

Maritime Competition and Cooperation: Spain and Italy Clusters

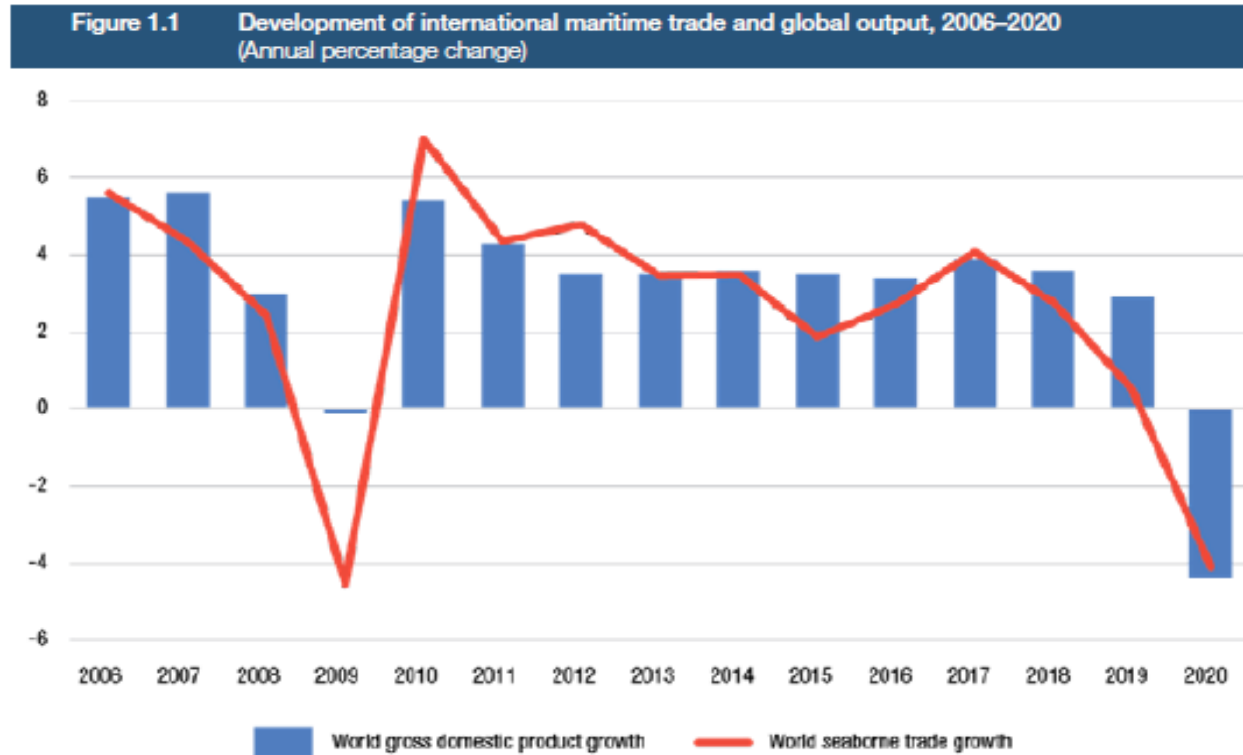
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Head Maritime & Energy Department, SRM

18th February 2021

Trade & GDP an impressive fall in the Covid-19 period

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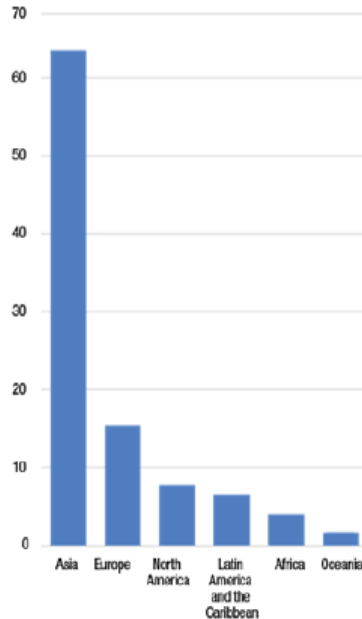


Source: UNCTAD calculations, based on the *Review of Maritime Transport*, various issues, data from UNCTADstat and table 1.12 of this report.

Trend of container sector in the Covid-19 era

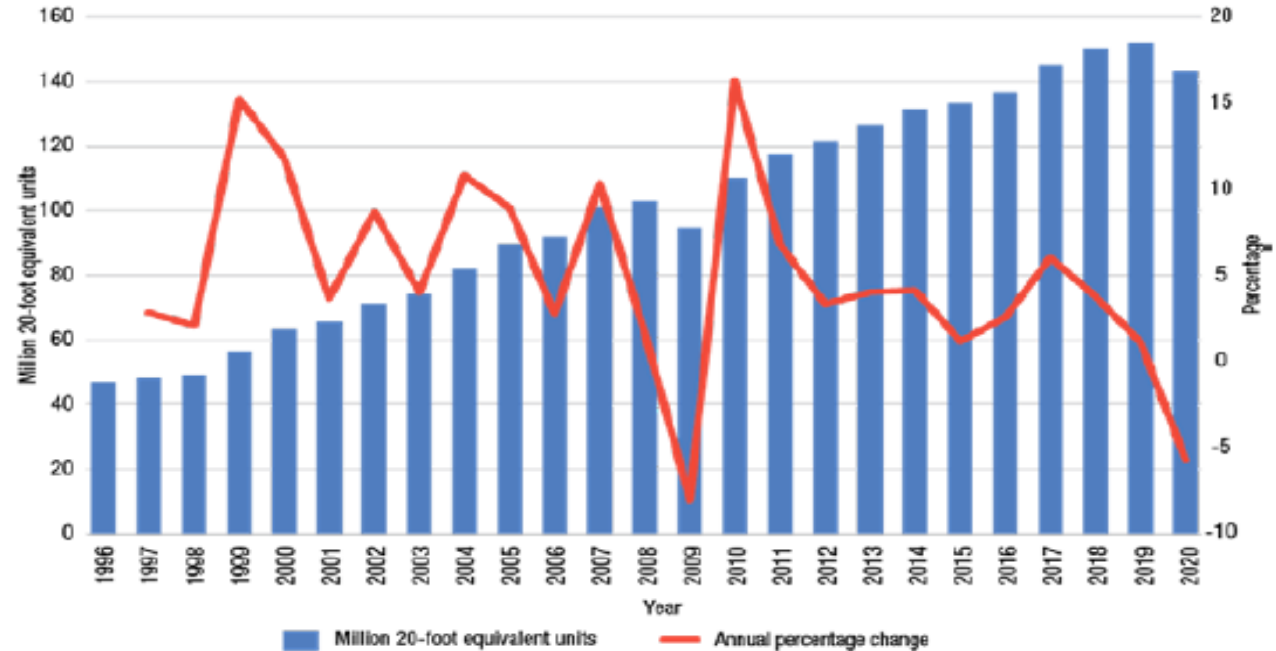
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Figure 1.10 Estimated world container port throughput by region, 2019
(Percentage share in total 20-foot equivalent units)



