FORUM

delle Camere di Commercio dell'Adriatico e dello Ionio
of the Chambers of Commerce of the Adriatic and Ionian Area

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

ADRIATIC AND IONIAN PORTS: Maritime traffic in 2008, and european policies

Ida Simonella

Agrinio, 29 april 2009

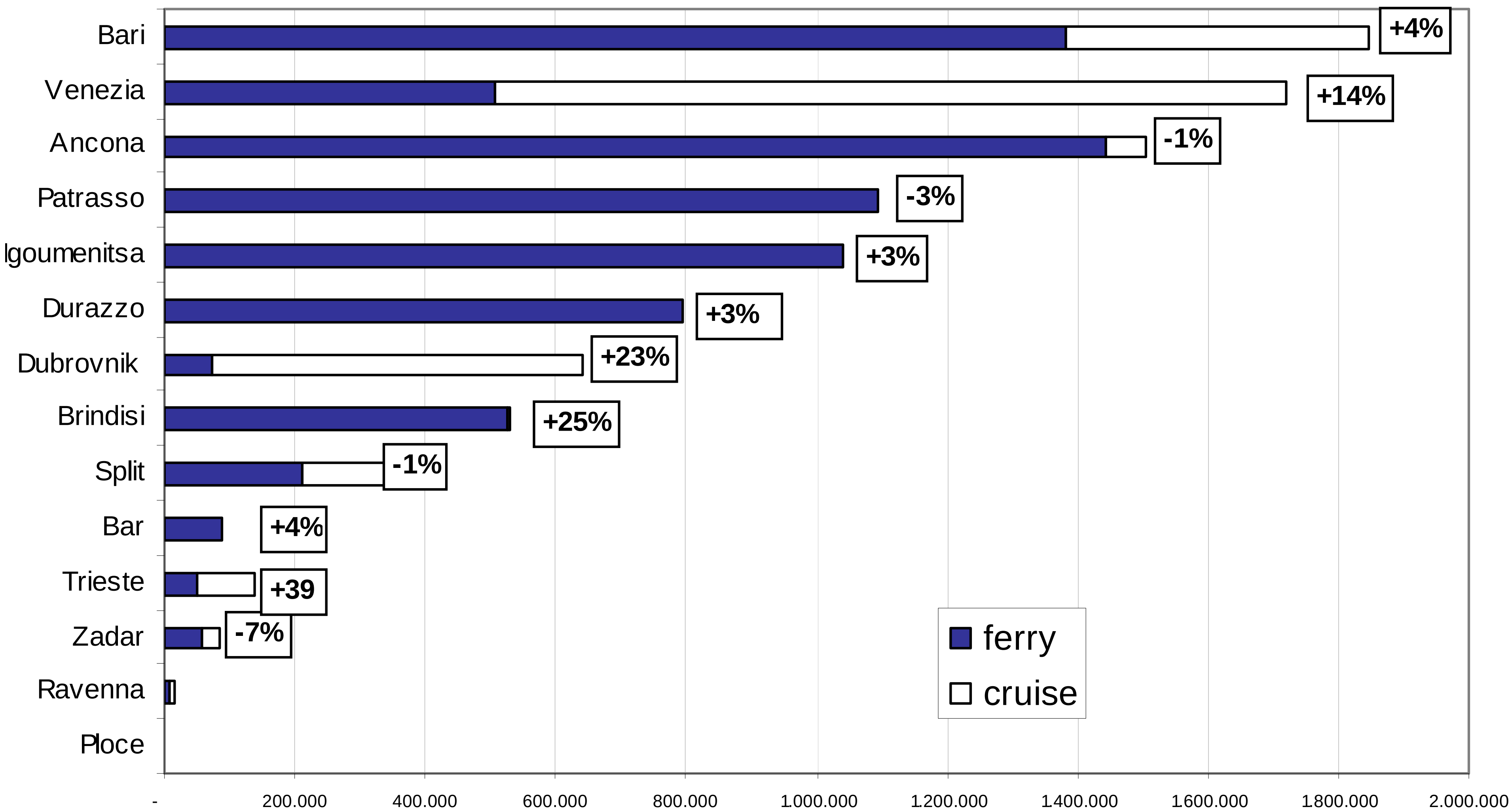
www.istao.it

ISTAO

ISTITUTO
ADRIANO OLIVETTI
DI STUDI PER
LA GESTIONE
DELL'ECONOMIA
E DELLE AZIENDE

- TRAFFIC AND TRENDS
- PORTS AND ECONOMIC CRISIS
- EUROPEAN POLICIES

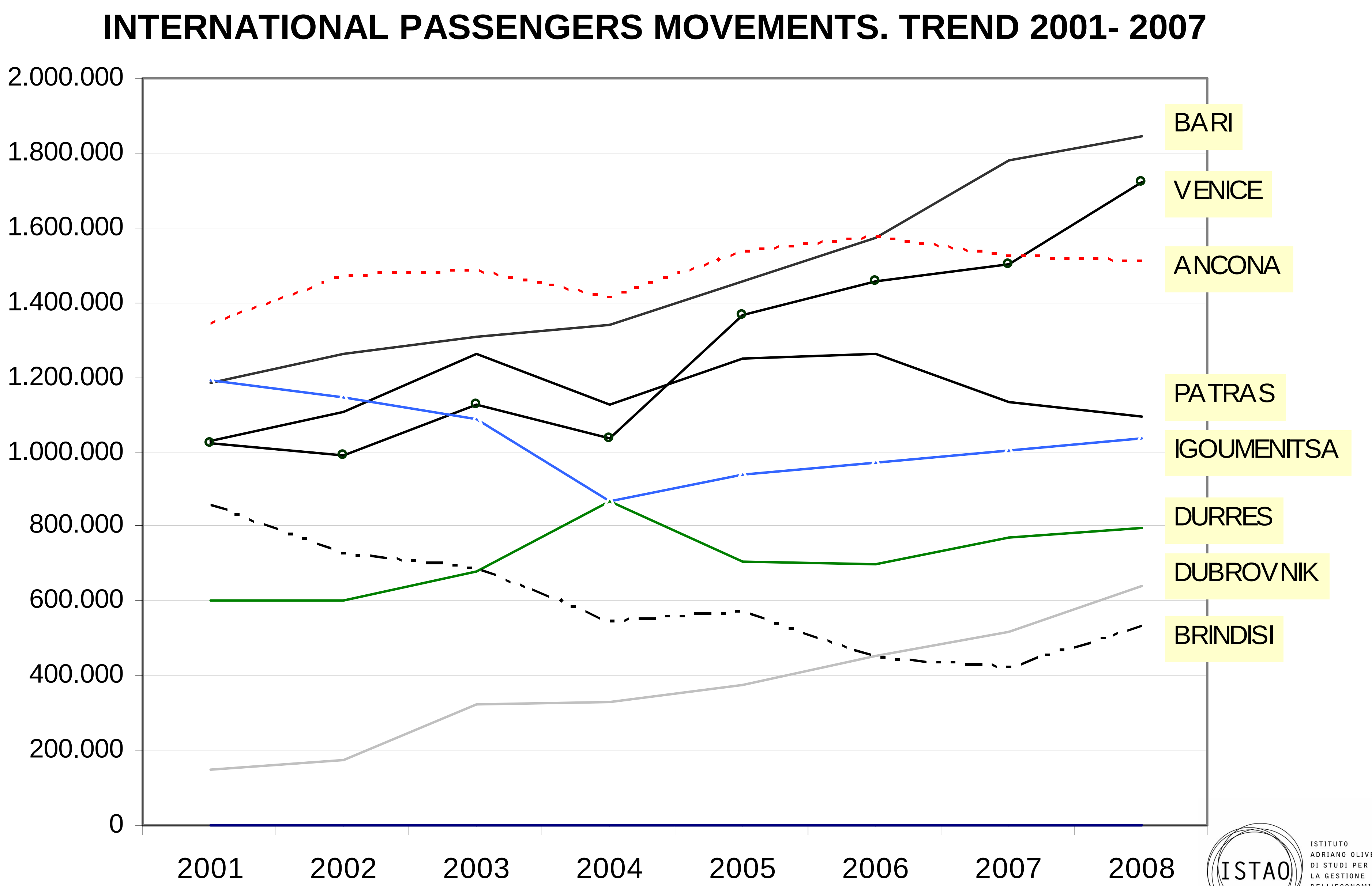
A-I PORTS: INTERNATIONAL PASSENGER MOVEMENTS 2008



