

PIRAEUS

TANGER MED

# THE MEDITERRANEAN: A UNIQUE LIVING LAB REFLECTING GLOBAL MARITIME AND PORT TRANSITIONS

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# INTRODUCTION



THE UNIFICATION OF THE MEDITERRANEAN THROUGH TRADE IS AN ANCIENT FACT.



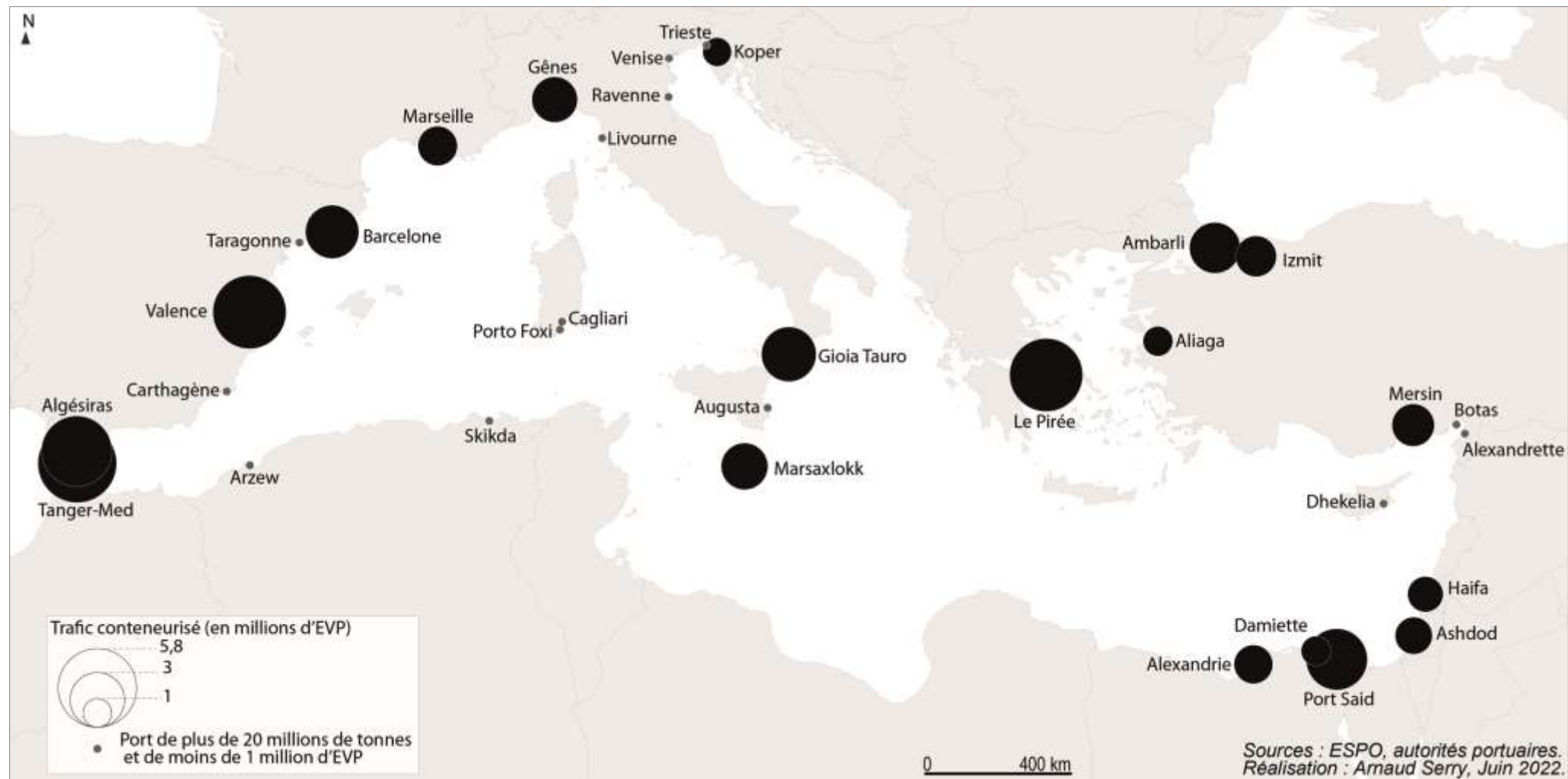
CONTEMPORARY MARITIME TRANSPORT IS A GLOBALIZED SYSTEM, IN WHICH CERTAIN PLACES (THE STRAIT OF MALACCA, THE PANAMA CANAL, ETC.) AND CERTAIN AREAS PLAY A SPECIAL ROLE. THE MEDITERRANEAN SEA IS ONE OF THESE.



