

[maritime
indicators]

maritime
economy

**Maritime Indicators is realized by SRM
and is now available on www.srm-maritimeeconomy.com
the Observatory on Maritime Transport and Logistics**

Director of research:

Massimo DEANDREIS

Chief of the Maritime & Mediterranean Economy Dept.:

Alessandro PANARO

Team:

Olimpia FERRARA (coordination)

Anna Arianna BUONFANTI

Clementina PERSICO

Marina RIPOLI (cover and graphic design)

This publication is part of SRM's Observatory on Maritime Transport and Logistics realized with the support of the following research partners:

Assoporti, Taranto Port Authority, Contship Italia Group, Federagenti, Federpesca, Grimaldi Group, Unione Industriali di Napoli to whom our particular thank go.

Thanks to Port Authorities for the data about maritime traffic.

Thanks also go to Loredana Affinito of Unioncamere Campania for providing data about companies.

The data here contained have different levels of updating.

The consultation of sources has been updated in November 2015.

The analysis contained in this research shall not bind or represent the thoughts or opinions of the founding and ordinary members of SRM whatsoever. The research is exclusively aimed at cognitive and informational knowledge, and is not, at any purpose, an opinion, a suggestion of investment, a review of companies or individuals mentioned. It shall not be copied, reproduced, transferred, distributed, damaged or used in any way except as specifically authorized by SRM, at the terms and conditions under which it was purchased. Any unauthorized use or distribution of this text, as well as the alteration of electronic information is a violation of copyright. It shall in no way be the subject of trade, commerce, loan, resell, hire purchase or otherwise distributed without the prior consent of SRM. In the event of consent, the study may not have any form other than that in which the work was published and the conditions included in this should also be imposed to the following user.

The use or reproduction of this publication are only allowed for scientific and analytic purposes with a specific mention: **SRM - Maritime Indicators**

Contacts | SRM Communication Office | m.ripoli@sr-m.it

The economic picture of Maritime Economy

The trend of maritime trade follows and accentuates the overall dynamics of the world economy which over 2015 was affected by the economic recovery in the industrialized countries. However, the OECD has recently lowered the forecasts of world economic growth, setting the GDP growth in 2015 at +3.1% and at 3.8% for 2016. The worsening of the forecasts is due to the braking of the United States in the first quarter of 2015 (fall in public spending, stable investment spending, lower export), uncertainties related to the European economy (Greek crisis and new migration trends), and the slowdown of the countries which export raw materials, particularly in the BRIC (Brazil, Russia, India and China) countries, considered, until a few years ago, the new powers of the global economy.

Amongst these latter China is the country which causes the greatest uncertainties. The decline of the Asian giant as driver of global export has been momentarily band aid by the competitive governmental devaluations in the summer of 2015, but there remain skepticism in relation to the path of growth of the country in the coming years. China finds itself managing the conversion of its production structure with a strong export orientation, moving in the direction of growth driven by an increased domestic demand. In particular, the transition from a growth based on competitive factors of cost, that is of low salaries, towards a model driven also by higher consumption is proving complex. The weakening of the Chinese economy affects the organization of the network of global trade.

These factors are combined with the decline in oil prices and of other raw materials as well as the risk of a new wave of commercial instability that could be produced by the Fed's decisions on monetary policy expected by the end of 2015 (an increase in interest rates and strengthening of the dollar).

In the long term, another item of particular interest is the "Transatlantic Trade and Investment Partnership", which sees the US and the European Union engaged in the negotiation of measures for the elimination of trade and tariff barriers between the two sides of the Ocean. This Treaty, currently still under negotiation, coming into force could produce a further boost to international trade, strengthening relations between Europe and North America, and balancing traffic on the Asia-Europe route which is currently the main axis of international trade.

In 2014 overall demand in the global maritime sector amounted to 9.84 billion tonnes, representing a 3.4% over the previous year. 32% of these trades refer to the five major categories of products, namely; iron ore, steel, grain, aluminum or bauxite and phosphatic rocks. The "Oil and Gas" sector follows representing 29% of the total handled, with 2.8 billion tonnes. The container sector is behind in terms of volume; its handling reached 1.6 billion tonnes in 2014 but it is up compared to 2013 (+6%). According to Confitarma data (2015) it is estimated that 65% of the annual increase in the global maritime traffic in 2014 and in 2015 can be attributed to the growth of trade in iron ore and containerized goods.

The overall offer of the shipping industry saw a growth in the world fleet by 3.5%; the lowest rate in the last decade: a clear signal of reaction to oversupply.

The detailed analysis of the various segments of maritime transport confirms, in the container sector, the long-term dynamics that characterized the last decade, with a gradual increase of the "scale of competition" between the companies, the well-known phenomenon of naval gigantism, alliances and M&A. This is confirmed by looking at the 2015 UNCTAD data, according to which the top 10 companies control 61% of the fleet, while the first 20 control 83%.

It should be noted that only half of the liner's fleet currently operating belongs to the large carriers, the remaining is owned by Greek, German and Japanese companies. This phenomenon is also linked the issue of financialization of contemporary shipping, so the tonnage increasingly becomes a financial product, with the resulting web of interests between the real economy and international finance.

In this context, the top three companies in the sector, namely Maersk, MSC and CMA CGM control about 35% of the supply, thus demonstrating the concentration of tonnage on some major players resulting in the ability to influence the main market dynamics. Therefore the recent mergers between the liner companies Compañía SudAmericana de Vapores (CSAV) and Hapag-Lloyd, and between Compañía Chilena de Navegación Interoceánica (CCNI) and Hamburg Süd are worth mentioning.

The creation of two large global alliances 2M, between MSC and Maersk, and Three Ocean Alliance between CMA CGM, CSCL and UASC, is framed in this context of progressive concentration. The alliances are realized in the “vessel-sharing agreements”, which allow carriers to optimize the tonnage supply selling slots on board ships of other carriers, thus coordinating the operational network and avoiding overlapping.

The tendency to concentration is heightened by naval gigantism with a progressive gap between the tonnage supply of the container ships’ world fleet, which tripled between 2004 and 2015, and the average number of shipping companies, which decreased by 29%. In 2015 new ships by 1.6 million TEUs came into operations, representing an increase of 7.7% on an annual basis. Another 1.3 million TEUs are expected to be delivered by 2016. The additional capacity is mainly used on the Far East-North Europe route, where the average size of the units employed grew by 139% between 2005 and 2015, up to almost 14,000 TEUs.

The search for economies of scale affects the orders which amounted to 1.04 million TEUs in 2015, about +60% compared to 2014. The new wave of orders was mainly characterized by the demand for units with a capacity exceeding 18,000 TEUs, with 39 contracts signed in the first 6 months of 2015 which led to a total number of orders, for ships between 18,000 and 21,000, of 88 ships.

The global order book shows that the minimum size of the ships ordered by the first ten shipping companies is 10,120 TEUs.

If these are the main factors that affected sector of the containers on the supply side, the demand side of 2015 showed a general slowdown. Drewry has revised downwards its growth forecast in the segment of container taking them to 2.2% from 4.3% and 2016 estimates as well were revised downwards from 4.9% to 3.3%.

The imbalance between demand – subject to rapid changes and still in slowdown – and the offer – characterized by faster growth and large or very large sizes and

therefore more difficult to adapt – in the recent past has produced a supply overcapacity. Over the 2009-2014 period, this overcapacity was mainly absorbed by the slow steaming phenomenon. The fall in the oil price (up to -50% on an annual basis between the end of 2014 and early 2015) limited the use of the slow steaming and produced an increase in the profits of the companies whose operating margins increased from an average of 0.1% in 2013 to 2.7% in 2014. Alphaliner observes that for 13 of the leading ocean carriers their operating results for the first quarter of 2015 were determined primarily by the drop in fuel prices and by the gains related to foreign trade caused by the appreciation of the US dollar.

All this resulted in a competitive downward drive on the freight rate. The past year was in fact characterized by an intense “war of rates” on the most profitable route, that is, between Asia and North Europe, when the historic low value of freight rates on a spot basis was touched, they decreased to \$243 / TEU in June, more than 70% less than the \$1,003 / TEU in February, compared with an estimate of service break even of \$800 / TEU (Alphaliner). According to Drewry’s estimates overcapacity and the consequent competitive pressures on rates are expected to continue at least for the next three years. In order to stem this phenomenon, companies reduced the frequency and offering of the lines. In this regard we note that the Three Ocean alliance has recently removed about 4% of its capacity on the route between Asia and Europe.

In this context places the recent announcement by the Danish company Maersk – the first shipping company in the world in the field of container – to reduce its workforce, to remodel the network of services and to postpone the orders for new ships and tracing this choice back to the following factors: significant reduction in the dynamic growth of the economies, primarily of China, gradual reduction of freight costs, and overcapacity of the global fleet of container. The routes that will be cut mainly concern Europe (Western Mediterranean - Middle East - Indian subcon-

continent, Far East - Mediterranean - Northern Europe, Far East - Black Sea, and Northern Europe - North America).

The dry bulk sector is closely related to the economic trends of developing countries, interested in capital-intensive productions, such as power generation, shipbuilding and construction. The slowing down of China, which was the main global importer of raw materials during the last decade, has heavily compromised this type of traffic. It is estimated that 2015 will be the first year marked by a cooling in trade in iron ore, due to a gradual slowdown in the Chinese construction sector. In fact, if between 2004 and 2014 the sea trade of iron ore grew at an average of 9% annually, for 2015 it is expected an increase of 2.5%.

Furthermore, the economic transition of China into an industrial economy with lower environmental impact is reflected in the world trade of coal: just the +2.8% between 2014 and 2013 in the sea trade of coal, very modest figures compared with the +12% in 2012.

According to Drewry’s estimates, the market of the cargo is destined to live a downturn that will last at least until 2017. Overcapacity (the fleet of dry bulk vessels, except container port, which was 35% of total tonnage in 2010 in 2015 amounted to 43%) together with the low demand will impact on the price of goods on the international markets. In this regard it is worth noting that in 2015 the Baltic Dry Index performance was very poor: it closes the first 11 months with an average of 730, a significant decrease compared to the average of 1,119 in the same period of 2014. In particular, in November 2015 for the first time in history it exceeded the threshold of 500. On the one hand the decline of this indicator considered a “leading indicator” about the state of health of international trade may represent a signal of concern about the future growth prospects of global maritime trade. On the other hand, the forecasts of some economists who believe that, having this index reached such a poor performance and given the cyclical nature of the sector, the shipping industry is ready

to reverse course.

As for liquid bulk cargo, the tanker market is dominated by 630 Very Large Crude Carriers that provide a capacity of 195 million dwt, in addition to 870 Aframax (94 million dwt) and 445 Suezmax (70 million dwt). As pointed out by Banchero Costa, unlike the container segment, the new deliveries in the sector oil bulk took place in 2009 (+34.1 million dwt) and in 2011 (+32.8 million dwt), allowing today a better balance in the dynamics that drive supply and demand.

The main drivers of the sector refer to the shale gas revolution, which is progressively changing the geography of global energy trade, with lower demand for oil products from the United States, the main consumer country, with about 20% of demand. In 2014 the import of crude oil in this country fell by about 12% up to 4.5 million barrels per day, bringing the demand back to the levels of 2005 (Clarkson Research, 2015). At the same time flows to China and India – whose refining capacity is gradually increasing leading to a shift in the traffic of crude oil from the West Africa - North America route to the West Africa - Far East route are growing, as confirmed by the longer distances, with an increase of 4.1% of the distances in terms of ton-miles (UNCTAD 2015). In addition to this phenomenon, the decline in oil prices that occurred between 2014 and 2015 helped to support demand, pushing freight rates higher. In 2014 on the above mentioned route, from the Persian Gulf to the Far East, it was recorded a charge for the VLCC 50% higher than the previous year, representing an average daily freight rate of about \$25,500 (Confitarma 2015).

As for the other petroleum products and commodities derived from petroleum, Banchero Costa points out that the dynamics of the market have gradually improved over the past two years, mainly thanks to the growth in transport demand, supported by US export (with the placing on the market of shale oil) and the opening of new refining centers in the Middle East and the Far East.

In this regards, it is particularly si-

gnificant that the stimulus comes from the opening of the new Suez Canal, which occurred in August 2015, and which allows a reduction in the transit time from 18 to 11 hours of navigation, due to lower waiting times, and allowing a reduction of operating costs on the routes between Asia and Europe and creating pressure on the Panama Canal, since part of the traffic between the Far East and the East Coast of the United States has now moved along the route via Suez. In fact, 2016 should be characterized by the opening of the new Panama Canal. The project of expansion of this Channel is intended to double the capacity of the ships flow, allowing the passage of larger units (Post-Panamax). As a matter of fact, over a third of the ships circulating today exceeds the scope of the old locks: 294.1 meters in length, 32.3 in width, 12 of draft and 57.91 from the water level to the highest point, for a medium displacement of 65 thousand tonnes. However, it should be stressed that the new Panama Canal will retain some of its structural limits to the passage of large container ships with a capacity exceeding the 13,200 TEUs that, therefore, will not be able to pass through it.

As regards Italy, according to data presented by Confitarma the merchant fleet owned by Italian consisted, at the end of 2014, of 1,503 ships for a total of 17,154,904 gross tonnes, 8% down from the previous year. In the ranking of the fleets by shipowner, Greece tops with 158 million GT followed by Japan, China Germany, and the United States. Italy ranks 14th, but keeps the fifth position among the countries of the European Union for ship owning control.

In this regard, the V Report on the Economy of the Sea, carried out by Federazione del Mare together with Censis notes that the Italian maritime cluster contributes to the national GDP with €32.6 billion (2.03%), with employment amounting to nearly 2% of the country's workforce (471,000 people directly employed and workers from allied activities alike). Interestingly, the income multiplier calculated in the report is equal to 2.63, with the addition of the

multiplier for employment of 2.77. Basically, according to Censis and Federazione del Mare, each 100 Euro of income growth within the maritime cluster about €263 Euro of national income are activated. Each new 100 units employed in the maritime sector correspond to 277 units employed at national level.

The performance of Italian ports shows not particularly positive signs especially from transshipment ports which, in addition to the crisis of Taranto, in the first semester of 2015, the port of Gioia Tauro recorded a -13.2% while the CICT transshipment terminal of Cagliari recorded +1%.

On the other hand, gateway ports are growing by 9.7% every six months. In particular, Genoa records its historic best performance reaching 1.13 million TEUs (+6.9% annually), La Spezia is up by 4.1% (from 639,000 to 665,000 TEUs) as well as Livorno by 39.5% (from 276,000 to 385,000 TEUs). It is also noteworthy that Naples, despite the crisis it is facing and the shift of some traffic to the port of Salerno, totaled 10.9% (from 209,000 to 232,000 TEUs). On the shores of Adriatic, Ravenna records +12% (with 116,000 TEUs). Trieste loses 9.6% declining from 237,000 TEUs in 2014 to 215,000, while Venice is up by 21.2% with 272,000 TEUs.


