste	24	32	-25,0%	43	21	27	-11,1%
67	Tunisian Ports	175	201	-12,9%	227	135	406	-56,9%
68	Valencia	195	223	-12,6%	204	203	157	24,2%
69	Valletta	302	277	9,0%	312	313	280	7,9%
70	Venice	488	548	-10,9%	661	654	629	-22,4%
71	Volos	53	31	71,0%	21	61	33	60,6%
72	Zadar	77	69	11,6%	59	98	92	-16,3%

APPENDIX III

MedCruise Ports: Total Home In/Out Passengers 2010-2014

No	Port	Total Home In/Out Passengers						
		2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
1	Alanya	0	0	-	0	0	0	-
2	Alicante	144	0	-	286	1.682	0	-
3	Azores	833	473	76,1%	1.487	1.161	603	38,1%
4	Balearic Islands	606.549	490.631	23,6%	466.385	587.048	571.209	6,2%
5	Barcelona	1.222.487	1.506.286	-18,8%	1.438.383	1.499.534	1.265.613	-3,4%
6	Bari	152.056	165.031	-7,9%	196.423	166.690	203.145	-25,1%
7	Batumi	8.125	0	-	0	0	0	-
8	Brindisi	48	119	-59,7%	143	1.007	0	-
9	Cagliari	133	5.731	-97,7%	0	0	0	-
10	Cartagena	0	0	-	0	26	10	-100,0%
11	Castellón	0	0	-	0	0	0	-
12	Ceuta	0	0	-	0	0	0	-
13	Civitavecchia	730.938	989.998	-26,2%	920.612	972.850	643.772	13,5%
14	Constantza	5.049	388	1201,3%	0	0	0	-
15	Corfu	71.881	70.735	1,6%	64.165	53.909	55.330	29,9%
16	Cyprus Ports	76.892	100.905	-23,8%	90.511	91.905	106.678	-27,9%
17	Dubrovnik/Korcula	24.790	24.840	-0,2%	24.632	22.900	19.700	25,8%
18	Egyptian Ports	n.a	n.a	-	0	n.a	n.a	-
19	French Riviera Ports	34.791	56.523	-38,4%	33.549	47.684	44.795	-22,3%
20	Genoa	571.463	649.282	-12,0%	530.872	562.492	571.582	0,0%
21	Gibraltar	0	0	-	0	0	0	-
22	Gioia Tauro	0	0	-	0	0	0	-
23	Heraklion	23.925	55.443	-56,8%	47.594	6.756	45.945	-47,9%
24	Huelva	0	0	-	0	0	0	-
25	Igoumenitsa	0	0	-	0	0	0	-
26	Istanbul	148.297	168.790	-12,1%	102.819	167.300	92.179	60,9%
27	Kavala	0	0	-	0	0	0	-
28	Koper	47	56	-16,1%	164	5.315	6.409	-99,3%
29	Kotor	0	0	-	1.774	0	0	-
30	Kusadasi/Bodrum/Antalya	201.142	190.087	5,8%	167.424	143.913	114.657	75,4%
31	La Spezia	40.280	1.507	2572,9%	0	0	0	-
32	Lisbon	41.465	50.834	-18,4%	44.006	49.364	52.613	-21,2%
33	Livorno	2.088	4.991	-58,2%	70.525	42.122	46.333	-95,5%
34	Madeira Ports	3.421	3.975	-13,9%	11.889	15.832	9.841	-65,2%
35	Málaga	74.170	71.249	4,1%	220.217	221.295	239.867	-69,1%