AS A RESULT OF ITS POSITION, THE MEDITERRANEAN IS A MAJOR TRANSIT ROUTE AND, MORE RECENTLY, A TRANSshipment AREA FOR INTERNATIONAL MARITIME TRANSPORT, AS WELL AS A ZONE OF INTENSE TRAFFIC DUE TO INTRA-MEDITERRANEAN MARITIME TRAFFIC, PARTICULARLY RO-RO.



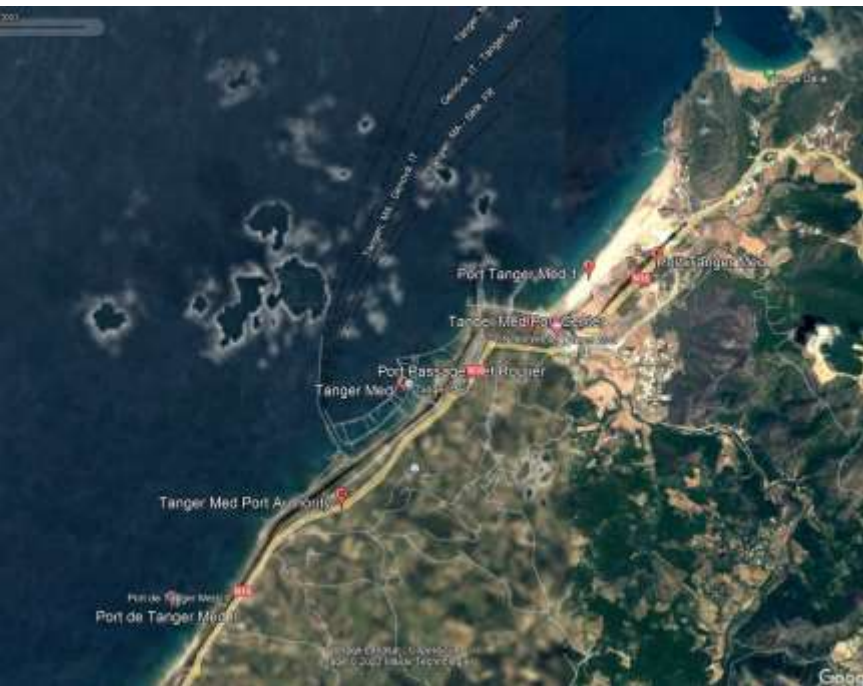