The expected measures to be taken in the regulatory field for Italian ports are considerable too. In October 2015 a communiqué of the Presidency of the Council of Ministers published on the Gazzetta Ufficiale (Official Journal) officially approved the National Strategic Plan of Ports and Logistics (Piano strategico nazionale della portualità e della logistica).

The plan designs a strategy for revitalizing the port and logistics sector to be pursued through the value added that the "Sea Industry" can provide in terms of quantity as regards the increase in traffic, and also identifying policy actions – both sectoral and transversal to the various production areas involved, logistics, administration and infrastructure – at national level that will contribute to recover competitiveness in the economy of the sea in terms of productivi-

ty and efficiency. The measures set also include the new governance of the world of ports, with the strengthening of the role of national coordination of the Ministry of Infrastructure and Transport the new (Directorate General of Ports

and Logistics) combined with the transition from the Port Authority to Authorities of port systems.

Looking ahead, the Plan will be one of the sector plans that will flow together in a wider multi-sectoral and multi-modal policy paper: the

Multi-annual Planning Document that the Ministry of Infrastructure and Transport intends to draft and approve as soon as possible. 

Maritime Indicators

1. The Economic Situation	11
Baltic Dry Index	12
Maritime freight transport in EU-28	13
The new Suez Canal	14
Size of the container ship fleet	15
2. International trade relations	17
Italy's trade	18
Short Sea Shipping	21
3. Competitiveness	23
Port traffic	24
Focus on Italy's port traffic	24
Measures affecting the Sea Economy	29
4. Companies	30
Companies of the maritime cluster	31
Turnover of the top 100 maritime and shipbuilding companies	33
5. Focus on the South of Italy	35
Weight of the South on Italy's maritime trade	36
Port traffic in the South of Italy	37
Weight of maritime cluster companies of Southern Italy	39
An overview	40

[The BIG news of the semester]

REFORM OF PORTS AND LOGISTICS

In August 2015 the Council of Ministers approved the definitive National Strategic Plan of Ports and Logistics (PSNPL), designs a strategy for revitalizing the port and logistics sector and identifies the national policy actions to implement which aim at relaunching competitiveness in the economy of the sea in terms of productivity and efficiency.

Source: Ministry of Infrastructure and Transport

2014-2020 NATIONAL OPERATIONAL PROGRAMME

On November 6, 2015 in Naples, the European Commission and the Ministry of Infrastructure and Transport presented the 2014-2020 National Operational Programme (NOP) Infrastructure of Italy. The NOP Infrastructure and networks calls for €1.843 billion.

Source: Ministry of Infrastructure and Transport

THE EXPANSION OF THE SUEZ

The New Suez Canal inaugurated on August 6th, 2015, allows a reduction of the waiting time to 3 hours and an estimated distance of 6-7 hours; it brings the average daily traffic capacity to 97 ships (from the previous average of 49).

The expansion of the Canal is part of a wider project; the **Suez Canal Zone**, which involves the construction of a logistics and industrial area to be completed by 2023.

Source: SRM

[Good and Bad]



+2.6%

tonnes of goods handled in the main EU-28 ports in 2014



+4.9%

Italy's trade in the first half of 2015



+6%

maritime export in the first half of 2015



+2.4%

tonnes of containerized goods handled in Italy in 2014



+8%

tonnes handled in Ro-Ro in Italy in 2014



-8%

number of cruise passengers in Italy in 2014



-4%

tonnes of liquid bulk handled in Italy in 2014



-9%

South of Italy's maritime trade in the first half of 2015

The following shows the different sets of indicators whose analysis allows a better interpretation and deeper understanding of the maritime economic sector.

1

indicators

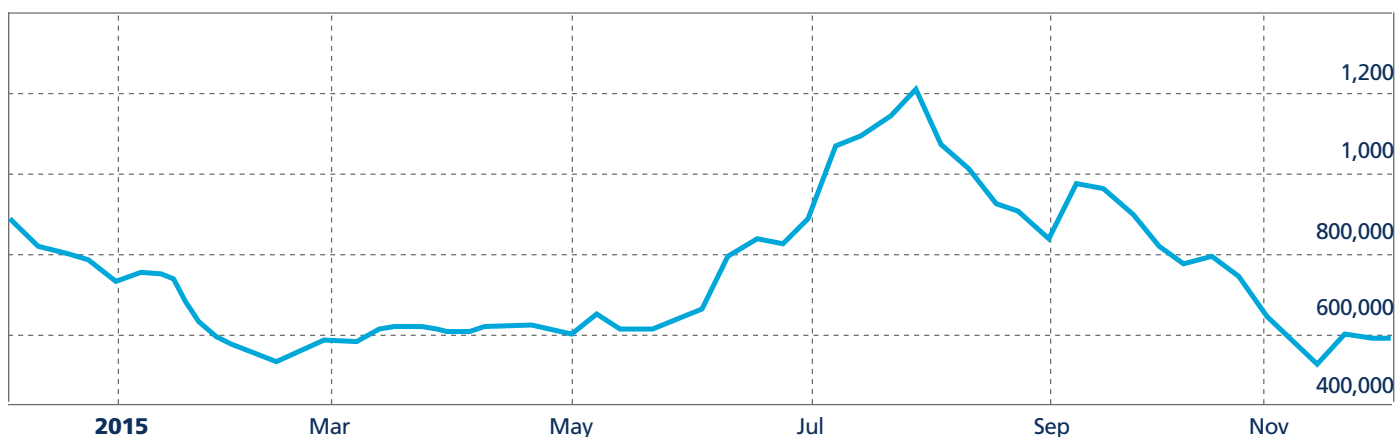
THE ECONOMIC SITUATION

*The first set of
parameters is intended
to enrich the analysis
of the economic
sector with
data and statistics.*

Baltic Dry Index

The BDI index reflects the trend of the cost of shipping and freight rates of the major categories of dry bulk cargo ships, referring to the transport of raw materials or agricultural commodities which represents an indicator of the level of demand and supply of these goods and therefore, suitable for showing signs of the economic trend.

BDI trend



Source: SRM on Lloyds, 2015

The analysis of the graph of the dry bulk freight rates in the last year shows a trend characterized by substantially low rates throughout 2015, with the exception of a reco-

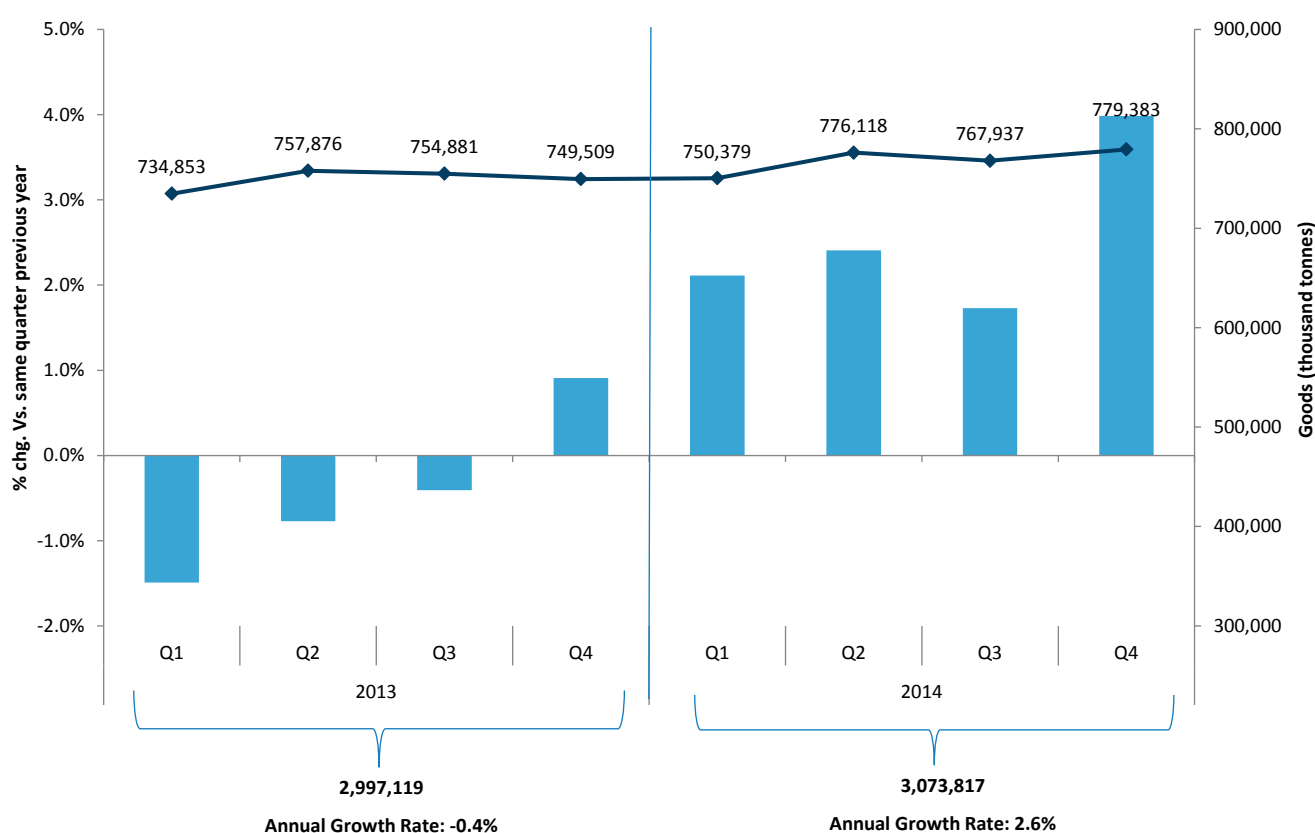
very in the months of July and August, with a value that later shrank to mark a new historic low below the threshold of 500 points in November. The slowdown of China,

which was the main global importer of raw materials during the last decade and the decline in Asian trade strongly affected the performance of the BDI over the year

Maritime freight transport in EU-28

This parameter describes the quarterly trend in maritime transport of goods to the EU-28 countries and allows perceiving the dynamics of European trade.

Goods handled in the main ports of the EU-28



Source: SRM on Eurostat data

The figures for 2014 show the resumption of trade during each quarter of the year, confirming the trend reversal recorded as early as the end of the last quarter of 2013. Altogether, European ports exceeded 3 million tonnes of car-

go handled, an increase of 2.6% compared to the previous year. Focusing the analysis on the single port realities, four of the top five airports in Europe increased their activity in 2014 over the previous year (respectively Rotterdam

+1.6%, +4.9% Antwerp, Hamburg +4.5% +4.2% and Amsterdam); only Marseilles has ended 2014 with a decrease of 2.4% compared to 2013.

The new Suez Canal

The expansion of the Suez Canal allows the reduction of transit times on the East-West routes. The estimated reduction in the Canal's transit time is approximately 6-7 hours in both directions, with a capacity of traffic of 97 ships per day (against the previous 49 on average), while the reduction of

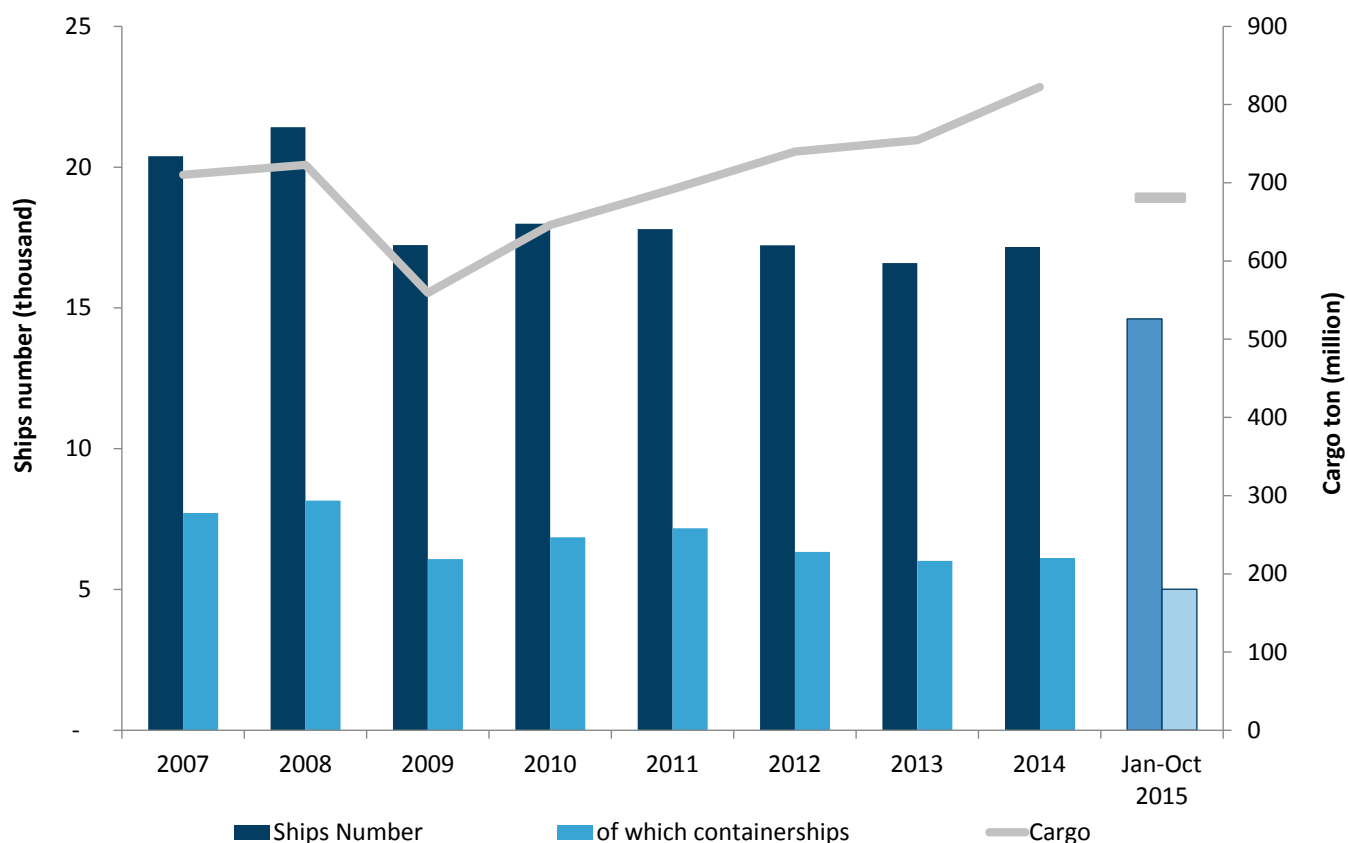
the "travel" time is estimated at 12 hours (thus including a shorter waiting time).

8-10% of global traffic passes through the Suez Canal. In 2014, 822 million tonnes of cargo and more than 17,000 ships passed through. About 50% of the traffic channel is represented by contain-

ner ships. In the first 10 months of 2015 more than 14,600 ships (+2.9% on the same period of 2014) and 689 million of goods (+0.7%) traveled through the Canal.

Thanks to the expansion there is no limit to the capacity of container ships transiting the Canal.