No	Port	Total Home In/Out Passengers						
		2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
36	Marseille	506.412	381.318	32,8%	313.322	264.703	268.451	88,6%
37	Mersin	0	0	-	0	0	0	-
38	Messina	19.951	36.190	-44,9%	29.413	38.579	21.862	-8,7%
39	Monaco	33.093	35.909	-7,8%	28.280	18.887	32.164	2,9%
40	Motril-Granada	0	0	-	0	0	0	-
41	Naples	99.423	110.689	-10,2%	160.219	160.209	164.238	-39,5%
42	North Sardinian Ports	0	0	-	0	0	0	-
43	Odessa	44	9.389	-99,5%	10.448	1.588	0	-
44	Palamós	0	0	-	0	0	0	-
45	Palermo	65.935	42.869	53,8%	37.109	59.013	51.765	27,4%
46	Patras	0	0	-	0	0	0	-
47	Piraeus	256.196	308.705	-17,0%	329.168	454.284	426.147	-39,9%
48	Portimao	1.130	88	1184,1%	257	587	757	49,3%
49	Portoferraio	0	0	-	0	0	0	-
50	Portofino	0	0	-	0	0	0	-
51	Ravenna	3.314	16.827	-80,3%	36.313	48.343	0	-
52	Rijeka	9.026	7.124	26,7%	9.539	15.120	14.172	-36,3%
53	Savona	668.473	670.031	-0,2%	638.706	719.219	603.448	10,8%
54	Sète	2.817	8	35112,5%	0	0	0	-
55	Sibenik	0	0	-	0	0	0	-
56	Sinop	0	0	-	0	0	0	-
57	Sochi	14.509	0	-	0	606	2.454	491,2%
58	Souda/Chania	0	0	-	0	0	0	-
59	Split	330	1.301	-74,6%	1.085	0	0	-
60	Taranto	0	0	-	0	0	0	-
61	Tarragona	0	0	-	0	0	0	-
62	Tenerife Ports	n.a	n.a	-	n.a	n.a	n.a	-
63	Thessaloniki	161	6	2583,3%	7	40	5.048	-96,8%
64	Toulon-Var Provence	28.974	27.087	7,0%	22.483	6.618	16.916	71,3%
65	Trabzon	0	0	-	0	0	0	-
66	Trieste	24.389	52.297	-53,4%	55.186	18.877	2.000	1119,5%
67	Tunisian Ports	0	0	-	0	0	0	-
68	Valencia	73.907	74.348	-0,6%	118.897	114.981	79.754	-7,3%
69	Valletta	93.581	102.034	-8,3%	94.880	111.780	29.362	218,7%
70	Venice	1.509.097	1.512.596	-0,2%	1.444.100	1.448.622	1.312.895	14,9%
71	Volos	0	0	-	0	0	0	-
72	Zadar	1.763	1.636	7,8%	769	2.183	4.934	-64,3%

APPENDIX IV

MedCruise Ports: Total Transit Passengers 2010-2014

No	Port	Total Transit Passengers						
		2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
1	Alanya	19.092	57.454	-66,8%	36.703	42.108	21.924	19.092
2	Alicante	34.439	41.860	-17,7%	78.539	106.183	75.795	34.439
3	Azores	94.932	86.964	9,2%	101.394	85.848	61.653	94.932
4	Balearic Islands	980.515	1.050.745	-6,7%	875.125	1.021.656	975.530	980.515
5	Barcelona	1.141.805	1.092.966	4,5%	970.251	1.157.710	1.084.670	1.141.805
6	Bari	409.546	439.750	-6,9%	422.459	420.158	304.549	409.546
7	Batumi	7.809	4.562	71,2%	2.990	2.564	3.127	7.809
8	Brindisi	25.402	4.509	463,4%	13.364	4.219	28.489	25.402
9	Cagliari	81.711	140.272	-41,7%	80.555	232.118	158.930	81.711
10	Cartagena	137.985	134.225	2,8%	83.917	88.055	104.284	137.985
11	Castellón	130	1.514	-91,4%	1.292	586	1.000	130
12	Ceuta	2.432	4.605	-47,2%	6.088	4.899	4.220	2.432
13	Civitavecchia	1.409.101	1.548.261	-9,0%	1.472.958	1.604.588	1.300.951	1.409.101
14	Constantza	64.861	54.226	19,6%	30.739	23.878	21.286	64.861
15	Corfu	600.487	673.916	-10,9%	591.599	566.565	541.572	600.487
16	Cyprus Ports	106.615	170.768	-37,6%	157.845	211.181	272.231	106.615
17	Dubrovnik/Korcula	869.426	1.111.663	-21,8%	956.816	985.398	916.089	869.426
18	Egyptian Ports	n.a	n.a	-	63.833	n.a	n.a	-
19	French Riviera Ports	560.894	556.695	0,8%	667.818	618.398	627.440	560.894
20	Genoa	252.646	400.803	-37,0%	266.367	236.029	288.708	252.646
21	Gibraltar	299.923	278.139	7,8%	291.620	328.636	305.161	299.923
22	Gioia Tauro	3.320	2.590	28,2%	1.600	800	600	3.320
23	Heraklion	219.026	214.577	2,1%	168.106	217.815	259.730	219.026
24	Huelva	0	296	-100,0%	2.090	650	0	0
25	Igoumenitsa	3.096	4.650	-33,4%	1.827	156	136	3.096
26	Istanbul	441.056	514.808	-14,3%	479.371	452.983	404.216	441.056
27	Kavala	13.087	6.995	87,1%	4.323	2.708	4.237	13.087
28	Koper	58.923	65.378	-9,9%	64.292	103.505	30.855	58.923
29	Kotor	309.322	317.746	-2,7%	244.849	189.426	145.185	309.322
30	Kusadasi/Bodrum/Antalya	560.770	583.506	-3,9%	610.367	668.860	547.657	560.770
31	La Spezia	443.284	212.351	108,8%	50.239	90.408	44.874	443.284
32	Lisbon	459.407	507.206	-9,4%	478.598	453.280	395.884	459.407
33	Livorno	624.268	731.525	-14,7%	967.324	940.806	776.221	624.268
34	Madeira Ports	472.534	478.137	-1,2%	581.661	526.957	482.659	472.534
35	Málaga	335.128	326.167	2,7%	431.176	417.550	419.256	335.128
36	Marseille	804.872	806.713	-0,2%	576.698	545.787	431.649	804.872