Fonte: elaborazioni Istao OTM su dati AP

ISTAO ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

A-I PORTS: TRENDS



Fonte: elaborazioni Istao OTM su dati AP

ISTAO ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

CRUISE TRAFFIC

CRUISE PASSENGERS (embarking, disembarking, transit) - TREND 2001- 2008

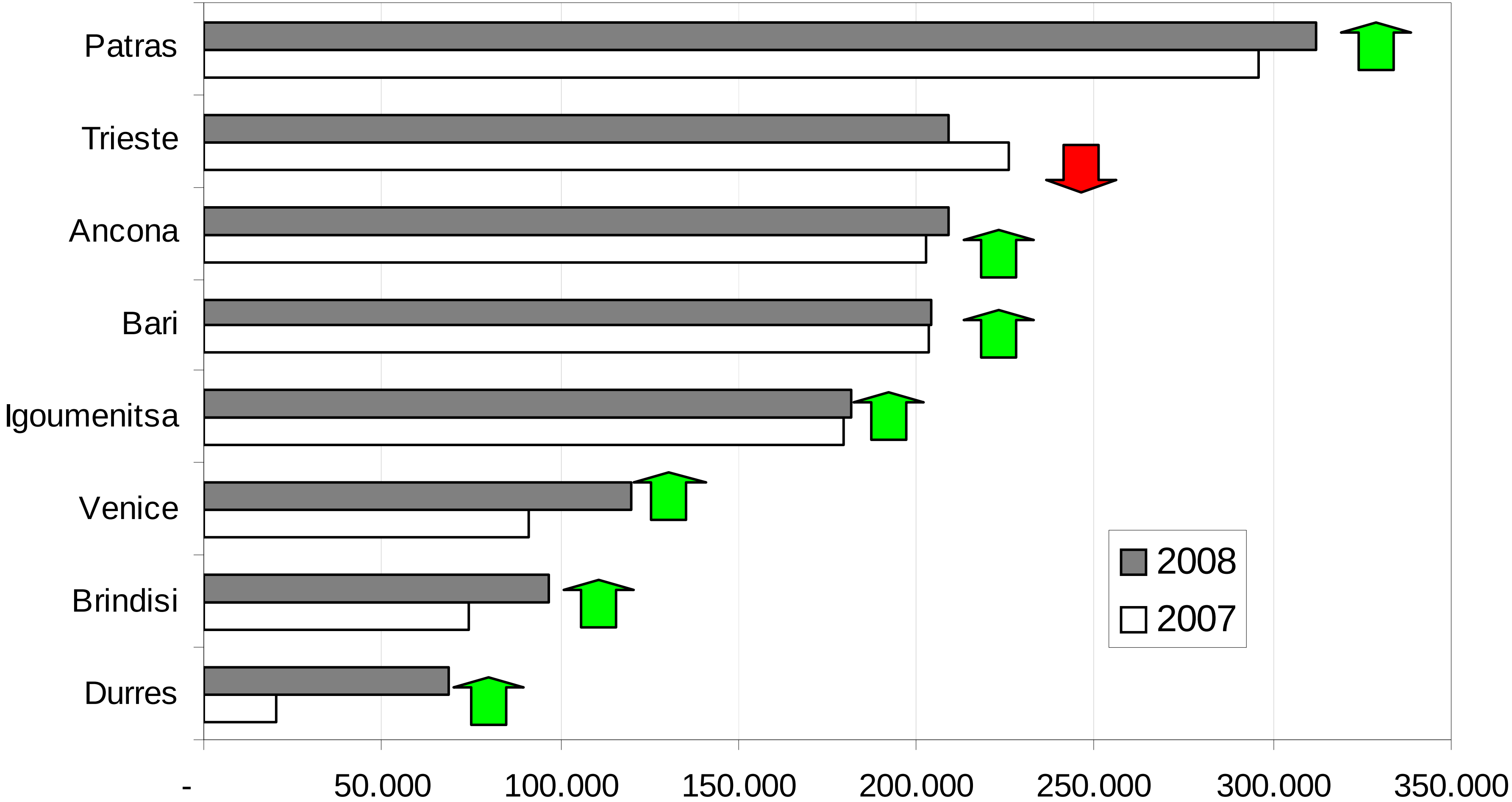
	2004	2005	2006	2007	2008
Venezia	677.990	815.153	885.664	1.003.529	1.215.088
Var	*-2%*	*20%*	*9%*	*13%*	*21%*
Dubrovnik	260.801	297.466	367.321	435.486	569.117
Var	*0%*	*14%*	*23%*	*19%*	*31%*
Bari	262.888	277.979	303.388	351.897	465.739
Var	*23%*	*6%*	*9%*	*16%*	*32%*
Split	34.134	47.315	46.999	99.281	124.871
Var	*-26%*	*39%*	*-1%*	*111%*	*26%*
Trieste			40.286	54.755	87.740
Var				*36%*	*60%*
Ancona	4.949	39.638	18.916	48.652	61.423
	1523%	*701%*	*-52%*	*157%*	*26%*