Ships and cargo traffic in the Suez Canal



Source: SRM on Suez Canal Authority data

Size of the container ship fleet

On the basis of the capacity information already available, the economic picture of the container ship market, the market share held and the orders in progress, allows the evaluation of how the shipping market is steering on the supply side.

Shipping companies of the container sector: the Alphaliner ranking

Rnk	Operator	TEU	Share	Existing fleet	Orderbook
1	APM-Maersk	2,979,791	14.7%		
2	Mediterranean Shg co	2,711,853	13.4%		
3	CMA CGM Group	1,786,797	8.8%		
4	Evergreen Line	938,931	4.6%		
5	Hapag-Lloyd	934,012	4.6%		
6	COSCO Container L.	854,488	4.2%		
7	CSCL	699,111	3.4%		
8	Hamburg Sud Group	647,400	3.2%		
9	Hanjin Shipping	627,257	3.1%		
10	MOL	559,918	2.8%		
11	OOCL	554,157	2.7%		
12	Yang Ming MarineTransport Corp.	552,058	2.7%		
13	APL	536,493	2.6%		
14	NYK Line	507,920	2.5%		
15	UASC	502,487	2.5%		
16	K Line	386,662	1.9%		
17	Hyundai M.M.	381,566	1.9%		
18	Zim	364,609	1.8%		
19	PIL (Pacific Int. Line)	359,155	1.8%		
20	Wan Hai Lines	206,288	1.0%		
21	X-Press Feeders Group	115,991	0.6%		
22	KMTC	107,160	0.5%		
23	HDS Lines	88,608	0.4%		
24	SITC	86,034	0.4%		
25	TS Lines	83,586	0.4%		
26	Arkas Line / EMES	59,854	0.3%		
27	Quanzhou An Sheng Shg Co	48,481	0.2%		
28	Zhonggu Shipping	46,450	0.2%		
29	UniFeeder	44,611	0.2%		
30	RCL (Regional Container L.)	44,585	0.2%		

Source: Alphaliner, 2015

The graph shows the top 30 carriers in the ranking compiled by Alphaliner. To date there are 6,093 ships engaged in scheduled services worldwide, with a total capacity of 20,311,311 TEUs. The figure shows the continuous growth of the fleet of the largest companies specialized in container transport.

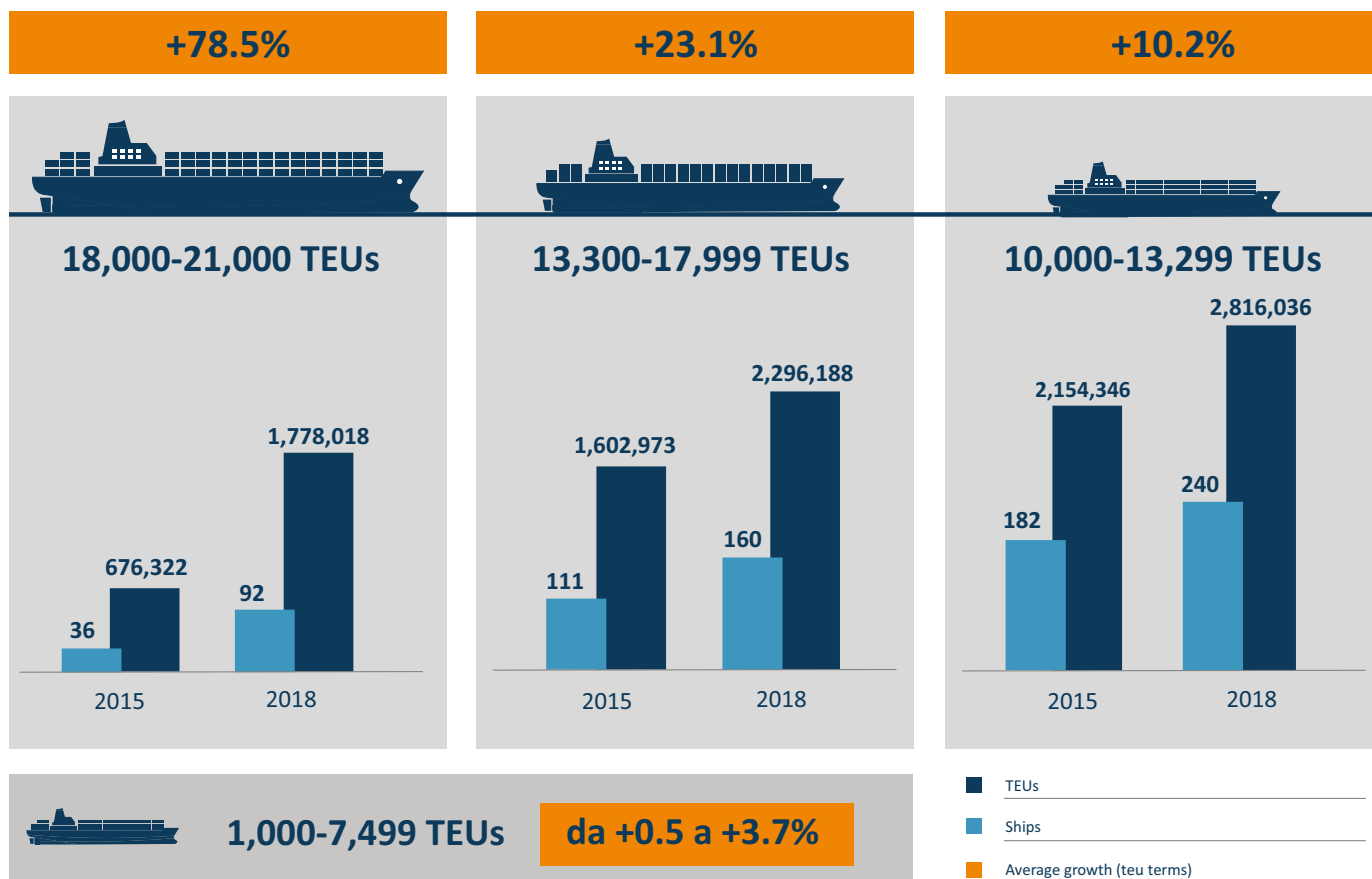
Compared to last year, the fleet of the top 5 companies grew by 6% in

terms of TEU coming to represent over 50% of total world capacity. However, the recent announcement of Maersk, which now holds a fleet of nearly 3 million TEUs and said they have not reserved new ships for 2016, is the first stop to the dynamics that we have witnessed so far.

Based on Alphaliner orders up to 2015, the world fleet in 2018 will

grow by 78.5% considering the mega carriers (between 18-21,000 TEUs), 23.1% for vessels from 13 to 18,000 TEUs and 10.2% between 10-13,000 TEUs.

Growth forecast of the fleet to 2018



Source: SRM on Alphaliner data, 2015

The analysis of data provided by Alphaliner ranking offers us a picture of the field of container vessels characterized by strong dynamism; the phenomenon of overcapacity coupled with the decrease in traffic from the East, will determine a turnaround in the global scenario.

The indicators considered in the first group show a period of difficulty that is affecting sea transport, at international and European level, and that reflects the slowdown in global trade and the economies of emerging countries, China in particular. This situation, together with a general overcapacity, led to the collapse in freight rates during 2015.

Growth forecasts of short-term demand do not seem to reassure Maersk to the extent that it recently announced measures to contain costs and a waiver to the option for new ships.

2

indicators

INTERNATIONAL TRADE RELATIONS

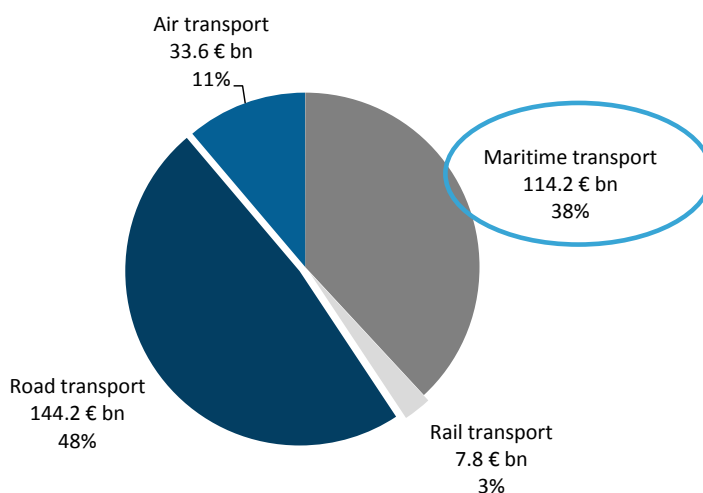
*The second set
of parameters
aims at outlining
Italy's maritime
trade relations
and, in particular,
at providing updates
and statistics about
short sea transport.*

Italy's trade

This set of indicators groups economic statistics and trend concerning Italy's trade and specifically dwelling on maritime trade.

Data refers to the first half of 2015.

Mode of transport in Italy's trade (data in mln €). 1st semester 2015*



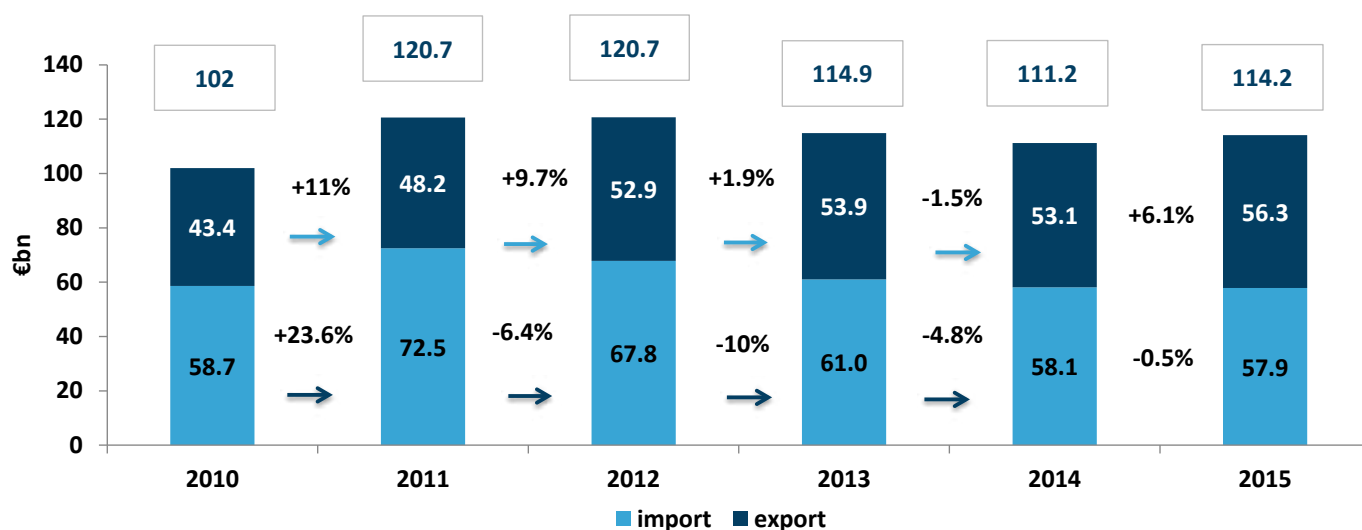
* Transport modes statistically identified were considered: "Not stated" and "Other modes of transport" were excluded.
Source: SRM on Coeweb data

In the first six months of 2015 the foreign trade of Italy amounted to €394.8 billion, an increase by 4.9% compared to the same period of

2014. In detail, export amounted to €206.6 billion up by 5%, followed by import for a value of €188.1 billion and a growth of 4.7%. The

figures above show that 38% of Italian trade travels by sea.

Trend maritime import-export - First half 2010 / First half 2015



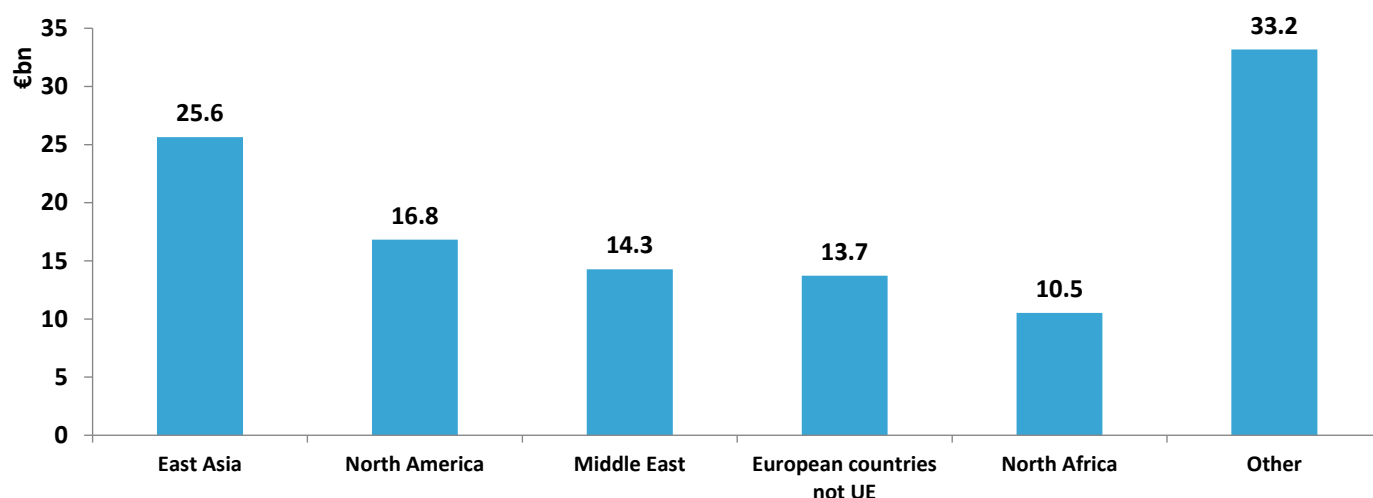
Fonte: SRM su Coeweb

In the first six months of 2015 the Italian seaborne trade reported, after two consecutive years of decline,

a recovery of 2.7%. The positive sign is due in part to the increase of 6% in export and, on the other hand,

to the decline in import (-0.5%) far more meager than before.

