



Container industry in the Mediterranean region: insights from the Belt and Road Initiative

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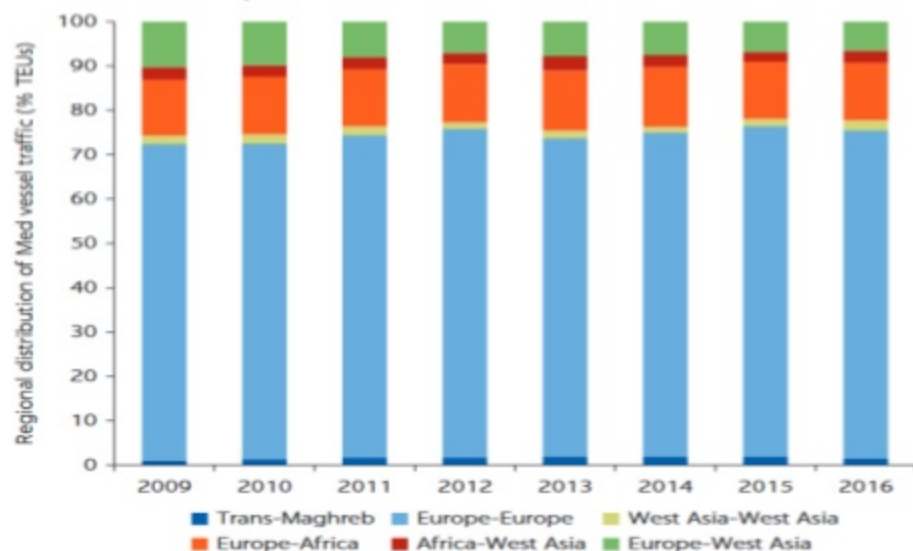


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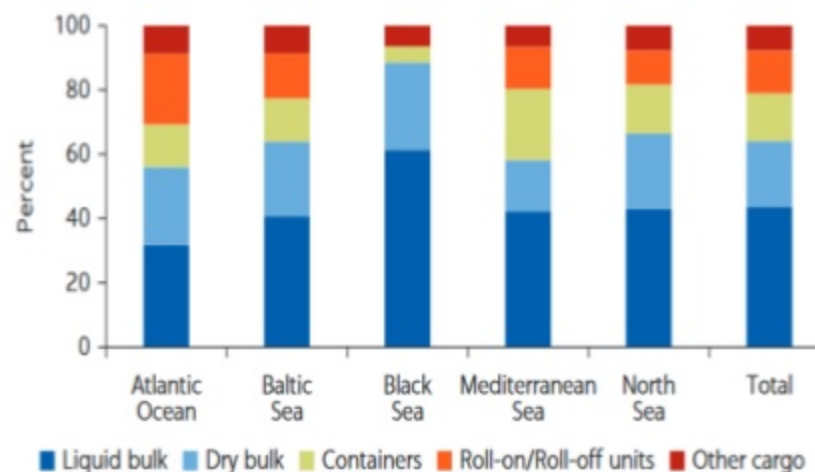
General overview of container shipping in the Mediterranean region

Intra-Mediterranean traffic distribution by subregional maritime range, all calls, 2009-16 (percent of total TEU traffic)



Source: World Bank calculations based on data from Lloyd's List Intelligence (see annex 2A).
Note: Data for 2016 cover only May and June; Med. = Mediterranean.

Breakdown of modes in total short-sea shipping traffic in European regions, 2015 (%)



Source: Eurostat 2017.

Sources: Maritime Networks, Port efficiency and hinterland connectivity in the Mediterranean, WBG 2018