# CONTAINERS IN MEDITERRANEAN SEA PORTS





# TANGER MED

Diachronic evolution of Tanger-Med port infrastructures



2003

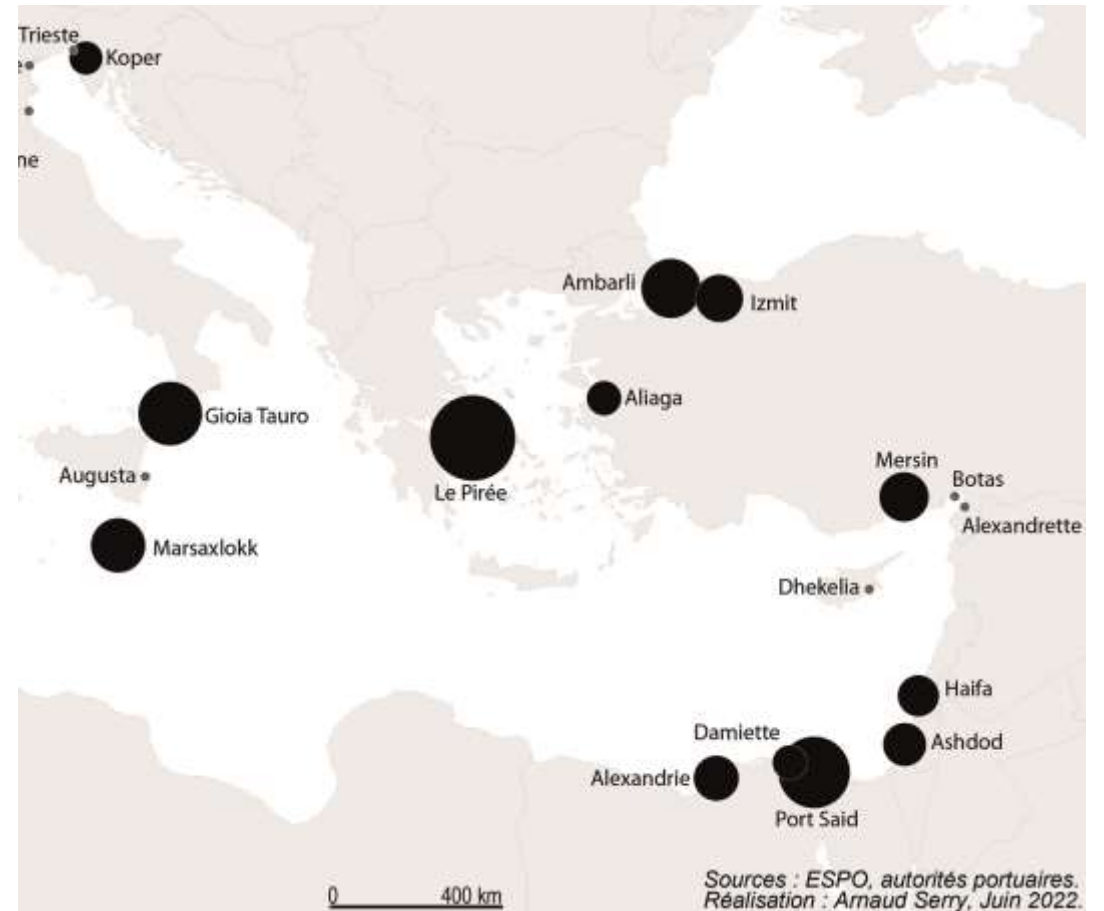


2013



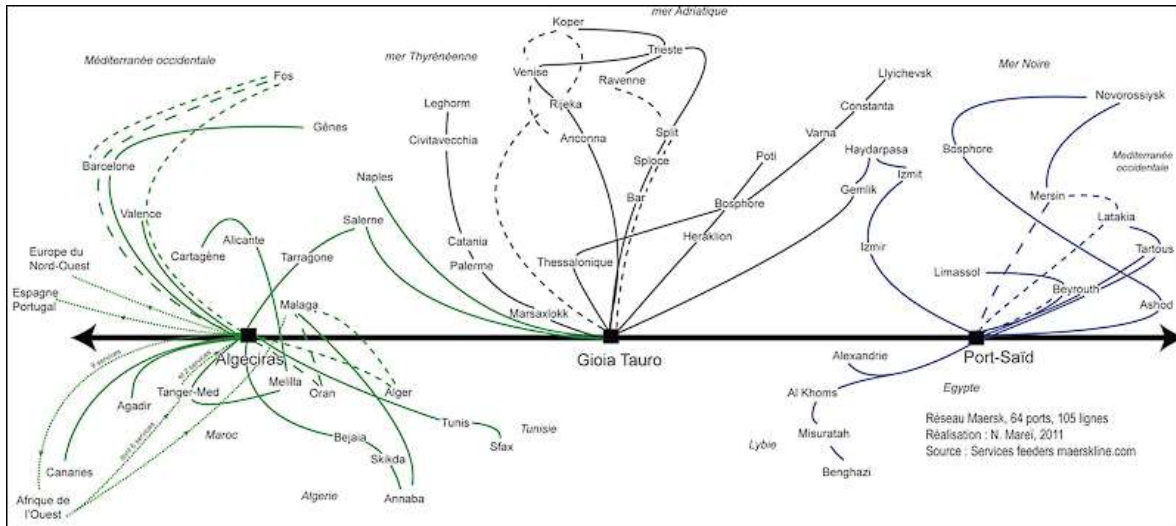
2023

# A CONTRASTED CENTRAL AND EASTERN MEDITERRANEAN



# A STRATEGIC POINT OF CONTACT BETWEEN EUROPE, AFRICA AND THE REST OF THE WORLD

Maersk feeder network (janvier, 2011)