Major target geographical areas in Italy's maritime trade. 1st semester 2015



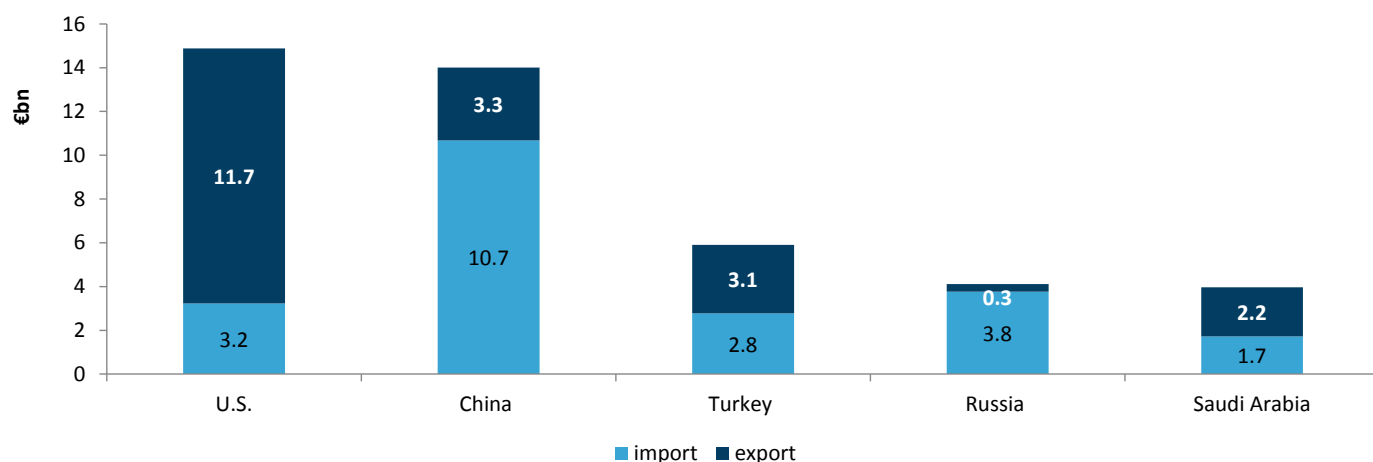
Source: SRM on Coeweb data

In the first half of 2015, Asia is the region where Italian seaborne import-export concentrates: Far and Middle East group about 35% of total ma-

ritime exchange. The share relating to North America (14.7% of the total) grows by 1.8% compared to the same period of the 2014, while mari-

time exchange with non-EU countries (12% against 12.8% in 2014) and North Africa (9.2% against 10.2%) is reducing.

Main target countries in Italy's maritime trade. 1st semester 2015



Source: SRM on Coeweb data

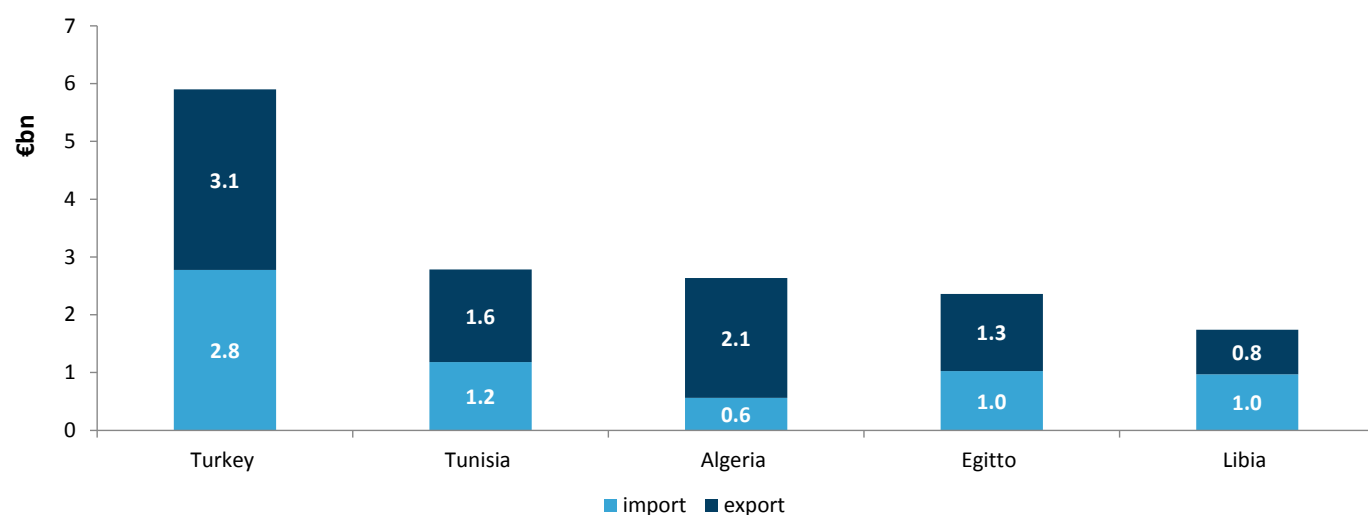
Going into the detail of each single partner country, the data shows that The United States is overtaking China and Turkey more than Russia. The figure shows that for China and Russia maritime import sharply prevails and the share of maritime export with the United States (11.7 billion against 9.1 billion for the first half 2014) and Turkey (3.1

compared to 2.7 billion in 2014) strengthens as well. With reference to the South Med area the graph shows that for countries with which Italy has stronger maritime trade relations export prevails on import, with the exception of Libya.

An analysis of the most frequently traded goods by sea confirms the prevalence of machinery and

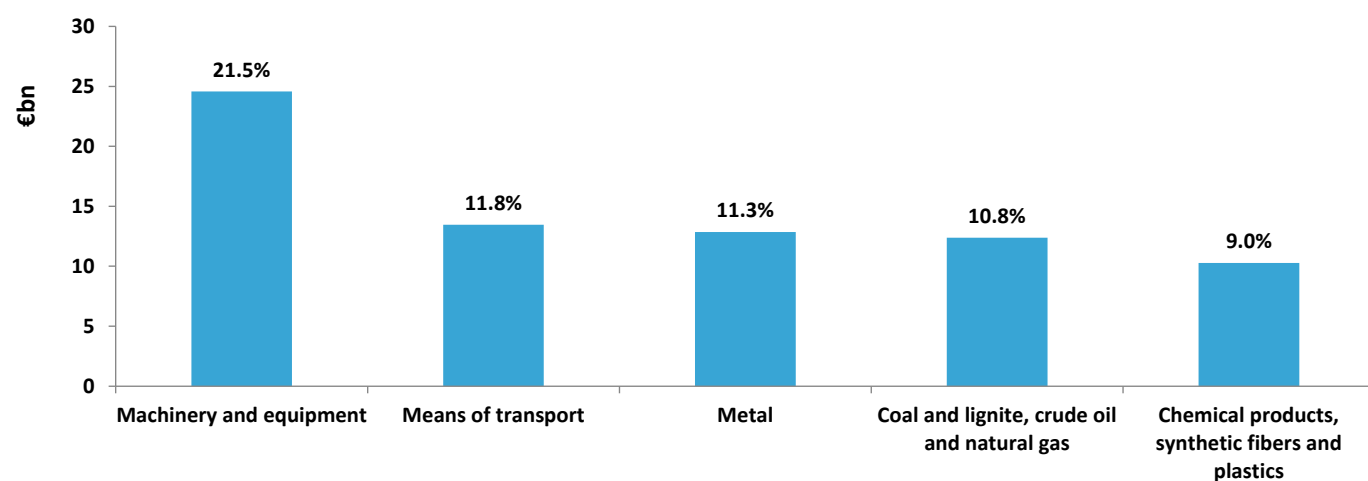
mechanical equipment corresponding to 21.5% of the total; followed by transport (performance due to the resumption of car production in Italy), metals, coal and lignite, crude oil and natural gas and, finally, the chemicals and plastics that overtook refined oil products.

Main South Med target countries in Italy's maritime trade. 1st semester 2015



Source: SRM on Coeweb data

Main commodity categories of Italy's maritime trades. 1st semester 2015



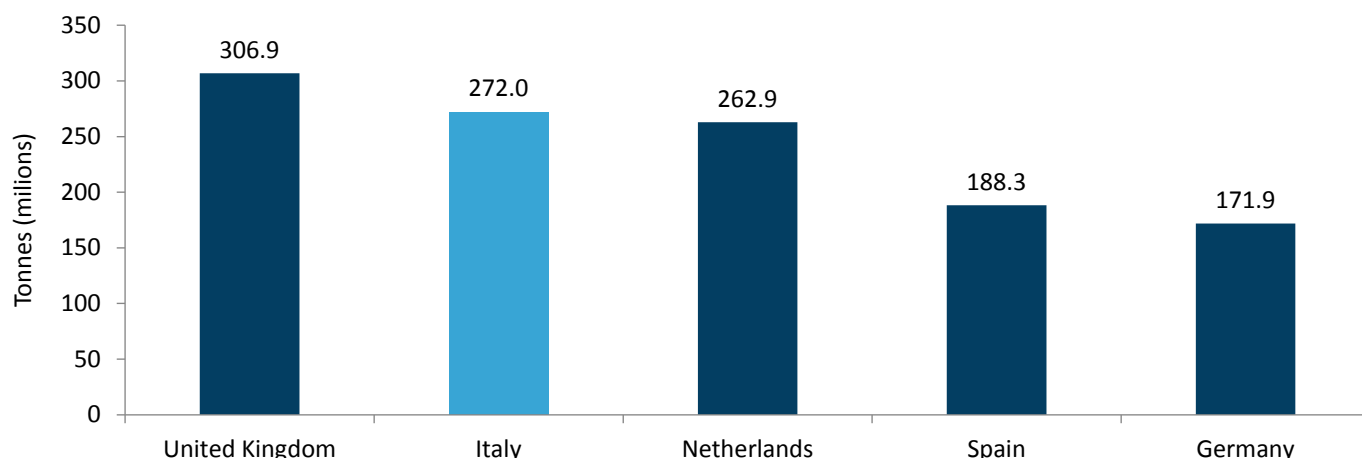
Source: SRM on Coeweb data

The data contained in this parameters block detects an increase of Italian overall trade linked to a growth of both import and export. Sea transport is also recovering and proving one of the most important ways for the exchange of goods in Italy, and which records a sharp increase in outbound flows while inbound flows are slightly down.

Short Sea Shipping

This indicator annually provides data relating to Short Sea Shipping in the EU-28, with details of the tonnes of cargo handled, the type and the geographical area where it is concentrated.

Cargo handled by SSS in the top 5 countries EU-28 (mln tonnes)



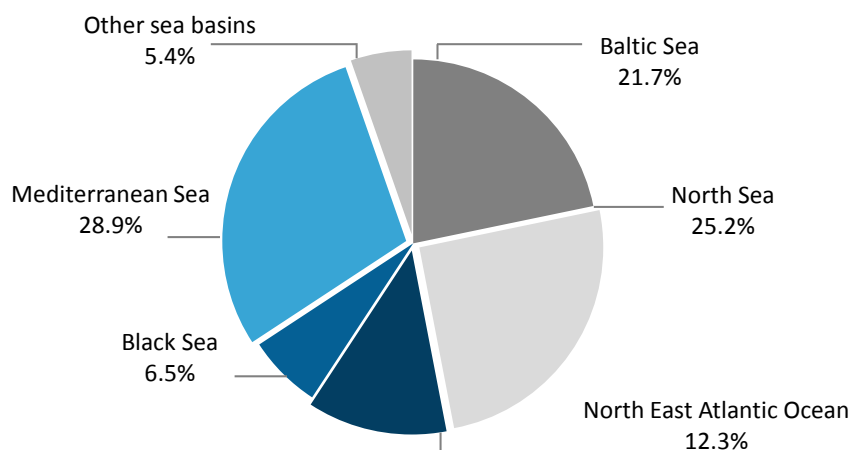
Source: SRM on Eurostat data

The Short Sea Shipping (SSS) is a mode of maritime transport very important for the European Union: in 2013 the goods carried by SSS amounted to over 1.74 billion tonnes, a slight decrease compared to 2012, accounting for 58% of the total EU-28 seaborne traffic. Amongst the EU-28 countries, the highest share of traffic in SSS re-

gards the ports of the UK in fact, in 2013, they handled 307 million tons of cargo or 17.6% of the total; Italy follows with 15.7% of the total but goes down compared to 2012 (from 285.5 million tons to 272 million) and the Netherlands, also down by about 3 million tonnes over the previous year. As for the type of goods, the lar-

gest share of freight travelling via this type of services is liquid bulk which accounted for 45% of the total SSS. Dry bulk follows with 20% and 341 million tons. The UK holds the record for both dry bulk and for the Ro-Ro.

Target areas of SSS goods in the EU-28



Source: Eurostat

European SSS mainly concentrates in the Mediterranean with 570.5 million tonnes in 2013 amounting to almost 29%; in this area Italy ranks first amongst the EU-28 countries in the SSS sector. The North Sea area with 489 million tonnes (25.2%), and the Baltic Sea area with 429.1 million tonnes (21.7%) follow in the ranking.

Short Sea Shipping is a very significant mode of transport in the European Union with considerable room for growth in the forthcoming years, also thanks to European guidelines which foster the enhancement of this type of traffic and the development of the necessary infrastructure. This is also made possible through the individuation of the rail-sea/road-sea last mile connections to the ports which are part of the TEN (Trans-European Network) which are among the investment priorities in the 2014-2020 plan.

3

indicators

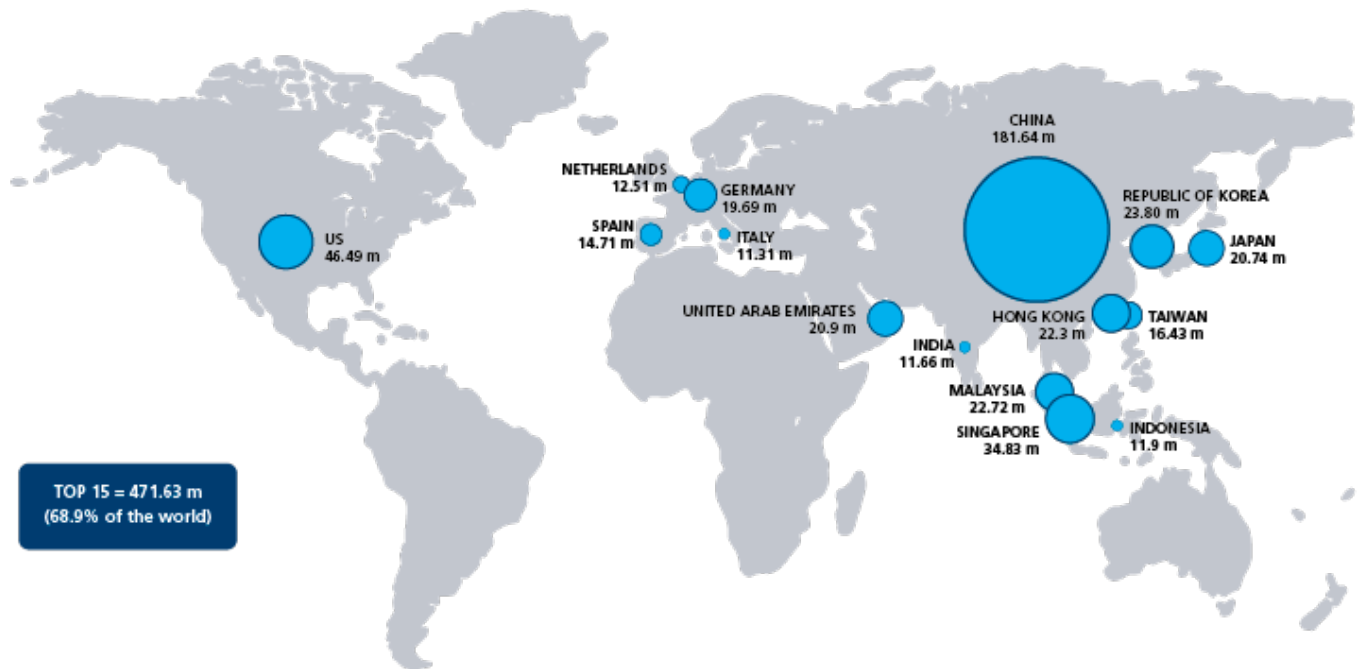
COMPETITIVENESS

The third set of parameters allows the definition of an economic picture of “maritime competitiveness” in Italy in terms of infrastructure and entrepreneurship, and offers information about ports’ trends and the dynamics of the world fleet.