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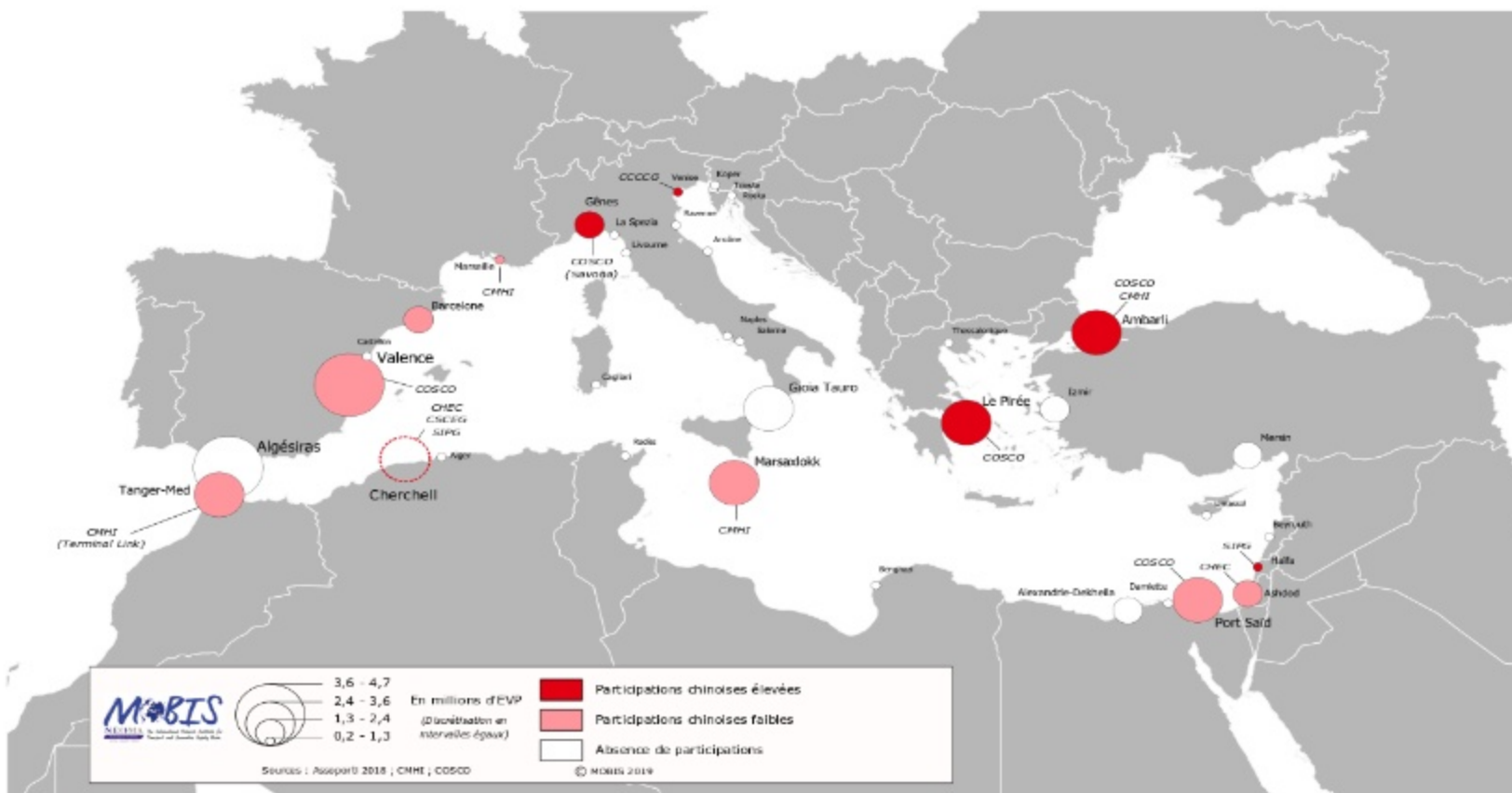


The Belt & Road Initiative





Chinese positioning in Mediterranean ports terminals



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Chinese Investment in Mediterranean ports terminals