Sources: UNCTAD calculations, derived from table 1.11 of this report.

Figure 1.8 Global containerized trade, 1996–2020
(Million 20-foot equivalent units and annual percentage change)

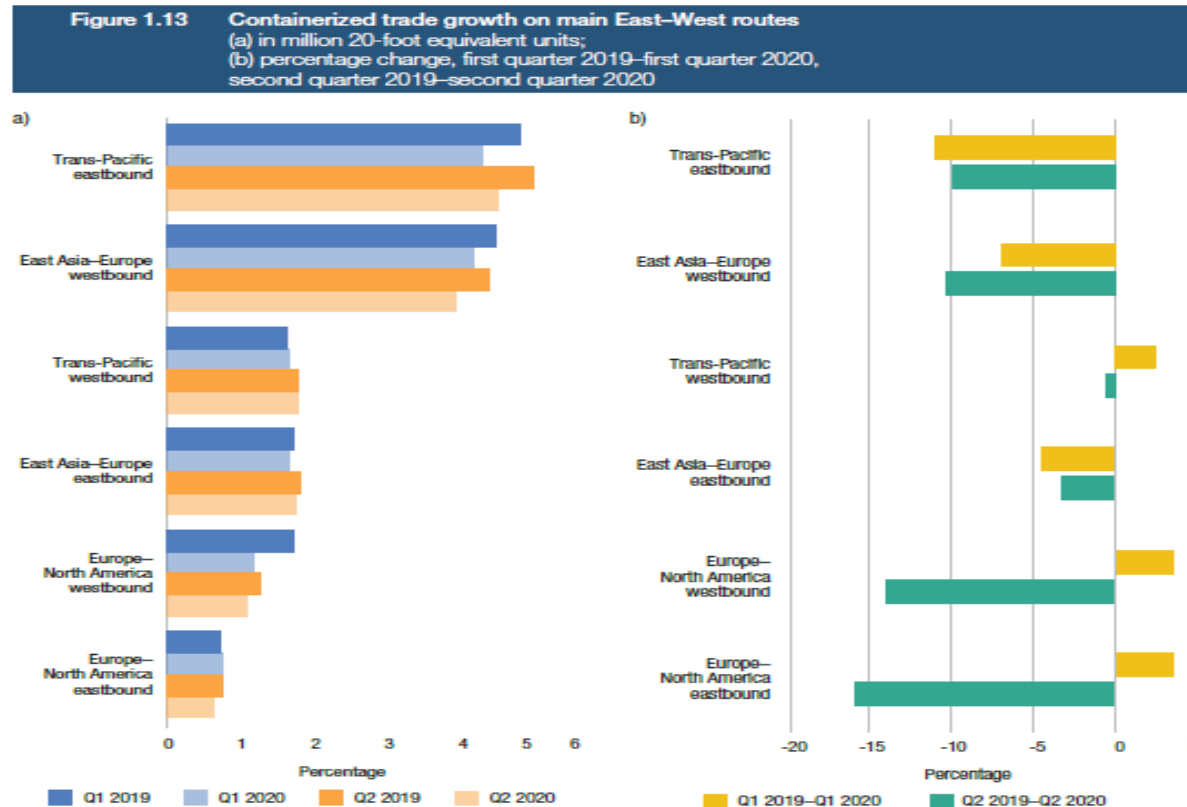


Source: UNCTAD calculations, based on data from MDS Transmodal, 2020b, 19 August.

- Asia remains dominant in container traffic, but Covid-19 is impacting this type of traffic as well.

An outlook on the main routes

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Source: UNCTAD calculations, based on MDS Transmodal, 2020b, World Cargo Database, 19 August.