Port Traffic

The analysis of the ports' performance at global level allows the identification of the cargo routes and the ports which handle the largest volumes of goods of their "clients", in other words, the carriers.

The geography of container traffic



Source: UNCTAD, 2015

The picture shows, through the size of the spheres, which countries dominate container traffic. Chinese ports clearly stand out. In 2014 Shanghai's port tops the ranking. China and other countries of the Far East are followed by USA and the Gulf ports, by those of the Northern Range and by the ports of the European countries lining the shores of the Mediterranean (Spain and Italy). Aggregate data by country also shows that the Far East-Gulf-Med-Europe route is increasingly succeeding.

The following table shows the period of difficulty faced by Chinese ports in 2014, which in fact recorded a loss of 1 million TEUs in Shanghai (-4.8% compared to 2013) and a loss of about 800,000 TEUs (-3% compared to 2013) in Shenzhen. Singapore also closed 2014 with a loss of 1.2 million TEUs. On the contrary, Northern Europe recovers the loss of the previous year by ending 2014 with an average growth of 4.9%. The first three ports of Southern Europe, all Spanish, end 2014 with a recovery

of traffic thus confirming the primacy of Algeiras over Valencia and Barcelona. As regards Italy, the first three ports for amount of TEUs are Gioia Tauro which, unlike 2013, in 2014 did not exceed the threshold of 3 million TEUs, followed by the ports with positive performance: Genoa, which exceeded 2 million TEUs and La Spezia that closed 2014 with 1.3 million TEUs thus confirming the 2013 performance.

Performance of some major ports in the world

Port	Country	TEUs (million)		Var.
		2014	2013	2014/2013
Shanghai	China	33.62	35.30	-4.8%
Singapore	Singapore	32.60	33.90	-3.8%
Shenzhen	China	23.28	24.00	-3.0%
Hong Kong	China	22.29	22.30	-0.1%
Rotterdam	Netherlands	12.30	11.62	5.8%
Hamburg	Germany	9.70	9.30	4.3%
Antwerp	Belgium	8.98	8.58	4.7%
Bremen	Germany	5.80	5.81	-0.2%
Algeciras	Spain	4.55	4.34	4.9%
Valencia	Spain	4.44	4.33	2.6%
Barcelona	Spain	1.89	1.72	10.2%
Gioia Tauro	Italy	2.97	3.09	-3.8%
Genoa	Italy	2.17	1.99	9.3%
La Spezia	Italy	1.30	1.30	0.2%

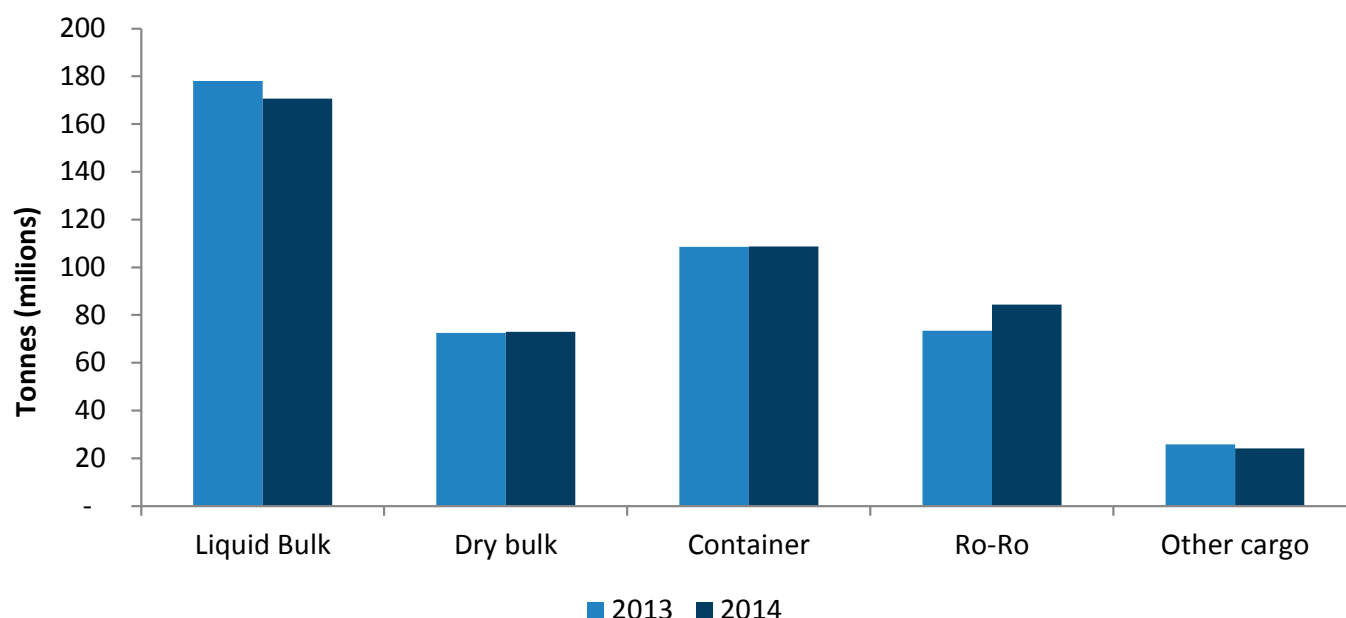
Source: SRM on Port Authorities

Focus on Italy's port traffic

The aim of this in-depth analysis is the evaluation of the performance of the Italian port system in the different categories of commodities and in the passengers' segment. An overall study as well as an in-depth analysis by macro areas, is offered for the purpose of offering more detailed information on the volumes of cargo and the flows of passengers, including tourists, which travel nationwide.

The following data refers to 2014.

Type of cargo handled by the Italian port system



Source: SRM on Assoporti data

Over 2014, the Italian port system handled a total of 460 million tonnes, slightly up compared to 2013. The analysis of the traffic by category highlights a growth in the container segment (+2.4% of tonnes handled) amounting to an absolute value of 10.2 million TEUs (+1.4% compared to 2013). Furthermore, Ro-Ro cargo is growing by 8%; from 78 million in 2013 to 84.2 million in 2014. Both the liquid and dry bulk segment is declining as well as passengers (-0.4% including ferries) with a loss of 9% with regard to cruising (1 million passengers loss). As for containers, the South of Italy is the area where this type of traffic is concentrated; about 4.6 million TEUs handled mainly by hubs, down by 3% compared to 2013 due

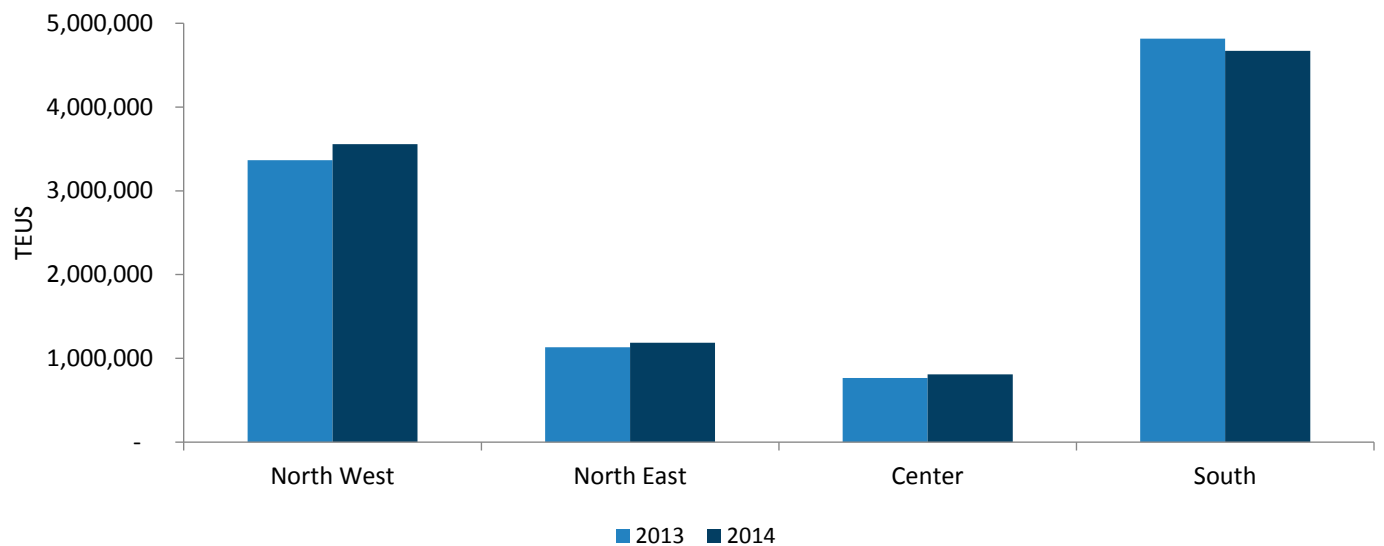
to Gioia Tauro's failure to achieve the 3 million TEUs threshold and to the persisting crisis of the port of Taranto. North Western ports recorded a recovery of 5.7% compared to 2013 thanks to the port of Genoa which returned to handle 2 million TEUs in 2014 (+9.3% compared to 2013).

North Western ports also show an improving performance, +4.6% compared to 2013 as a result of the better performance of Trieste which continues to grow with 506,000 TEUs (+10.3%), and Venice (456,000 TEUs, +2.1%). Lastly, the ports of Central Italy witnessed a positive achievement by exceeding 800,000 TEUs (+5.4%).

The South of Italy is the area where liquid bulk traffic is most concentra-

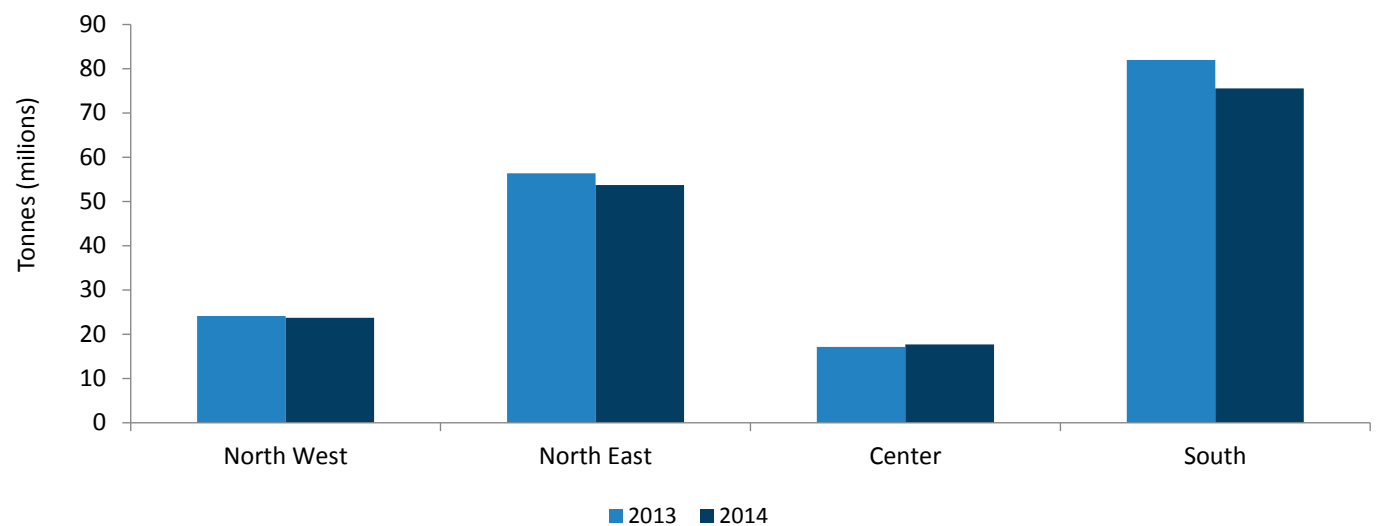
ted; about 75 million tonnes equal to 44% of the overall Italian result. However, compared to 2013, there is a decline of 7.8% of liquid bulk in all the main ports of the area which operate in the sector: with about 4.6 million tonnes, Naples loses 21% compared to 2013, Brindisi (-2.5%), Augusta (-4.7%), Messina (-5.3%) and Cagliari (-12.7%). The performance of North Eastern and North Western ports as well is down (-4.7% and -1.8% respectively), while the Center is the only area to end 2014 positively (+3.1% and 17 million) thanks to the recovery of the port of Ancona (4.7 million and +45% compared to 2013). The overall national data is -4%.