No	Port	Total Transit Passengers						
		2014	2013	Variation 2014/2013	2012	2011	2010	Variation 2014/2010
37	Mersin	0	1.697	-100,0%	774	416	135	0
38	Messina	299.799	465.126	-35,5%	408.966	462.057	352.579	299.799
39	Monaco	166.946	213.897	-22,0%	204.641	266.027	288.915	166.946
40	Motril-Granada	19.589	16.809	16,5%	10.606	9.711	2.742	19.589
41	Naples	1.014.339	1.064.329	-4,7%	1.137.014	1.137.023	975.081	1.014.339
42	North Sardinian Ports	166.985	206.140	-19,0%	276.941	141.632	184.107	166.985
43	Odessa	8.462	82.560	-89,8%	62.068	66.765	66.010	8.462
44	Palamós	38.612	29.775	29,7%	33.400	38.770	27.500	38.612
45	Palermo	465.777	368.130	26,5%	317.390	508.036	343.120	465.777
46	Patras	745	1.264	-41,1%	374	2.257	1.059	745
47	Piraeus	799.360	993.876	-19,6%	868.879	1.031.544	719.255	799.360
48	Portimao	13.504	20.053	-32,7%	18.249	44.254	33.086	13.504
49	Portoferraio	27.365	16.828	62,6%	23.099	19.273	24.473	27.365
50	Portofino	21.579	22.789	-5,3%	24.641	42.082	38.693	21.579
51	Ravenna	41.293	80.214	-48,5%	64.674	108.031	9.153	41.293
52	Rijeka	0	685	-100,0%	0	0	0	0
53	Savona	350.321	269.007	30,2%	171.391	229.240	177.232	350.321
54	Sète	7.101	11.076	-35,9%	8.584	21.348	5.686	7.101
55	Sibenik	12.693	29.784	-57,4%	15.355	12.860	11.624	12.693
56	Sinop	16.522	6.331	161,0%	4.623	4.140	5.266	16.522
57	Sochi	19.790	21.384	-7,5%	20.080	13.072	20.055	19.790
58	Souda/Chania	33.304	124.205	-73,2%	129.087	158.118	11.509	33.304
59	Split	183.732	187.806	-2,2%	244.366	181.963	172.378	183.732
60	Taranto	582	446	30,5%	311	604	0	582
61	Tarragona	1.894	1.421	33,3%	153	752	3.148	1.894
62	Tenerife Ports	n.a	n.a	-	n.a	n.a	n.a	-
63	Thessaloniki	19.559	14.585	34,1%	7.997	11.480	10.988	19.559
64	Toulon-Var Provence	312.154	255.824	22,0%	324.312	215.224	293.544	312.154
65	Trabzon	17.118	9.032	89,5%	7.949	5.019	8.580	17.118
66	Trieste	19.847	17.947	10,6%	15.661	9.374	13.577	19.847
67	Tunisian Ports	440.433	511.065	-13,8%	528.708	313.267	895.403	440.433
68	Valencia	299.068	398.766	-25,0%	480.233	263.482	173.989	299.068
69	Valletta	424.013	375.785	12,8%	509.134	444.771	464.386	424.013
70	Venice	224.742	303.227	-25,9%	331.844	337.794	304.116	224.742
71	Volos	57.825	20.227	185,9%	11.926	72.796	21.435	57.825
72	Zadar	52.028	32.939	58,0%	19.871	26.494	14.688	52.028