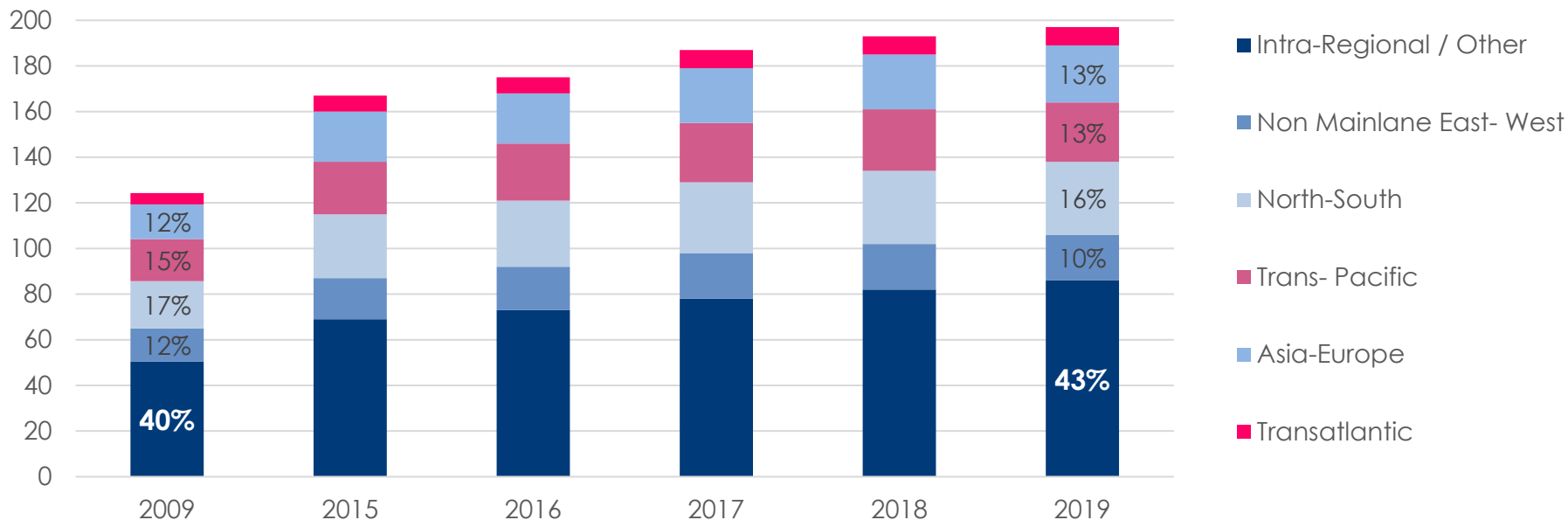
Abbreviation: Q, quarter.

- All routes were affected by Covid-19

Regional routes will be the routes of the future

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Global containerized trade routes. Years 2009-2019 (% on mln TEU Handled)

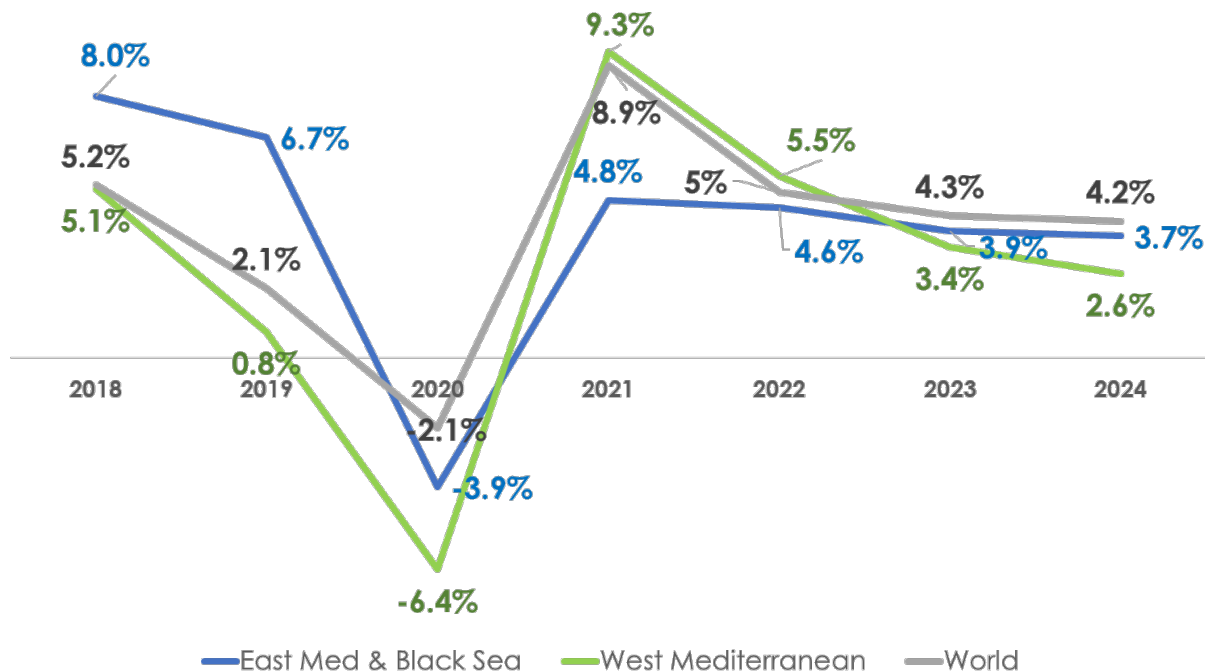


- Approximately 70% of containerized traffic is distributed on intra-regional routes (43%); these have grown in volume over the past 10 years by more than 70% versus an average of 50%.