Années	Localisation	PROJETS
2008	Le Pirée (Grèce)	COSCO obtient pour 35 ans la concession du port du Pirée COSCO devient actionnaire majoritaire du port en 2016.
2013	Tanger-Med (Maroc) Marseille (France) Marsaxlokk (Malte)	China Merchant rachète 49% de Terminal Links à CMA CGM
2014	Ashdod (Israël)	CHEC (China Harbour Engineering Company) est choisi pour construire un port en eaux profondes
2015	Kumport/Ambarli (Turquie)	Un consortium chinois (40% COSCO, 40% China Merchant, 20% CIC Capital Corporation) achète 65% des parts du port
2015	Haïfa (Israël)	Shanghai International Port Group (SIPG) devient opérateur du port
2015	Venise (Italie)	Projet VOOPS : un consortium sino-italien (avec China Communication Construction Company Group) entreprend la construction d'un terminal offshore et d'un terminal de conteneur
2016	Vado-Savone (Italie)	COSCO achète 49,9% des parts du port
2016	Cherchell - El-Hamdania (Algérie)	Décision de construire un port de 23 quais avec capacité de 6,5 EVP. CHEC et CSCEG (China State Construction Engineering Corp) seront les constructeurs et Shanghai Port l'opérateur
2017	Valence (Espagne)	Acquisition de 51% de Noatum Port, principal opérateur espagnol

Source : Institut MOBIS



The BRI: What implications on Ports connectivity?

Liner Shipping
Connectivity
(UNCTAD)

Liner Shipping connectivity
(calculated at the national level)
focusing on container shipping
and marking the integration of
national economies in global
container shipping network



COUNTRY	2004	2008	2012	2016
<i>Global hubs or gateways</i>				
Spain	54	68	74	86
France	67	66	70	84
Italy	58	56	66	67
Morocco	9	30	55	65
Egypt, Arab Rep.	43	53	57	63
Malta	28	30	45	58
<i>Regional gateways</i>				
Turkey	26	36	53	50
Portugal	18	35	46	48
Greece	30	27	46	47



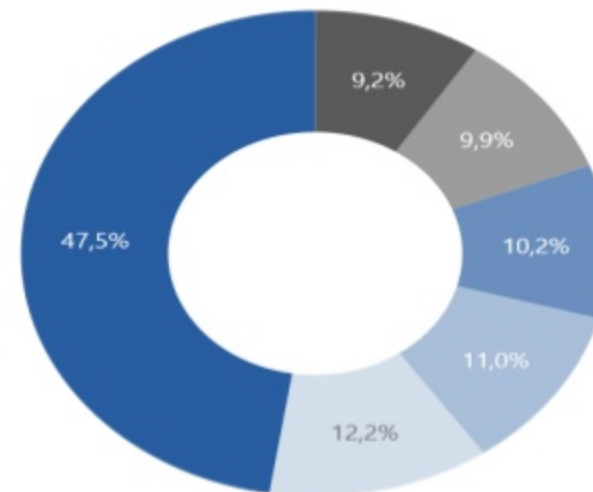
COSCO: an active player

The fragmentation of the global port terminal business has been reduced in recent years, with a few terminal operators accounting for more than half the global market – and thus enjoying considerable bargaining power. In recent years, specialists China Merchants, DP World and PSA International have respectively generated net margins of around 10%, 20% and 30%, drawing a sharp contrast to the losses and weak margins of most shipping companies. In 2016 and 2017, COSCO was very active in acquiring container terminals around the world, focusing on countries identified by the Chinese government as priorities under the Belt and Road Initiative (a strategic plan aimed at developing infrastructure to facilitate trade between China and the rest of the world). Over the past three years, COSCO has spent close to \$1bn acquiring terminals on Belt and Road itineraries and has thus become the world's leading terminal operator.

Top terminal operators (2017)

unit: % share of total container cargo handled at ports

- DP World
- PSA International
- APM Terminals
- Hutchison Port Holdings
- China COSCO Shipping
- Others