<https://journals.openedition.org/echogeo/12919?lang=en>

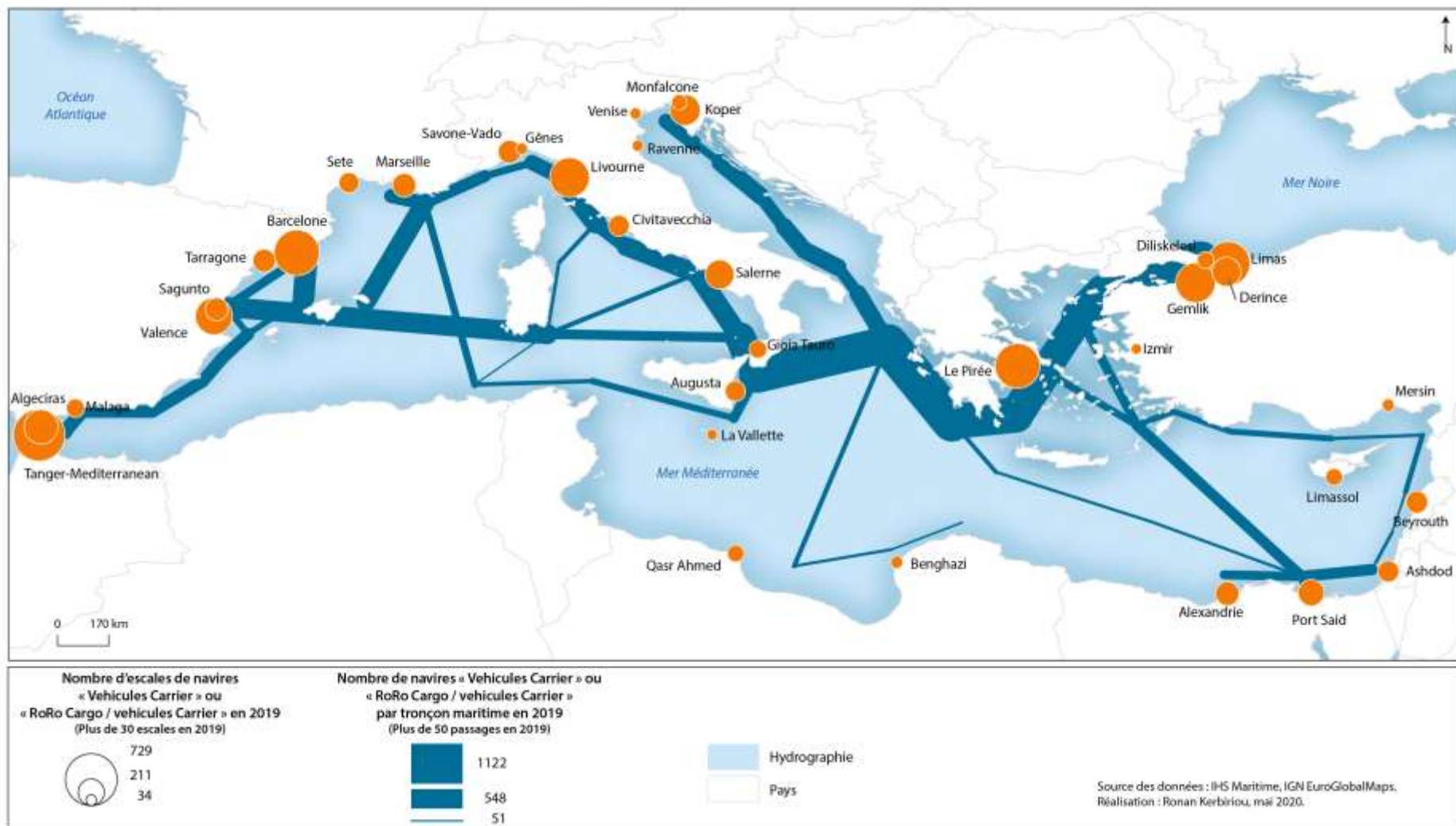
Ports characterized by country, main service and traffic throughput (TEU, 2019)

Port	Country	Main service	Port	Country	Main service
Alexandria	Egypt	transshipment	Limassol	Cyprus	transshipment
El Dekheila	Egypt	transshipment	Livorno	Italy	gateway
Algeciras	Spain	transshipment	Marsaxlokk	Malta	transshipment
Alicante	Spain	gateway	Marseille	France	gateway
Ambarli	Turkey	gateway	Mersin	Turkey	gateway
Ashdod	Israel	gateway	Naples	Italy	gateway
Barcelona	Spain	gateway	Piraeus	Greece	transshipment
Beirut	Lebanon	gateway	Port Said	Egypt	transshipment
Cagliari	Italy	transshipment	Ravenna	Italy	gateway
Damietta	Egypt	transshipment	Rijeka	Croatia	gateway
Genoa	Italy	gateway	Tanger	Morocco	transshipment
Gioia Tauro	Italy	transshipment	Thessaloniki	Greece	gateway
Haifa	Israel	gateway	Trieste	Italy	gateway
Izmir	Turkey	gateway	Tunis-Radès	Tunisia	gateway
Koper	Slovenia	gateway	Vado Ligure	Italy	gateway
La Spezia	Italy	gateway	Valencia	Spain	transshipment
Latakia	Syria	gateway	Venice	Italy	gateway