Container Forecasts

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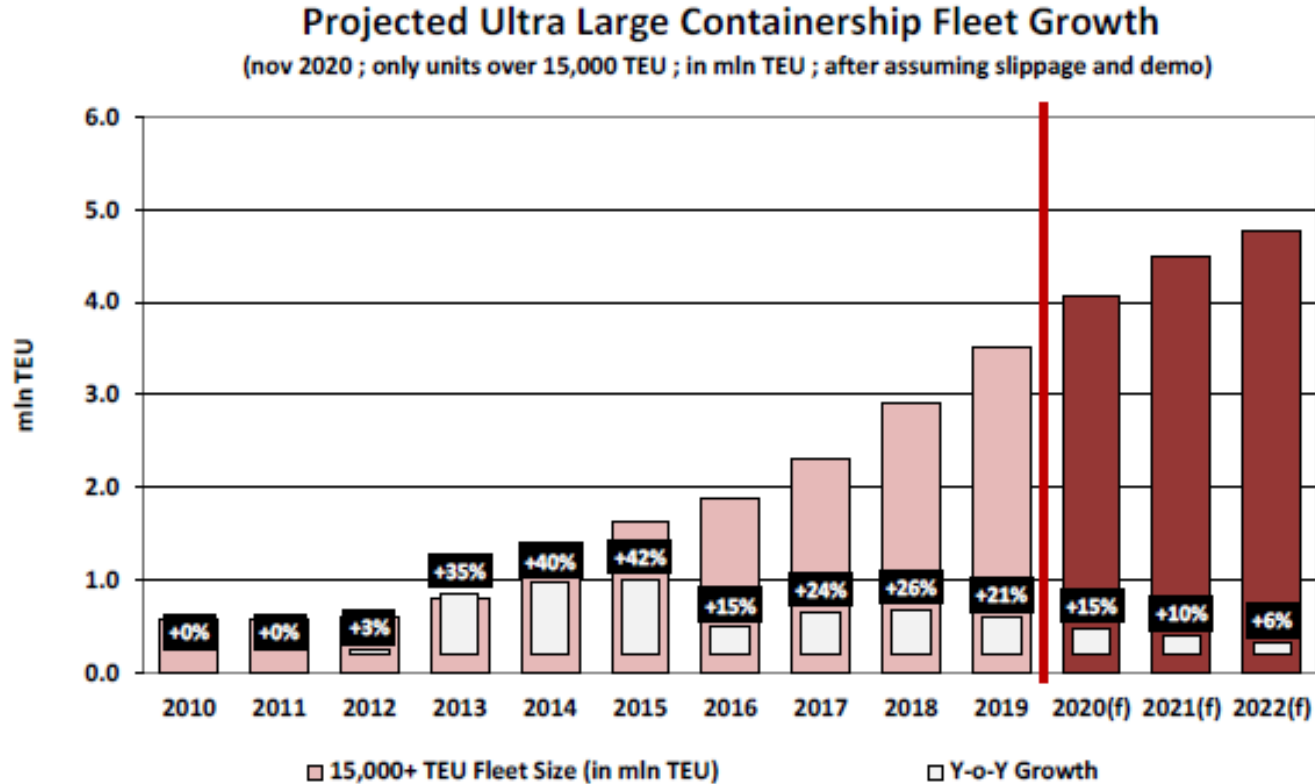
Container growth (TEUs). % change on previous year



Source: SRM on Drewry
Maritime Research

(000 TEU)

	2018	2019	2020	2021	2022	2023	2024
World	784.264	800.913	783.849	853.533	896.517	935.232	974.165
East Med & Black Sea	32.252	34.416	33.073	34.660	36.240	37.638	39.032
West Mediterranean	29.469	29.706	27.798	30.382	32.063	33.142	33.993



The race for naval gigantism continues

The most important data on the shipping sector in the Med

**27%
WORLD'S
CONTAINER
LINER
SERVICES**

**19 PORTS
THROUGHPUT
>1 MLN TEUs**

**+500%
GROWTH OF
CONTAINER
TRAFFIC SINCE
1995**

**20%
GLOBAL
MARITIME
TRAFFIC**

**40%
SHARE OF
TRADE BETWEEN
ITALY AND
WORLD BY SEA**

**1.03 mln
tonnes
SUEZ CARGO
TRAFFIC**

**632 mln tonnes
SHORT SEA
SHIPPING**




Suez remains stable despite Covid-19

8-10%
Global Maritime trade

Mediterranean Sea

Nr. Ships

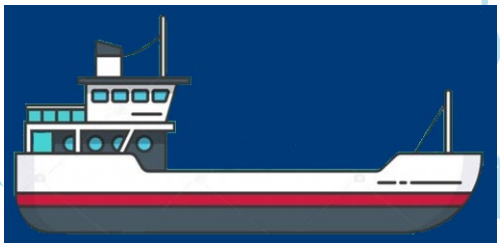
2020



1,17 Bln. tonn




-3%

Suez held up despite ship detours to the Cape of Good Hope thanks to lowered rates



18,829 Ships

-0.3%

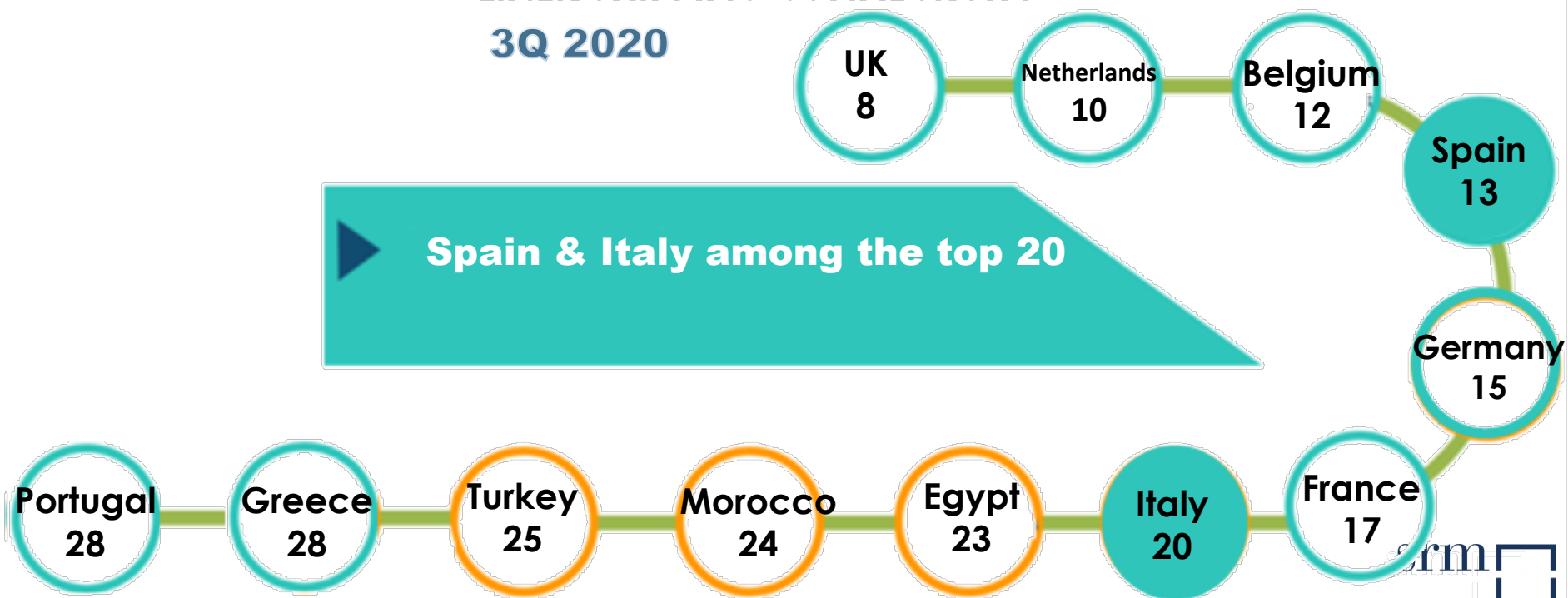
	4,710	-12.4%
	5,006	-3%
	5,113	+22%
Other....	1,792	+20%