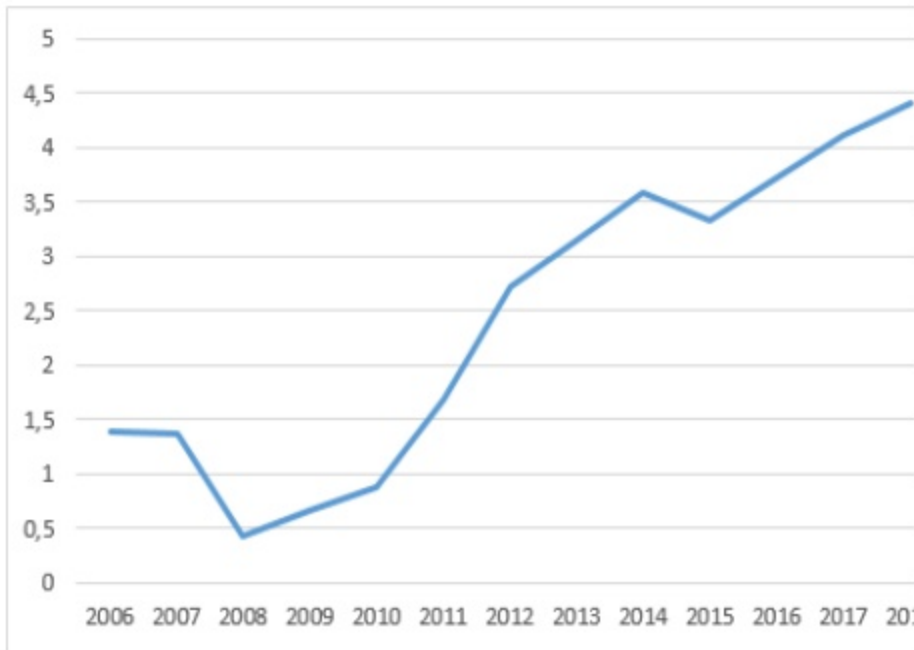
Source: Xerfi Global with company information

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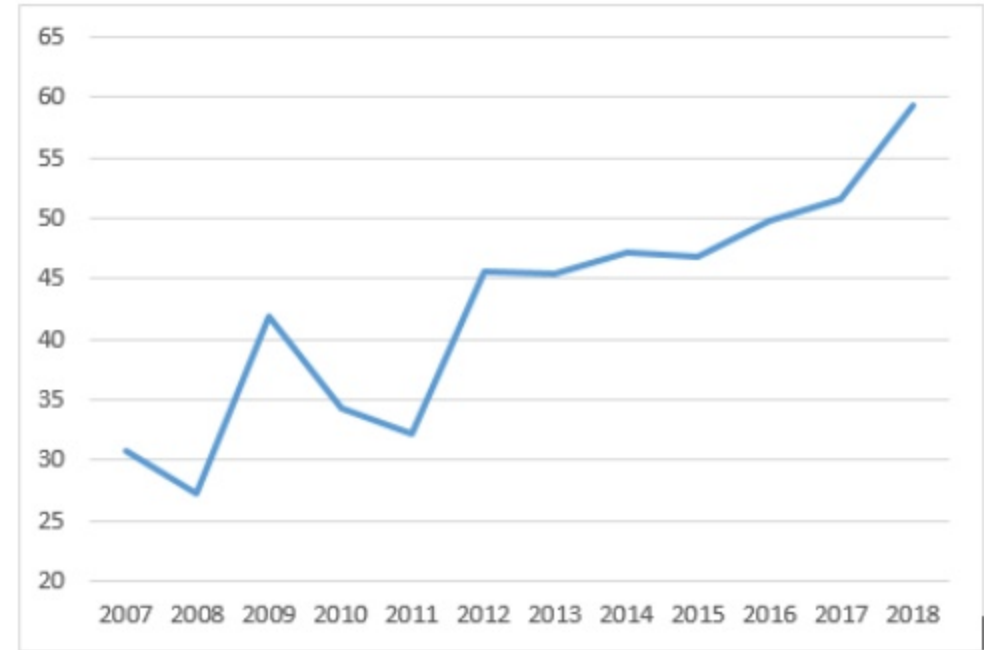
The case of Pireous Port

EVP trafic Pireous Port



Source : Institut MOBIS d'après, Assoporti, Cosco (2018)

Liner Shipping Connectivity de la Grèce, UNCTAD, 2019



Source: UNCTAD, 2019

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How to improve container ports efficiency in the Mediterranean?

- Smart ports cooperation
- Strategic market positioning
- Short-sea shipping corridors
- Supply chain digitization

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About MOBIS Institute

- Collaborative research projects.
- An international network (entreprises, universities, public institutions,...).
- Training program: The Master of Science Digital & Innovative Supply Chain DISC

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THANK YOU!

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