- Cruise is the fastest growing segment (+20% in 2007 and + 26% in 2008) in the Adriatic and Ionian main ports.

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

Fonte: elaborazioni Istao OTM su dati AP

TRUCK AND TRAILERS IN ADRIATIC AND IONIAN PORTS



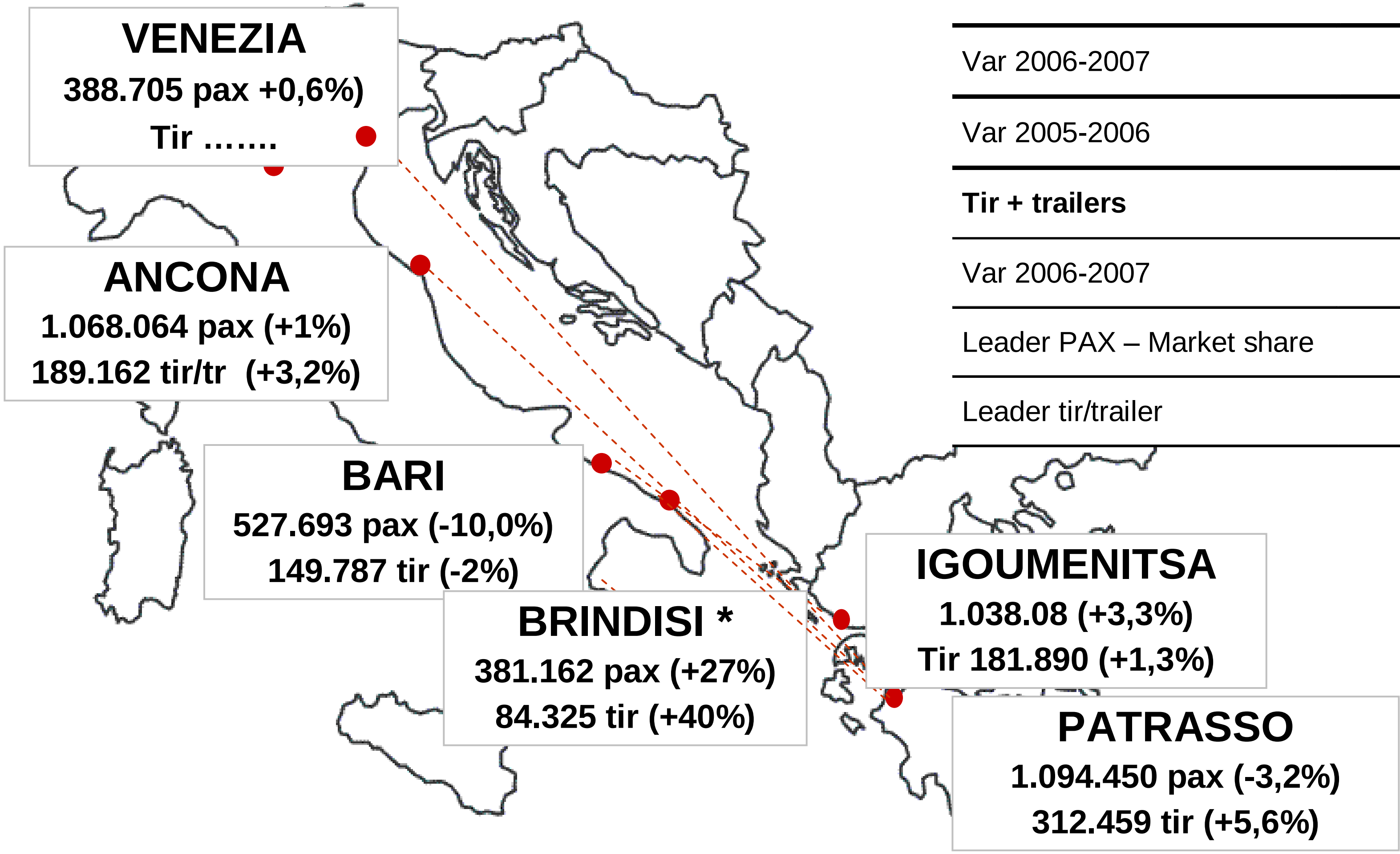
**** Venezia estimated*

Fonte: elaborazioni Istao OTM su dati AP

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