Gulf of Suez

In this scenario, logistics efficiency and connectivity are the new challenges in international maritime competitiveness

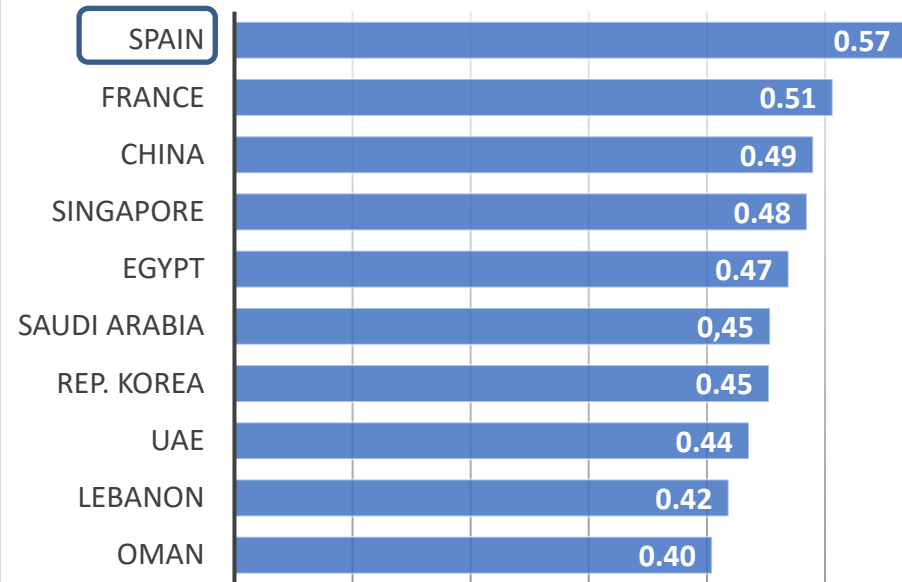
LINER SHIPPING CONNECTIVITY:

3Q 2020

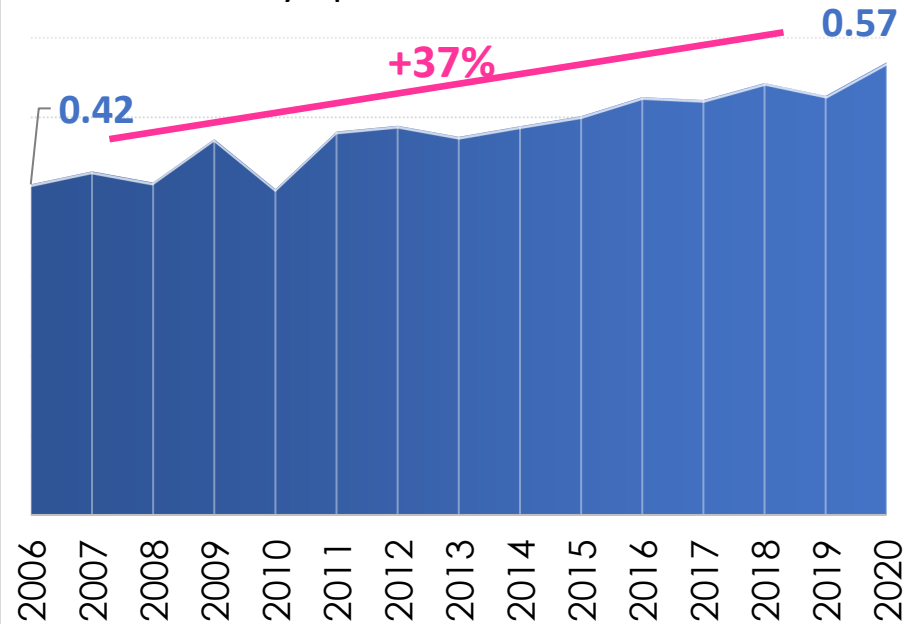


The liner shipping bilateral connectivity index (LSBCI) between Italy and Spain has been growing since 2006

LSBCI- Italy Top 10 Partners 3Q 2020



LSBCI Italy-Spain 2006-2020



The Covid-19 impact on ports handling

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Liquid bulk

Dry bulk

Container

RO-RO

Other cargo

(mln tonnes & var. on 2019)