Handling of TEUs sorted by macro area



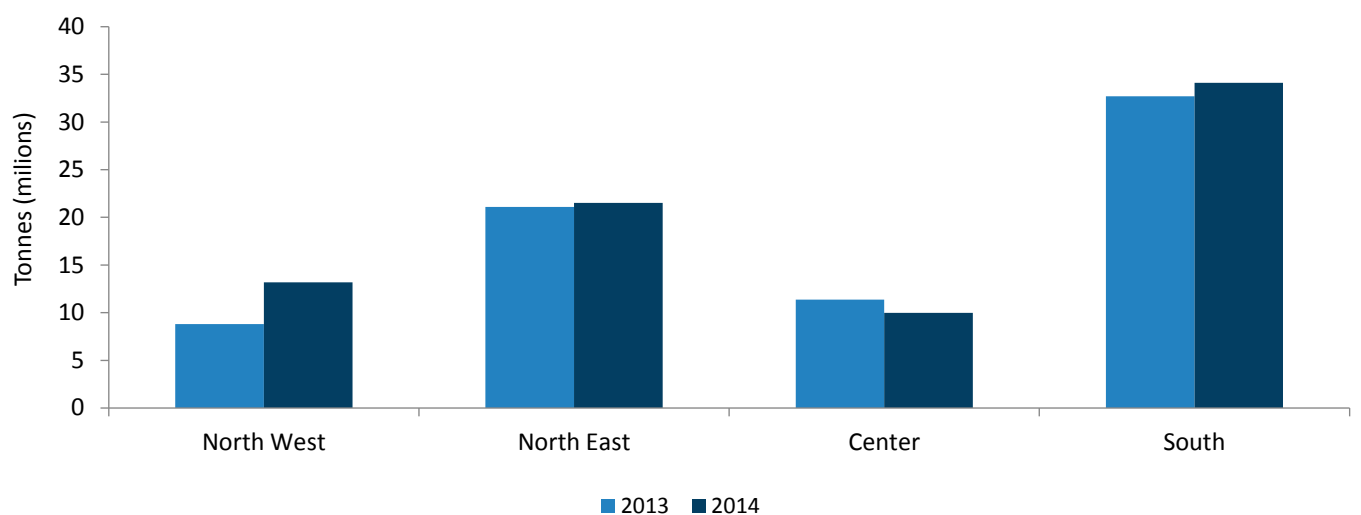
Source: SRM on Assoporti data

Handling of liquid bulk sorted by macro area



Source: SRM on Assoporti data

Handling of dry bulk by macro areas



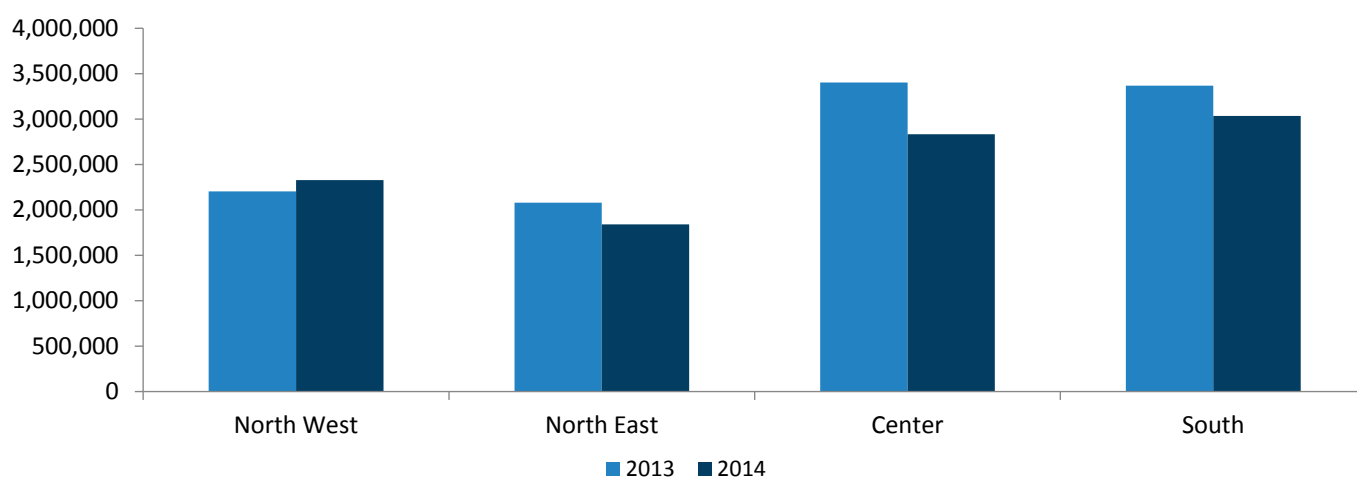
Source: SRM on Assoporti data

The analysis of the Italian port system is concluded with a focus on cruising traffic, for this type of tourism has direct and considerable implications for the economy of the regions where it takes place and it is still more important for a country like Italy, whose historical ports stand next to historic ports close to cities of worldwide cultural interest. Unfortunately, unlike 2013, in 2014 Italy lost about 1 million cruise passengers (-9.3%) reaching the number of 10 million passengers. In particular, the Center is the macro area where, in 2013, the largest part of Italian traffic was concentrated due to the port of Civitavecchia, leader

in the cruising sector, which had a drop of 16.7% and represents 28% of the overall Italian traffic also due to the loss incurred by the port of Ancona. Southern ports, on the other hand, exceeded 3 million transits keeping the national record (30% of the Italian data) despite its decline, compared to 2013 by about 10%. However, Naples and Bari collectively lost 100,000 cruise passengers, the same as for Sicily and Sardinia, (-400,000) with the exception of Palermo which grew by 10% and recovered 100,000 cruise passengers compared to 2013. North Western ports show a positive performance; +5.6% with

2.3 million cruise passengers due to the port of Savona which, in 2014, exceeded the threshold of 1 million transits (+8% compared to 2013) which balanced the drop in Genoa. This latter was due to the change in Royal Caribbean and Pullmantur's routes which in the past had chosen Genoa as their port of call. The ports of the North East, Venice (-4.9%), Ravenna (-54%) and Trieste (-68%) are all down. The figure for Venice reflects the agreements of self-limitation of the traffic that shipping companies have agreed to support in order to find a solution to the problem of the passage of large ships in the lagoon of San Marco.

Handling of cruise passengers sorted by macro area



Source: SRM on Assoporti data

Measures affecting the Sea Economy

The “V Rapporto dell’Economia del Mare” (“V Report on the Economy of the Sea”), made by Federazione del Mare and Censis in October 2015, confirms the dynamism of the Italian maritime cluster, which contributes to the gross domestic product by €32.6 billion (2,03% of GDP) with implications for employment of about 2% of the country’s workforce (471,000 people including direct and induced employees).

Two important measures of the level of impact of sea industry on the Italian economy are noteworthy: the income multiplier and the multiplier for employment.

As regards the income multiplier, the indirect effects of sea economy are measured in a ratio of 2.63, while that referring to employment is 2.77. This means that each €100 of income growth within the maritime cluster activates about €263 of national income, and each 100 new employees in the maritime sector activate 277 workplaces nationwide.

The evaluation of the direct employment impact of the cluster highlights the significant contribution of maritime transport (34,725 direct awu), followed by logistics and auxiliary activities revolving

around ports (27,611 direct awu). These two activities alone, account for almost 50% of the units of work of the entire production and services cluster. It is followed by fishing (27,555 direct awu), marine engineering (21,799), shipbuilding (9,945) and yachting (14,017). Moreover, the impact of maritime activities on the Italian economy has a direct impact also on the productive, manufacturing and service sectors. As a matter of fact, the maritime industrial cluster spends annually almost €20 billion in purchases as follows:

- €3.6 billion in products of oil refining;
- €1.8 billion in rental services, leasing, financial and insurance activities;
- €1.7 billion in logistics services;
- €1.5 billion in metal and metallurgical products;
- €1.1 billion in commercial wholesale distribution services;
- €980 million in ships, naval components and other means of transport;
- €760 million in legal services, accounting, architecture and engineering;
- €650 million in food and beverages;
- €610 million in mechanical and electrical equipment;
- €480 million in computer and related services;
- €460 million in security services and support offices;
- €360 in real estate activities, 340 million in services of travel agencies;
- €265 million in the construction industry;
- €260 million in chemicals;
- €250 million in telecommunications;
- €240 million in furniture and other manufactured goods, 220 million in plastic products, etc.

The focus on the performance of the national port system to 2014 shows good performance of Italian ports with reference to the container sector and the Ro-Ro, but recording a decrease in both the dry bulk and in the cruise industry. The extent of the impact of the maritime cluster on Italian economy shows the importance of this sector for our country, in terms of both investment and employment issues, and it also shows its relevance to the growth of other sectors such as the productive, the manufacturing and the service sectors.

4

indicators

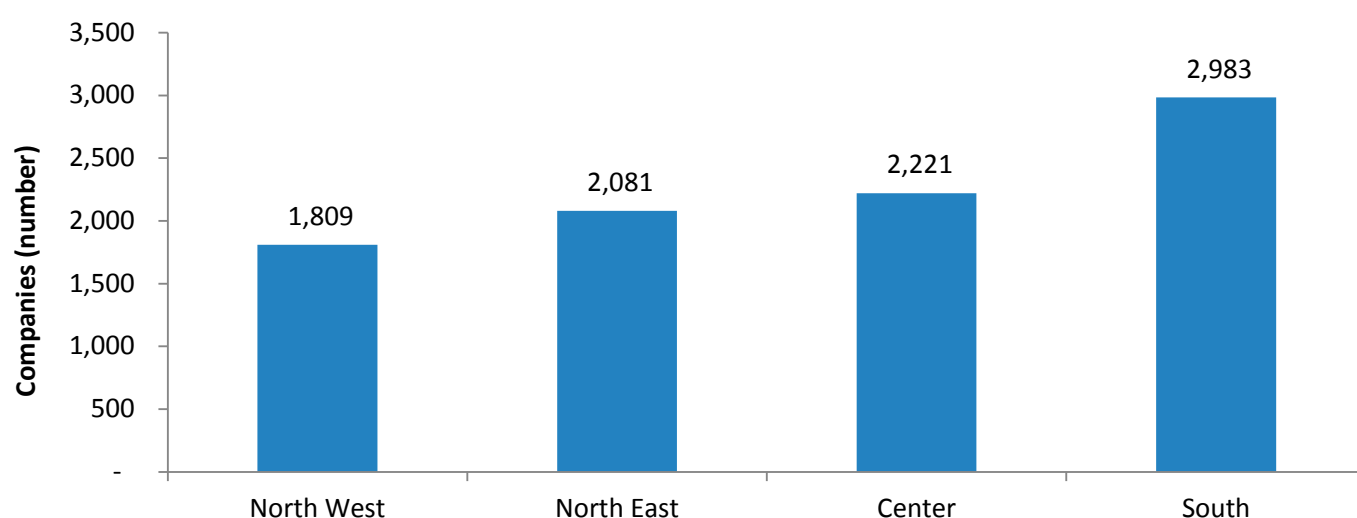
COMPANIES

The fourth parameter group is intended to define the number of companies and their turnover, trends and status of implementation.

Companies of the maritime cluster

This group of indicators shows the data relating to the number of companies belonging to the maritime cluster, sorted by geographical areas and by type. The (annual) statistics concerning the national fleet sorted by type are also offered.

Companies of the maritime cluster by macro areas. Third quarter 2015



Source: SRM on Unioncamere data

In September 2015, the maritime cluster companies operating in Italy totaled 9,094 units mostly located in the South where there are about 2,983.

At the level of individual regions, Veneto is the area with the largest number of units; 15.5% of the national total. It is followed by Tuscany (12.3%), Liguria (11.9%) and Campania (11.4%).

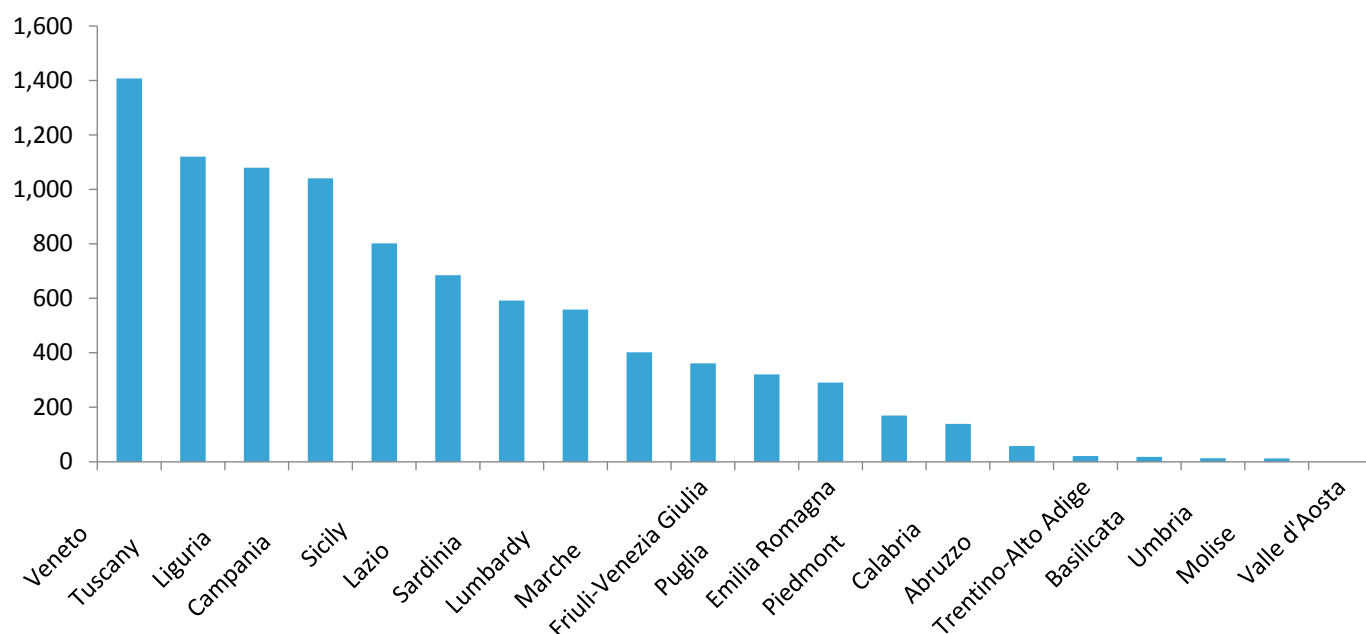
The study of the data by business segment shows the prevalence of ship building companies which represent 43.7% of the national total; followed by those related to maintenance/repair services (23.3%) and transport (22.8%).

The Italian fleet is composed of 1,503 ships which amounts to about 17.1 million gross registered tonnes. Compared to 2013, a drop of 8% in the gross registered tonnage and by 4% in terms of number of ships mainly due to the dismantling of older ships. Italian fleet, in fact, is quite young if one considers that 62% of the ships are less than 10 years old and that 40% are less than 5 years old. The reason for this is due to the number of ship owners who have decided to invest in increasingly advanced and environmentally friendly ships.

At the end of 2014, 46 units (1.1 million gt), amounting to 7% of the

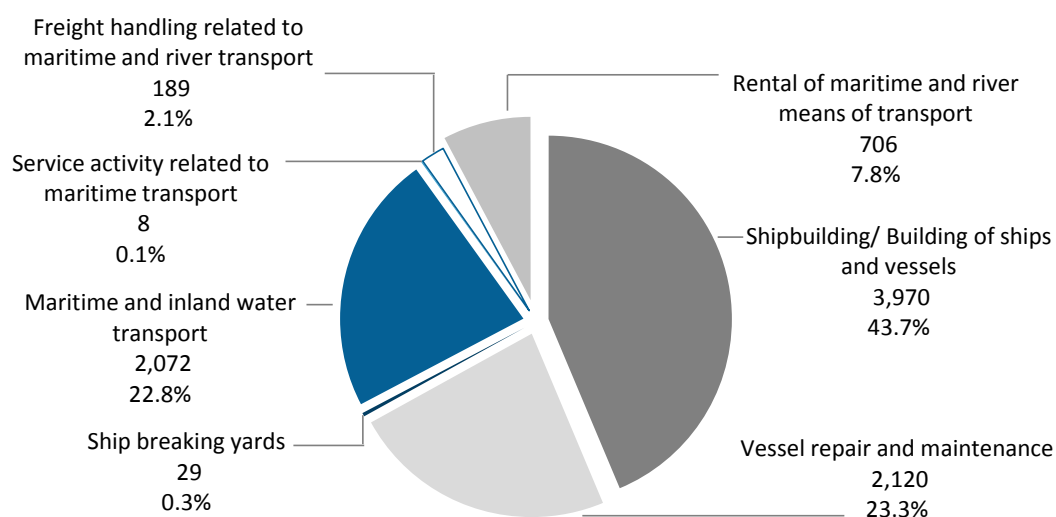
national fleet were being built in the shipyards all over the world, ordered by Italian ship owners. From 2005 to 2014, 436 new ships were completed and delivered to Italian ship owners; 9.1 million gt, equal to 53% of the total fleet. Despite the considerable reduction in investment recorded over the last few years, Italian ship owners orders to national and international yards, of about 270 units, worth in total about \$14.5 billion. Over 2014, 13 units joined the fleet with 367,911 gt.