APPENDIX V

MedCruise Ports per Size Category

MedCruise Ports by Size Category					
Category A (>80.000 pax.)			Category B (≤80.000 pax.)		
No	Port	Cruise Pax. 2014	No	Port	Cruise Pax. 2014
1	Azores	95.765	1	Alanya	19.092
2	Balearic Islands	1.587.064	2	Alicante	34.583
3	Barcelona	2.364.292	3	Batumi	16.233
4	Bari	561.602	4	Brindisi	25.450
5	Cagliari	81.844	5	Castellón	130
6	Cartagena	137.985	6	Ceuta	2.432
7	Civitavecchia	2.140.039	7	Constantza	69.910
8	Corfu	672.368	8	Egyptian Ports	42.690
9	Cyprus Ports	183.507	9	Gioia Tauro	3.320
10	Dubrovnik/Korcula	894.216	10	Huelva	0
11	French Riviera Ports	595.685	11	Igoumenitsa	3.096
12	Genoa	824.109	12	Kavala	13.087
13	Gibraltar	299.923	13	Koper	58.970
14	Heraklion	242.951	14	Lattakia	n.a
15	Istanbul	589.353	15	Mersin	0
16	Kotor	309.322	16	Motril-Granada	19.589
17	Kusadasi/Bodrum/Antalya	761.912	17	Odessa	8.506
18	La Spezia	483.564	18	Palamós	38.612
19	Lisbon	500.872	19	Patras	745
20	Livorno	626.356	20	Portimao	14.634
21	Madeira Ports	475.955	21	Portoferraio	27.365
22	Málaga	409.298	22	Portofino	21.579
23	Marseille	1.311.284	23	Ravenna	44.607
24	Messina	319.750	24	Rijeka	9.026
25	Monaco	200.039	25	Sète	9.918
26	Naples	1.113.762	26	Sevastopol	n.a
27	North Sardinian Ports	166.985	27	Sibenik	12.693
28	Palermo	531.712	28	Sinop	16.522
29	Piraeus	1.055.556	29	Sochi	34.299
30	Savona	1.018.794	30	Souda/Chania	33.304
31	Split	184.062	31	Taranto	582
32	Tenerife Ports	840.268	32	Tarragona	1.894
33	Toulon-Var Provence	341.128	33	Thessaloniki	19.720
34	Tunisian Ports	440.433	34	Trabzon	17.118
35	Valencia	372.975	35	Trieste	44.236
36	Valletta	517.594	36	Volos	57.825
37	Venice	1.733.839	37	Zadar	53.791

***NOTE:** Lattakia Cruise Pax. 2012: 1.459, Sevastopol Cruise Pax. 2013: 35.000*

APPENDIX VI

Seasonality of cruise activities in MedCruise Ports

(Cruise Pax Shares of MedCruise Ports per region – Shares per trimester in 2014)