157

-14%

49

-17%

114

+3%

105

-11%

16

-30%

ITALY

442

mln tonnes

-10,7%

167

-11%

77

-15%

194

-1%

57

-14%

11

-14%

SPAIN

506

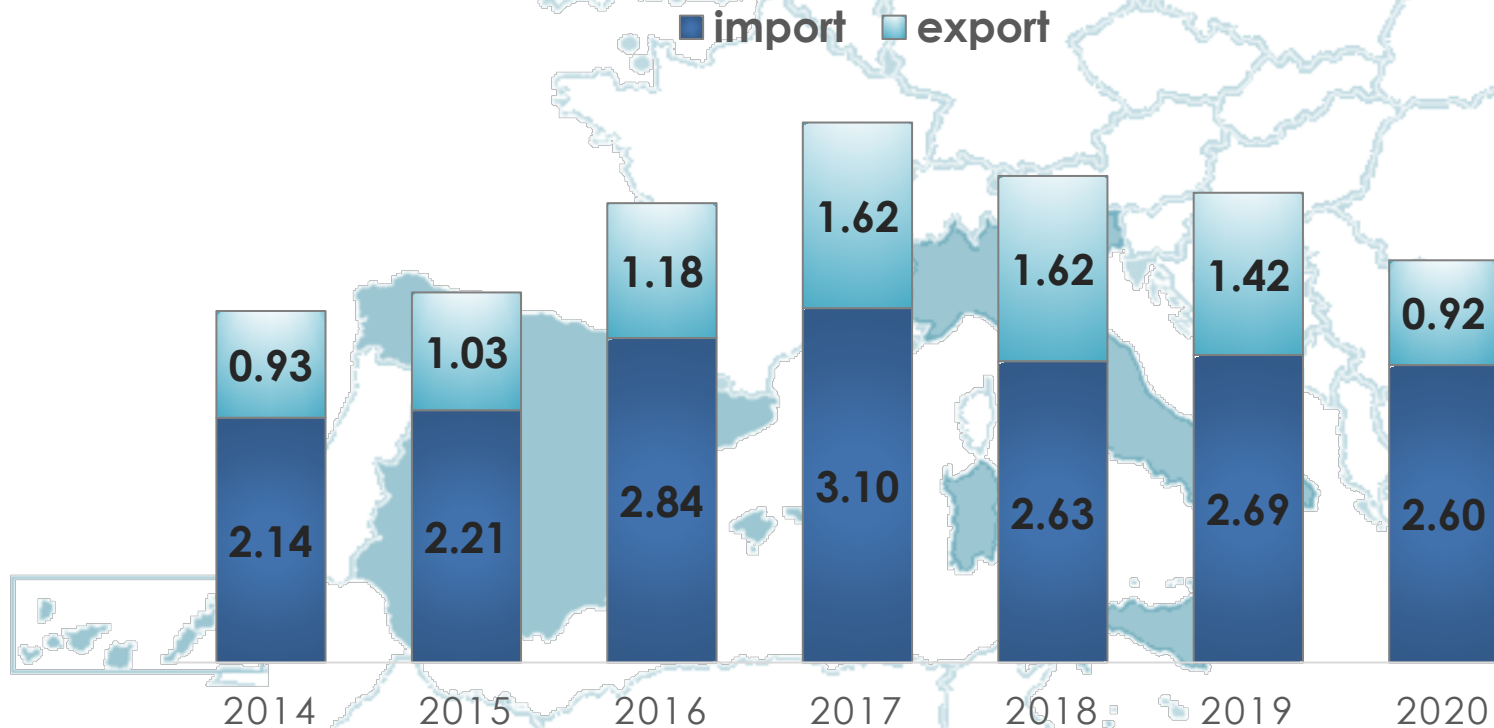
mln tonnes

-8%

Maritime import-export between Italy and Spain

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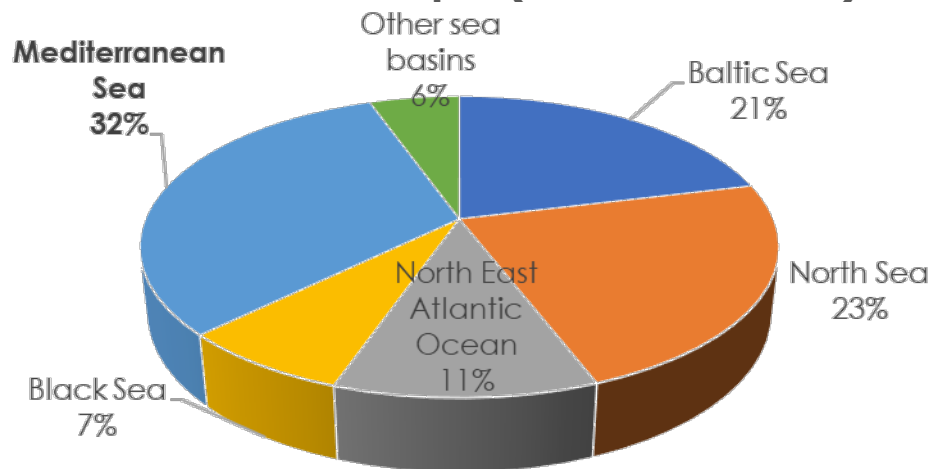
Italy-Spain maritime trade Jan Oct 2014 - Jan Oct 2020 (€bn)



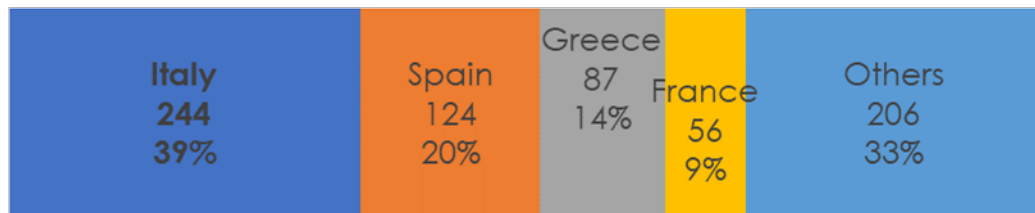
Source: SRM on Coeweb Istat

Also Short Sea Shipping (SSS) is growing: Italy is leader in the Med

SSS in Europe (% on the total)