Companies of the maritime cluster by region. Third quarter 2015



Source: SRM on Unioncamere data

Companies of the maritime cluster sorted by business sector (number and percentage). Third quarter 2015



Source: SRM on Unioncamere data

Italian merchant fleet (2013-2014)

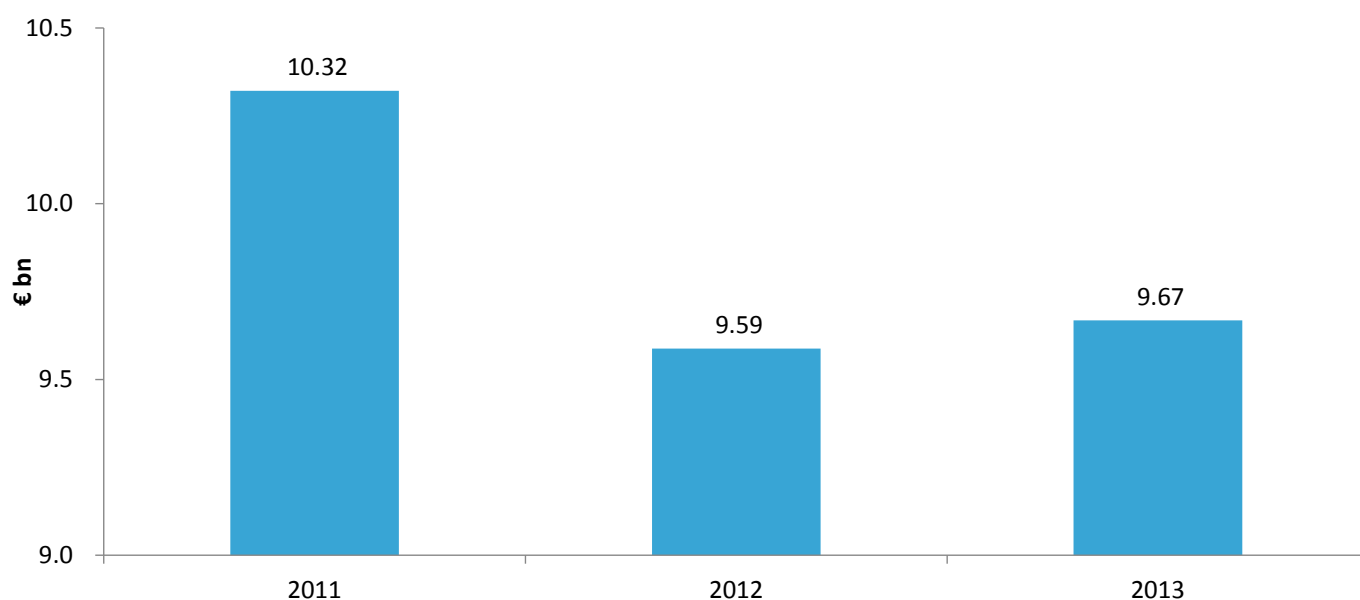
Ships of 100 gt and over	31.12.2014		31.12.2013		Var. 2014/2013	
	N.	000 gt	N.	000 gt	N.	gt
Liquid cargo ships	273	4,751	286	5,319	-5%	-11%
Dry cargo ships	202	7,092	232	8,135	-13%	-13%
Mixed and passenger ships	440	4,583	444	4,476	-1%	2%
Obo Carriers	1	33	1	33	0%	0%
Auxiliary services ships	587	696	601	696	-2%	0%
Total	1,503	17,155	1,564	18,657	-4%	-8%

Source: Confitarma

Turnover of the top 100 companies of maritime and shipbuilding industry

This set of indicators, calculated on the queries of the SRM databases, allows us to perform an analysis on the turnover of companies in the sector, with detailed information on their territorial concentration, their legal nature and their trends.

Trend of the overall turnover of the Top 100 companies in the maritime and shipbuilding industry in Italy 2011 - 2013



Source: SRM on AIDA Bureau van Dijk data

The results that follow are obtained by examining the AIDA bureau van Dijk database and extrapolating amongst the companies of the Italian maritime sector, the top 100 companies in terms of turnover in 2011, 2012, and 2013

The study of the overall turnover trends over the three-year period shows a fluctuating performance characterized by a 7% decline between 2012 and 2011 and a slight recovery (+1%) between 2013 and 2012. Altogether, the top 100 companies in the maritime and ship building industry in Italy

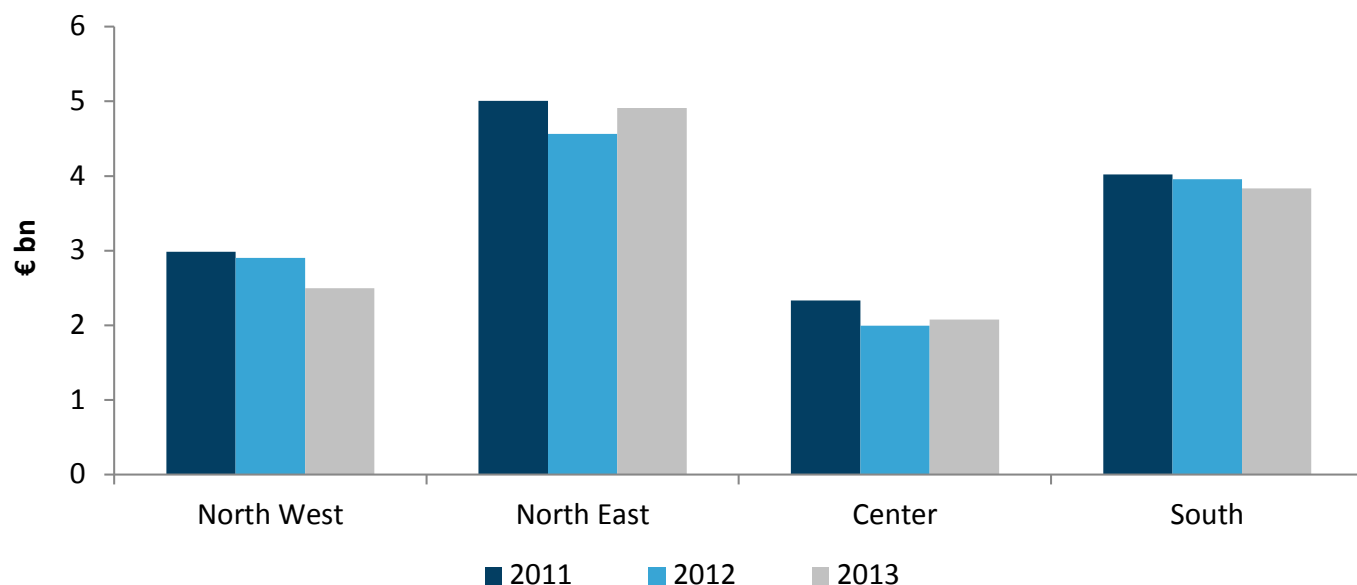
recorded 9,6 billion in turnover out of 13,3 billion of the total in the field.

In order to estimate the geographical concentration of the transport and logistics companies' turnover, the reference province of the companies' registered office has been considered. The following figure shows that the companies of the maritime sector of the North East of Italy has the highest turnover (37%) with a recovery, compared to 2012, of +7.7%. The Central regions show a positive result as well (+4.1%) which amounts to 15%

of the total turnover. The other two macro areas, North West and South of Italy, experienced a decline (-14.0% and -3.2% respectively).

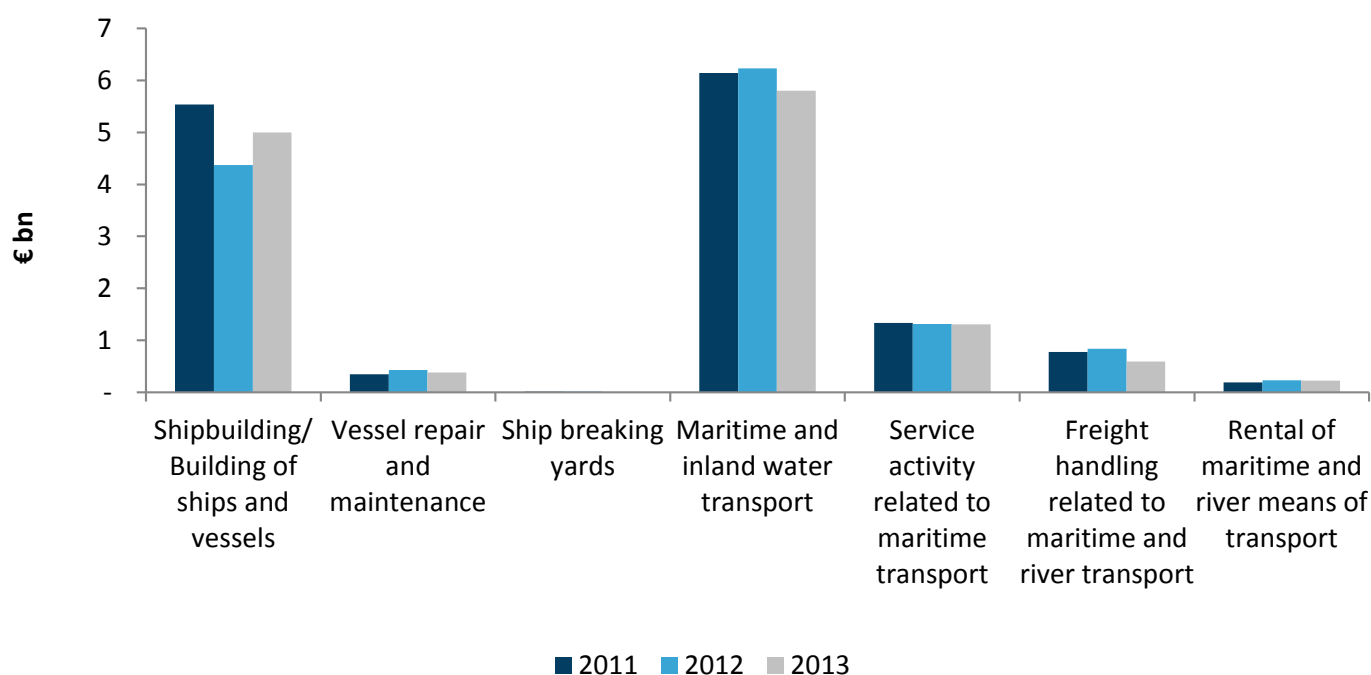
Lastly, the following figures of the distribution of the turnover by type of business, show the highest concentration (44%) of the overall turnover in the maritime and inland waterways transport, which however, are down compared to 2012 (-7%), followed by shipbuilding (38%), up by +14% compared to 2012.

Geographical concentration of the overall turnover of the Top 100 companies in the maritime and shipbuilding industry in Italy 2011 - 2013



Source: SRM on AIDA Bureau van Dijk data

Distribution of maritime and shipbuilding companies' turnover sorted by business sector. 2011 - 2013



Source: SRM on AIDA Bureau van Dijk data

Data regarding the turnover of the companies in the maritime and shipbuilding industry show a growth in 2013 compared to the previous year. The good performance of the companies located in the North East and in the Center contained the losses of North West and the South of Italy which combined, weigh more than 45% of the total Italian turnover. In particular, the turnover of the business related to shipbuilding has grown while that of shipping companies has decreased.

5

indicators

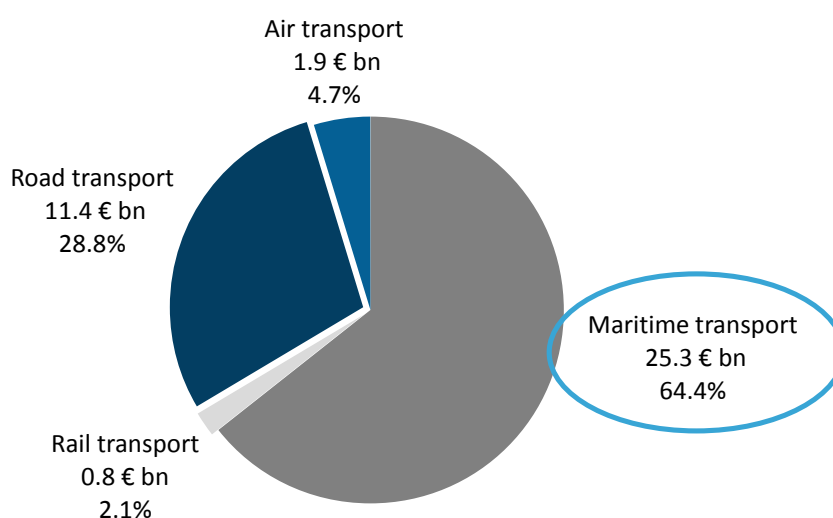
FOCUS ON THE SOUTH OF ITALY

The set of parameters which follows aims at focusing on the analysis carried out so far on the “state of health” of the Italian sea economy as well as on the South of Italy, in order to evaluate the weight of this area on the competitiveness of the entire country.

Weight of the South on Italy's maritime trade

The following information concerns the value of trade realized in the South of Italy compared to the national figure. The weight of the maritime mode of transport on the total import-export in the South of Italy will also be illustrated.

Mode of transport in the South of Italy's trade (data in mln €). 1st semester 2015*



* The graph considers the mode of transports statistically identified: "Not declared" and "Other modes of transport" have not been included.