<https://doi.org/10.48295/ET.2023.90.1>

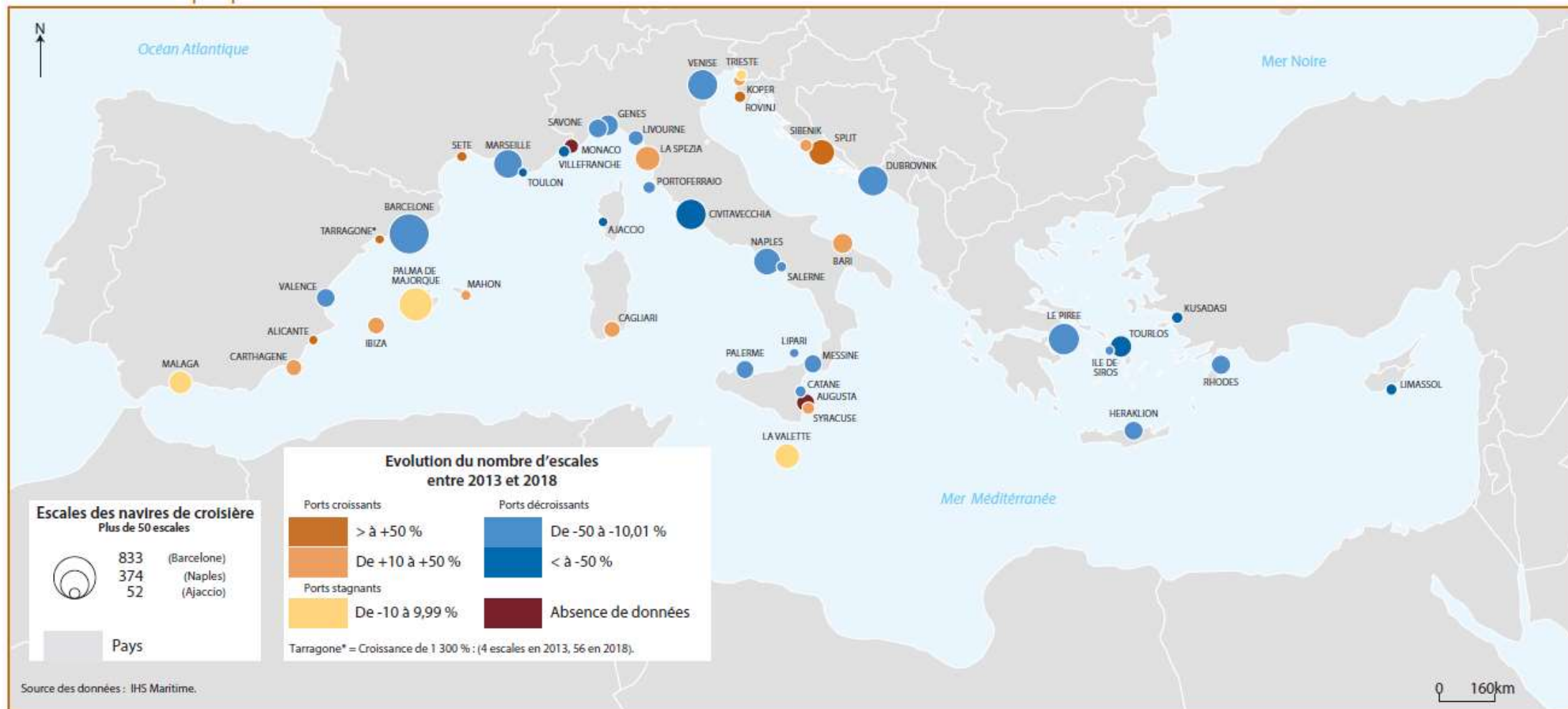


# RO-RO TRAFFIC





# CRUISES



# POSITIONING OF THE WORLD'S TOP SEVEN CONTAINER HANDLING OPERATORS IN THE MEDITERRANEAN REGION

#1 PSA Int.	#2 CMPH	#3 CCS	#4 APM-T	#5 Hutchison	#6 DPW	#7 TIL
Genoa – PSA (62%)	Ambarli – Kumport (40%)	Valencia – CSP (51%)	Marseilles – 2XL (41,7%)	Barcelona – BEST (100%)	Marseilles – EUROFOS (50%)	Valencia – MSCT (100%)
Genoa – SECH (62%)		Savona – VADO (40%)	Barcelona – TCB (100%)	Alexandria – AICT (80,3%)	Tarragona – TCT (60%)	Marseilles – 2XL (50%)
Venice – Vecon (60%)		Savona – VLS (40%)	Valencia – TCV (75%)		Algiers – DPWD (50%)	Genoa – CBCT (100%)
Mersin – MIP (50%)		Ambarli – Kumport (26%)	Castellon – TPC (100%)		Djen-Djen – DPW (50%)	Tanger Med – TC2 (20%)
		Port-Saïd – SCCT (20%)	Algerias – APMT (100%)		Constanta – CSCT (100%)	Gioia Tauro – MCT (100%)
		Piraeus – PCT (100%)	Savona – VADO (50,1%)		Yarimca – DPWY (100%)	Trieste – TMT (50%)
			Savona – VLS (50,1%)		Limassol – DPWL (75%)	Asyaport – ACT (70%)
			Tanger Med – TC1 (90%)			Iskenderum – ALAS (50%)
			Tanger Med – TC4 (80%)			Ashod – HCT (100%)