SSS in the Med



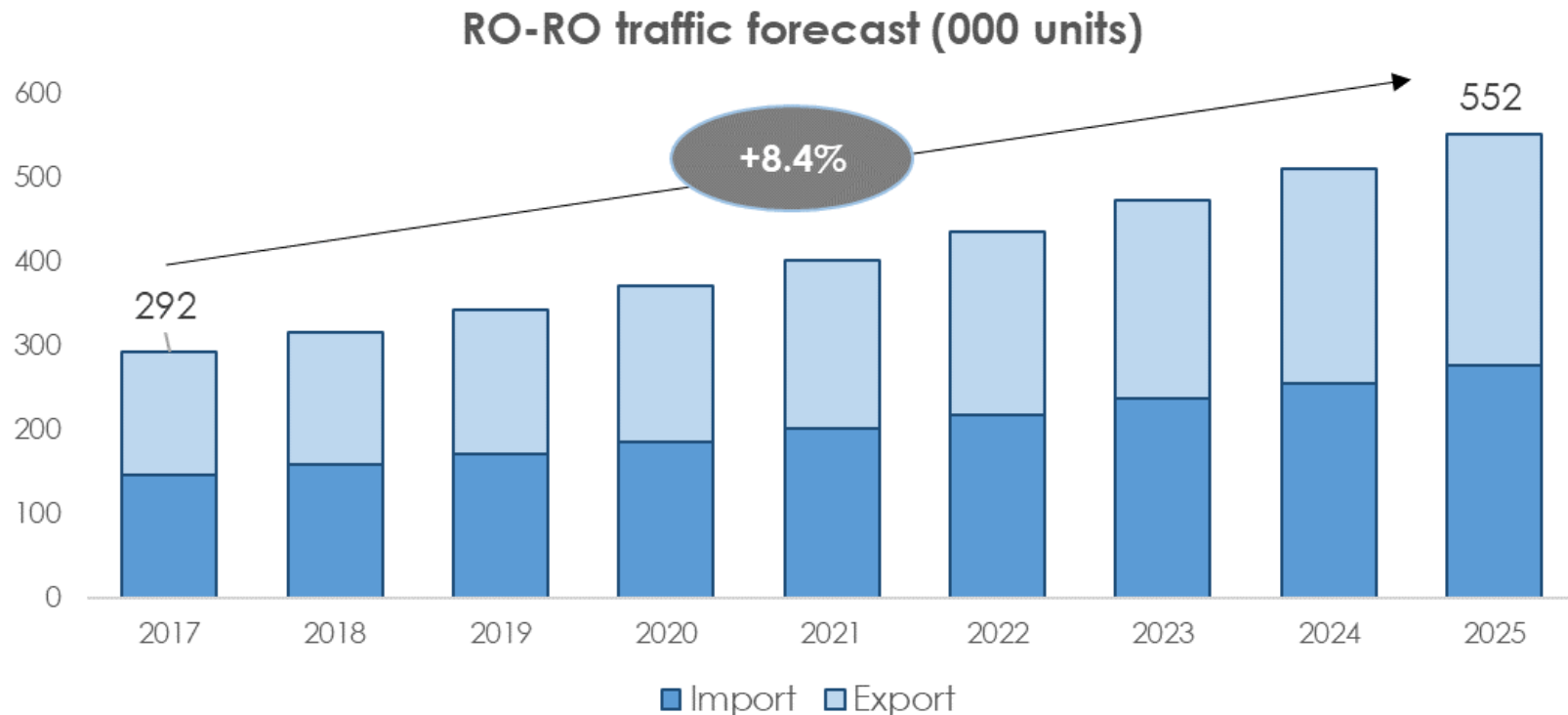
*Million tonnes and %

Source: SRM on Eurostat, 2020

- **Supply chains change** due to the pandemic and **reshoring accelerates**: this is to the **advantage of Short Sea Shipping**
- **European SSS** mainly concentrates in the **Mediterranean** with **629 million tonnes** amounting to 32%.
- In the **Med Area**, **Italy ranked 1st** with a volume equal to 244 million tonnes of cargo (39% market share).

RO-RO traffic is expected to grow in the Med

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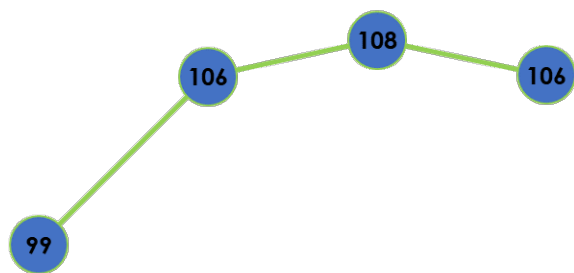


Source: SRM on Medports

Ro-Ro traffic in the Italian ports

- Ro-Ro is about **106 million tonnes** (-1% on 2018), accounting for 22% of the Italian ports throughput.

Ro – Ro traffic in the Italian ports (million tonnes).