Source: SRM on Coeweb data

In the first semester of 2015 South of Italy's trade was €45 billion, that is 11.5% of Italian import-export. Compared to the same period of 2014, it was down by 1%. In more detail, export grew by 3.5% (€21 billion) while import (with €24.5 billion) declined by 4.6%. The above figure shows that in the

South of Italy the prevalent mode for exchanging goods is maritime transport with 64.4% compared to the other modes. This value is much higher than the national figure in which sea transport represents about 38%. In absolute terms, the value of maritime trade in the South of Italy in the first six

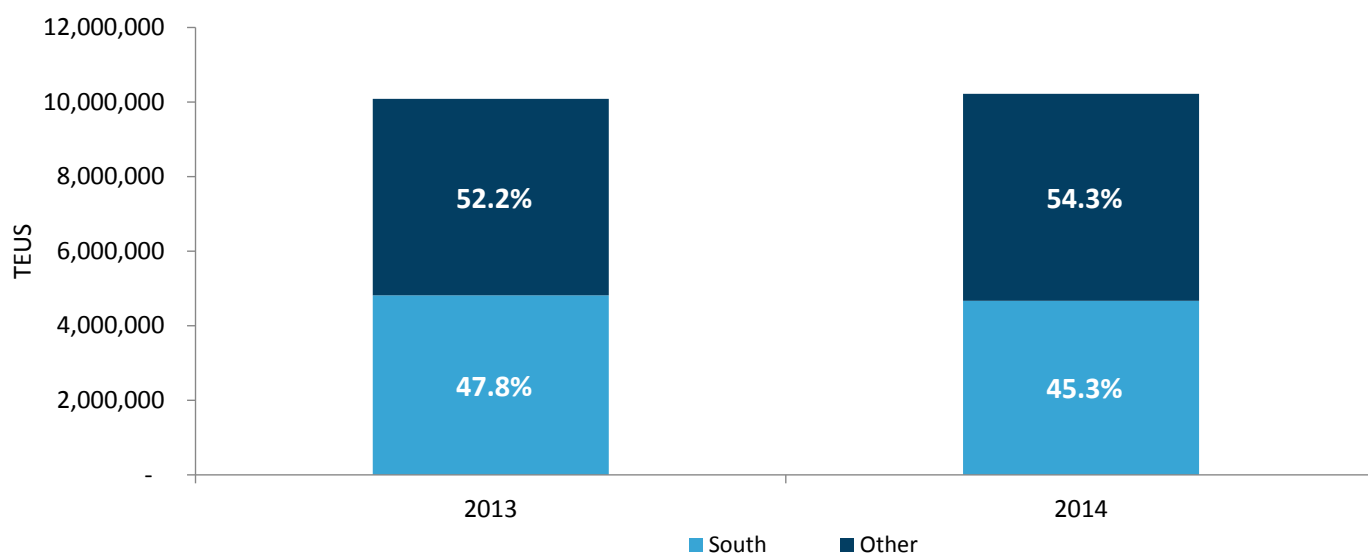
months of 2015 amounted to €25 billion, 22.2% of the entire Italian figure, down by 9% compared to the same period of 2014, unlike the others modes of transport which all record a positive performance.

The evaluation of trade in the first 6 months of 2015 shows a recovery for import-export in the South of Italy, driven by export. This data did not reflect on the value of sea trade which instead recorded a fall.

Port Traffic

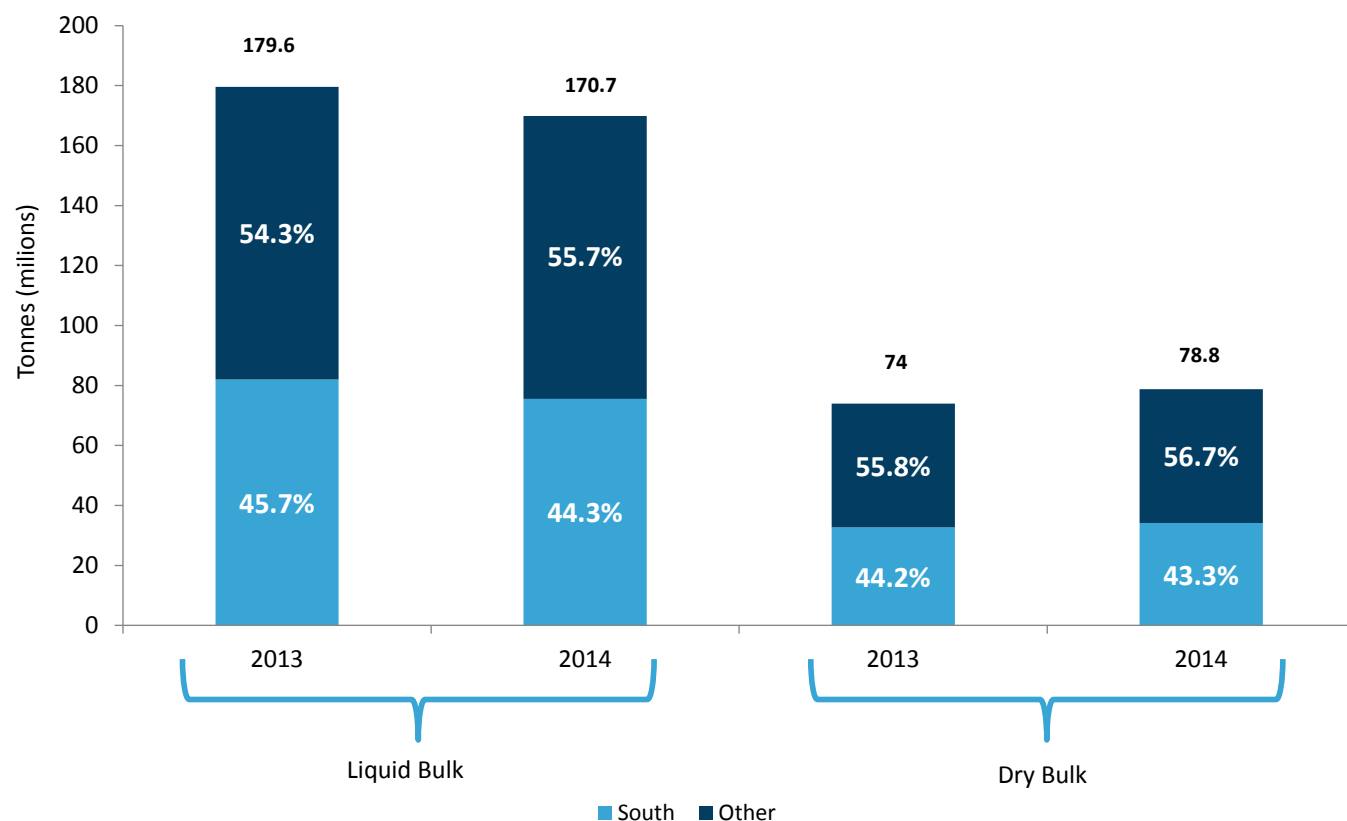
The following statistics, in TEU and tonnes of cargo handled, intended to enrich the analysis on the maritime economy of the South of Italy allowing to estimate the trend and the weight on the national figures of the principal ports in the area.

TEUs handled by the ports of the South of Italy compared to the total of Italy. 2014



Source: SRM on Assoporti data

Liquid and dry bulk handled by the ports of the South of Italy compared to the total of Italy. 2014



Source: SRM on Assoporti data

45.3% of the TEUs handled by Italy over 2014 are concentrated in the South. This amounts to about 4.6 million TEUs down by 3% compared to 2013 despite a national growth of 1.4%. This comes as a result of the failure for Gioia Tauro, as main hub for transshipment to reach the 3 million TEUs threshold closing the year with 2.96 million and -4% and it was also due to the crisis of Taranto and to the general decline in other gateway ports of the South, and despite the good performance of Salerno (+21,5% e

320,000 TEU) and Cagliari (+2,1% e 717,000 TEU).

The South of Italy has a leading role also in the handling of liquid bulk: 44.3% of Italy's total in 2014 but losing 7.8% compared to 2013 (at the national level there was a reduction of 5%). As previously shown, the drop was due to a reduction in liquid bulk traffic which involves all the ports in the industry of liquid bulk transport. With about 4.6 million tonnes, Naples loses 21% compared to 2013, Brindisi (-2.5%),

Augusta (-4,7%), Messina (-5,3%) and Cagliari (-12,7%).

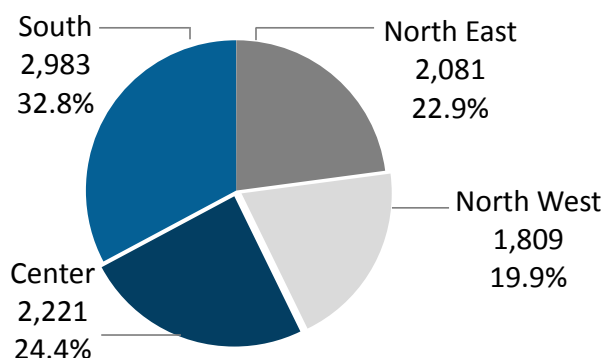
As for dry bulk, the weight of the South decreased to 43.3% (from 44.2% in 2013) but was up in the annual comparison with +4.3% (compared to the national) due, as a result of Naples' recovery worth more than 1 million tonnes over 2013 (5.3 million tonnes and a +31.6% growth) and Bari (1.9 million tonnes, +37.4%).

Looking at the ports' statistics, the primary role played by the ports of the South in all these traffic segments emerges and shows a different evolution in the annual comparison according to the type of traffic: TEUs and liquid bulk handling go down while dry bulk grows.

Weight of the companies of the maritime cluster

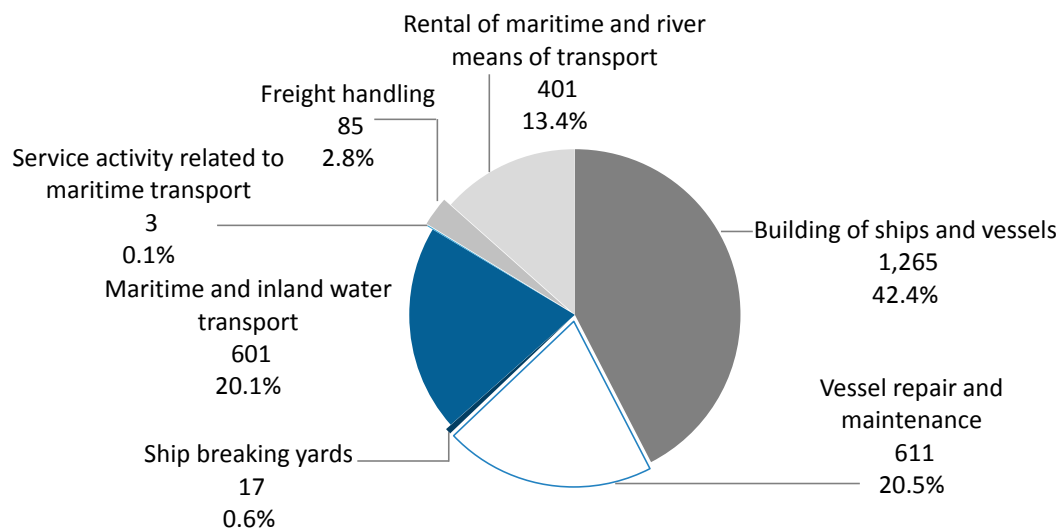
This section reports the data concerning the companies related to the maritime sector in the Southern regions of Italy and indicates the main activity and an annual analysis of the turnover of the top companies.

Distribution of the companies of the maritime cluster by macro areas. Third quarter 2015



Source: SRM on Unioncamere data

South of Italy's companies of the maritime cluster sorted by business sector. Third quarter 2015



Source: SRM on Unioncamere data

The South is the region with the highest concentration of maritime companies recording 32.8% nationwide (in absolute value 2,983 over 9,094). In particular, more than 60% of the companies belonging

to the maritime cluster in the South have their registered office in Campania and Sicily.

The largest sector is shipbuilding with more than 1,200 units (42.4% of the total); followed by the re-

pair and maintenance segment (20.5%) and sea transport (20.1%). 13% of companies in the cluster in the South is engaged in the rental services.

Data on the maritime cluster company in the South confirms the important entrepreneurial heritage of the area in the national comparison and shows how the different segments related to the sector will continue to be a significant driver for the economic development of the South.

An overview

The indicators considered in the first group show a period of difficulty that is affecting sea transport, at international and European level, and that reflects the slowdown in global trade and the economies of emerging countries, China in particular. This situation, together with a general overcapacity, led to the collapse in freight rates during 2015.

The examination of the Alphaliner data offers a picture of container ships industry which appears very dynamic; despite the phenomenon of overcapacity, growth prospects are still very significant. This situation, along with the diminishing traffic from the East might determine a trend reversal in the global scenario.

So what about Italy?

The data from the Observatory detects, for the first half of 2015, a growth of the overall Italian tra-

de linked with an increase in both export and import. Sea transport is also recovering and proving as one of the most important ways for the exchange of goods in Italy, and it is also recording a sharp increase in outbound flows while inbound flows are slightly down. These results are considerable considering that Italian maritime cluster is crucial to the economy of Italy in terms of investment and employment and that it affects the growth of the productive, manufacture, and service sectors.

Data concerning the companies of maritime and ship building industry show a growth compared to the previous year. The good performance of the companies located in the North East and in the Center contained the losses of North West and the South of Italy whose combined weight is more than 45% of the total Italian turnover.

The South confirms having solid logistics' assets in terms of both infrastructure and companies. However, if the analysis of trade in the first half of 2015 shows a significant recovery of import-export in the South driven by export, the minus sign still characterizes maritime trade in the South of Italy which records a drop of 9%.

Looking at the ports' statistics, the primary role played by the ports of the South in all these traffic segments, emerges also showing a different evolution in the annual comparison according to the type of traffic: TEUs and liquid bulk handling go down while dry bulk grows. This is the result of the reduction of handling in the main transshipment port, Gioia Tauro, and of the general decline in many other gateway ports in the South.

[Note on methodology]

“Maritime Indicators” by SRM is a bi-annual publication which analyzes the maritime economy through a series of indicators whose purpose is to provide an interpretative key of the dynamics and the various phenomena which characterize the maritime sector at international and national level and more specifically in the South of Italy.

The parameters which have been chosen aim at investigating the economic trends in sea transport from an economic, infrastructural and entrepreneurial point of view. The indicators are grouped into 5 categories: “The Economic Situation”, “International trade relations”, “Competitiveness”, “Analysis of companies” and “Focus on the South of Italy”. Each series of indicators includes tables, graphs and figures which are considered to be particularly representative to evaluate the placement of Italy in the competitive international, European and Mediterranean context.

The analysis originates from an evaluation with an international scope of the economic trend of the international sea trade, which includes remarks on the freight rates market, as well as on maritime freight transport in the European Union whose trend will also

be reported. The work includes information about the economic situation of the structure of container fleets and the services operated by major carriers, with details regarding the alliances in place and the order book by ship size.

As part of the economic picture just outlined, an analysis of international trade by sea is provided, with the detail at national level – a focus on Italy and its trends of import and export, main destinations and traded goods – and at industry level, with the focus on Short Sea Shipping with an insight on dimension of the phenomenon, trend, type and geographical area where it is concentrated.

Once the boundaries of the economic sector have been outlined, it was evaluated how the competitiveness of each single country adjusts to the changes which occurred in the period under consideration. The analytic parameter which has been chosen regards port traffic, this latter has been scrutinized by geographical area with the detail of the Asian, Mediterranean and European areas; trends have also been highlighted and an update on port traffic is provided. Since a number of exogenous factors influence the competitiveness of ports some

infrastructural and entrepreneurial projects realized during the period under examination are described as well as legislative concessions and various agreements which may have affected the results accomplished.

The focus on the Italian maritime cluster indicates the trend of its companies, both in terms of number and of revenues, thus providing information on the development in the different geographical areas.

The economic analysis concludes with a focus on the South of Italy and a contextualization at regional level of the information previously provided about the country. Data about maritime trade, port traffic, and shipping companies in the South are also provided. All these statistics are provided along with the information about their weight on the overall Italian figures.

The data that the Observatory contains are gathered and processed by SRM based on different national and international databases; for this reason, it may have a different date of updating.

maritime
economy