			Rijeka – ZCT (51%)			Ambarli – MM& WT (50%)
			Port-Saïd – SCCT (55%)			

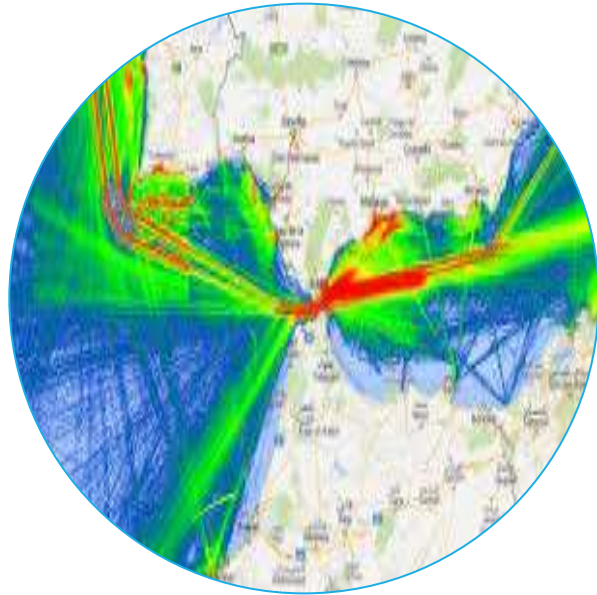
Légende :

Med Occidentale
  Med Centrale
  Med Orientale

Genoa : Port      SECH : Terminal à conteneurs      (50%) : Part de participation dans l'opération du terminal

- #1: Port of Singapore Authority International (Singapour)      #2: China Merchants Port Holdings (Chine) – Sans inclure Terminal Link (49%)
- #3: China Cosco Shipping (Chine)      #4: APM-Terminals (Danemark)
- #5: Hutchison Ports (Hong-Kong/Chine)      #6: DP World (Dubai)      #7: Terminal Investment Limited (Suisse)

# CONCLUSION



DIVERSITY OF PORT PROFILES IN THE MEDITERRANEAN (INTERCONTINENTAL TRANSSHIPMENT HUB, GATEWAY, REGIONAL PORT, SPECIALIZED NORTH-SOUTH PORT, ETC.)



INTENSIFYING COMPETITIVE COMPLEMENTARITY BETWEEN PORTS ON THE WESTERN AND EASTERN MARGINS OF THE MEDITERRANEAN



THE DEVELOPMENT OF PORTS AROUND THE MEDITERRANEAN COULD PROVIDE EUROPE'S HUGE CONSUMER MARKET WITH A MEANS OF SECURING SUPPLIES AND REDUCING THE CARBON FOOTPRINT OF TRANSPORT

# THANK YOU



<https://www.projet-devport.fr/>

<https://www.sefacil.com/>