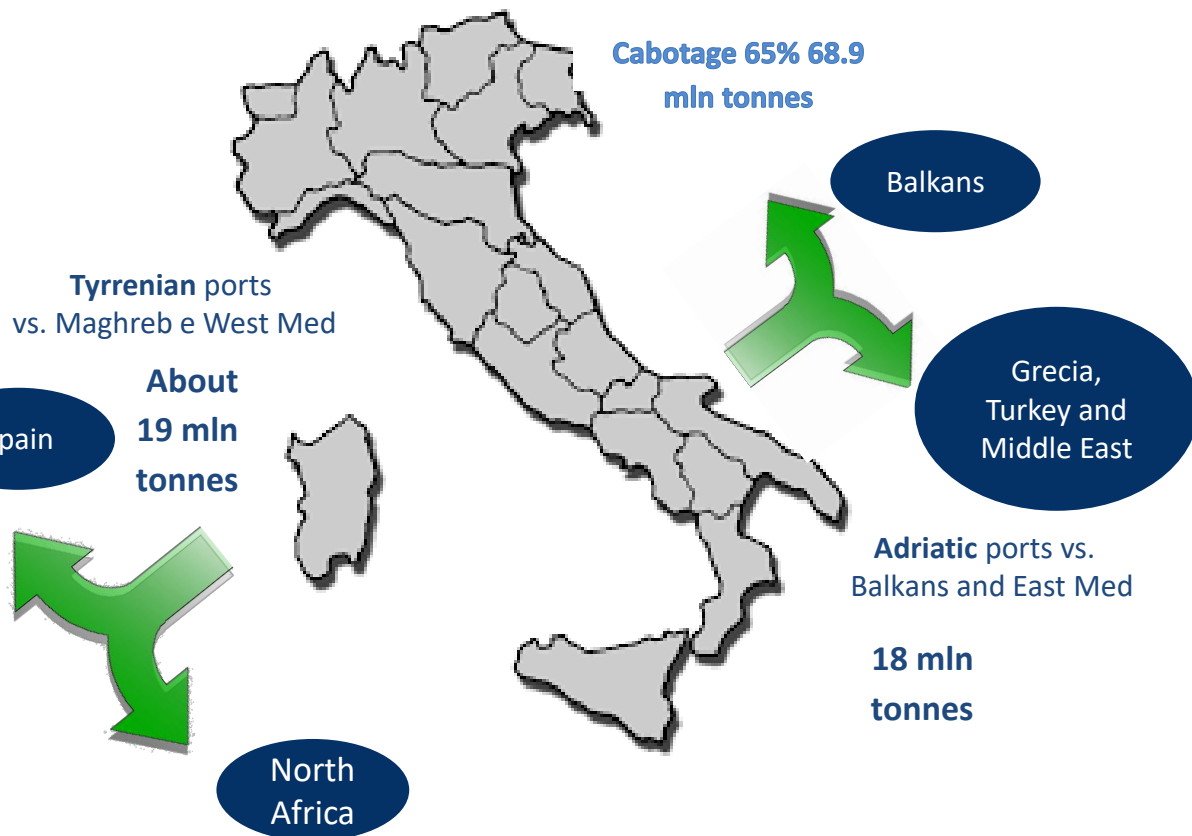


2016

2017

2018

2019



Source: SRM on Assoporti and RAM

A new strategy for Italy: the SEZs

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SEZs **only** in the Southern Italian ports (l. 123/17)



Companies: import-export oriented - by sea



Specific tax credit for the purchase of instrumental assets: **UP TO €50 M FOR EACH INVESTMENT** with potential additional regional incentives



Tax discounts and reduction of bureaucracy



Strategic sectors: Food & B., Aeronautical, Mechanical, Automotive, Fashion&Clothing, Energy, Bio-Pharma



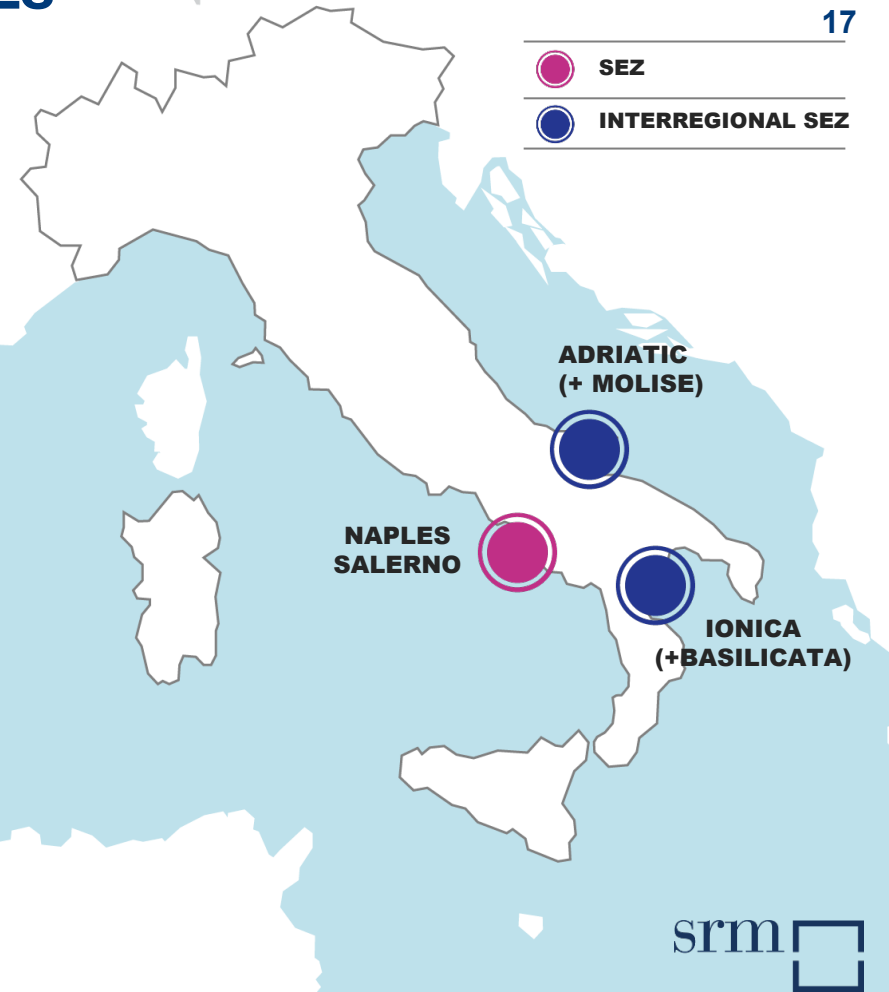
Duration of activity in the SEZ: at least 7 years, while the lifetime of a SEZ amounts to 7 years (+7 years)



Special agreement with Intesa Sanpaolo Bank

 **SEZ**

 **INTERREGIONAL SEZ**



2019



Source: SRM on Statista, Hellenic Shipping News, International Gas Union, ICCT

PORT 6.0

INTERNATIONALISATION

- ▶ Department for international development
- ▶ Monitoring of international trade

INTERMODALITY

- ▶ Department for intermodal traffic
- ▶ Local transport networks
- ▶ Monitoring of transport phenomena

TRAINING & ACADEMY

- ▶ Relations with universities and Centres of Research
- ▶ Study rooms for students
- ▶ Heritage of publications and databases



INNOVATION & START-UP

- ▶ The Port XL model
- ▶ Specialised expertise and incentives

FREE ZONE & TERRITORIAL MARKETING

- ▶ Plan for territorial development and attraction of investments
- ▶ Financial and bureaucratic incentives

SUSTAINABILITY

- ▶ Creating economic and social value and realising sustainable growth



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