Region	Port	Mar-May	Jun-Aug	Sept-Nov	Dec-Feb
West Med	Alicante	35,52%	17,05%	45,53%	1,90%
	Azores	45,49%	1,09%	41,31%	12,11%
	Balearic Islands	21,82%	38,20%	30,00%	9,97%
	Barcelona	22,81%	35,30%	32,25%	9,64%
	Cagliari	30,22%	7,51%	49,74%	12,53%
	Cartagena	24,69%	33,50%	39,91%	1,90%
	Castellón	0,00%	0,00%	100,00%	0,00%
	Ceuta	67,06%	2,14%	4,40%	26,40%
	Civitavecchia	20,05%	37,91%	31,74%	10,30%
	French Riviera Ports	20,80%	51,20%	28,00%	0,00%
	Genoa	25,70%	29,24%	30,57%	14,49%
	Gibraltar	22,69%	33,38%	35,00%	8,94%
	GioiaTauro	67,47%	3,31%	29,22%	0,00%
	Huelva	-	-	-	-
	La Spezia	22,39%	38,66%	28,32%	10,63%
	Lisbon	26,50%	23,01%	41,22%	9,27%
	Livorno	23,59%	43,66%	28,32%	4,43%
	Madeira Ports	27,74%	4,51%	29,25%	38,50%
	Málaga	32,15%	9,18%	47,34%	11,34%
	Marseille	29,32%	24,12%	35,02%	11,55%
	Messina	28,32%	27,67%	36,79%	7,22%
	Monaco	24,78%	36,05%	37,24%	1,93%
	Motril-Granada	49,12%	37,82%	13,05%	0,00%
	Naples	21,10%	38,69%	34,65%	5,55%
	North Sardinian Ports	16,86%	54,03%	28,13%	0,98%
	Palamós	25,71%	40,94%	33,35%	0,00%
	Palermo	24,30%	26,99%	31,86%	16,85%
	Portimao	53,49%	10,71%	33,54%	2,26%
	Portoferraio	24,32%	56,62%	19,06%	0,00%
	Portofino	21,67%	39,80%	38,53%	0,00%
	Savona	26,77%	20,85%	38,98%	13,40%
	Sète	18,22%	57,49%	24,29%	0,00%
	Tarragona	4,38%	95,62%	0,00%	0,00%
	Toulon-Var Provence	15,08%	51,26%	28,30%	5,36%
	Tunisian Ports	30,61%	32,77%	20,78%	15,85%
	Valencia	21,97%	25,81%	43,02%	9,19%
	Valletta	18,93%	27,84%	45,05%	8,18%

Region	Port	Mar-May	Jun-Aug	Sept-Nov	Dec-Feb
Adriatic	Bari	22,54%	43,59%	33,31%	0,56%
	Brindisi	3,05%	43,22%	53,73%	0,00%
	Corfu	23,23%	36,60%	39,56%	0,60%
	Dubrovnik/Korcula	20,69%	43,49%	35,68%	0,15%
	Koper	2,54%	3,72%	93,74%	0,00%
	Kotor	13,48%	53,81%	32,45%	0,26%
	Ravenna	12,86%	52,64%	34,50%	0,00%
	Rijeka	10,56%	66,00%	23,44%	0,00%
	Sibenik	25,81%	39,15%	23,97%	11,08%
	Split	23,20%	45,98%	30,45%	0,37%
	Taranto	0,00%	38,14%	61,86%	0,00%
	Trieste	22,43%	12,20%	65,37%	0,00%
	Venice	20,46%	46,75%	32,44%	0,34%
	Zadar	21,16%	38,46%	37,80%	2,58%
East Med	Alanya	32,07%	16,67%	51,26%	0,00%
	Cyprus Ports	23,62%	40,92%	33,40%	2,07%
	Heraklion	22,29%	35,40%	35,84%	6,47%
	Igoumenitsa	43,51%	36,82%	19,67%	0,00%
	Istanbul	18,13%	42,81%	36,79%	2,27%
	Kavala	16,10%	16,35%	67,55%	0,00%
	Kusadasi/Bodrum/Antalya	17,58%	46,92%	34,62%	0,88%
	Mersin	-	-	-	-
	Patras	0,00%	51,81%	48,19%	0,00%
	Piraeus	19,41%	41,82%	34,84%	3,93%
	Souda/Chania	19,90%	32,19%	46,47%	1,44%
	Thessaloniki	16,57%	45,75%	37,69%	0,00%
	Volos	9,52%	15,89%	69,95%	4,64%
Black Sea	Batumi	13,20%	51,40%	31,15%	4,26%
	Constantza	12,49%	41,83%	45,68%	0,00%
	Odessa	18,56%	21,48%	59,96%	0,00%
	Sinop	1,52%	27,45%	71,03%	0,00%
	Sochi	9,87%	29,76%	31,56%	28,82%
	Trabzon	3,41%	20,88%	75,71%	0,00%

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