INTERNATIONAL MOVEMENT TOWARD AND FROM GREECE – 2008 -

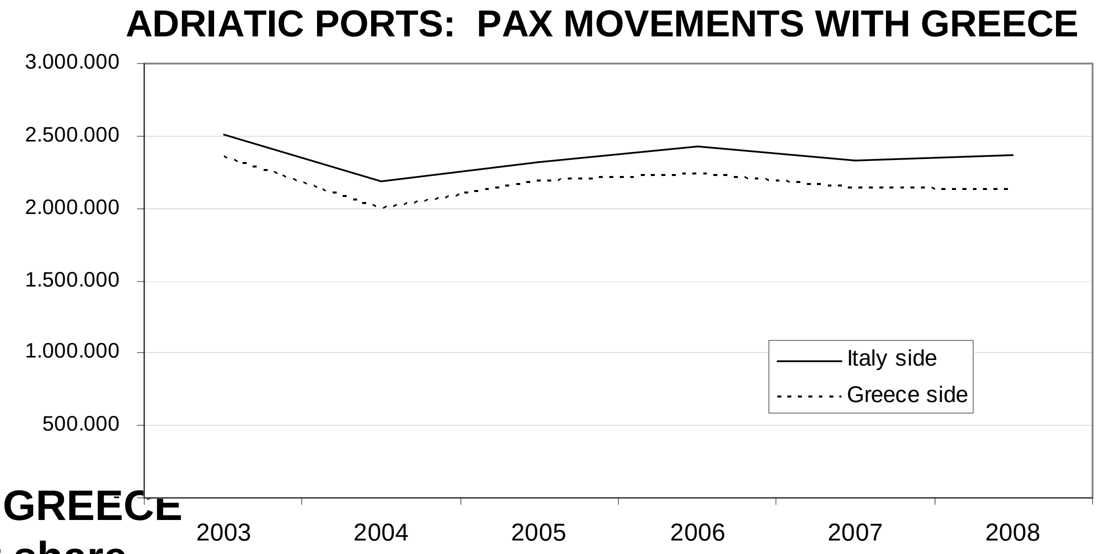
Pax Ita-Gre	**2,4 million**
Var 2007-2008	+1,6%
Var 2006-2007	-4%
Var 2005-2006	+4,8%
Tir + trailers	**....**
Var 2006-2007	……
Leader PAX – Market share	Ancona 45%
Leader tir/trailer	Ancona …%



Fonte: elaborazioni Istao OTM su dati AP

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

INTERNATIONAL MOVEMENT TOWARD AND FROM GREECE



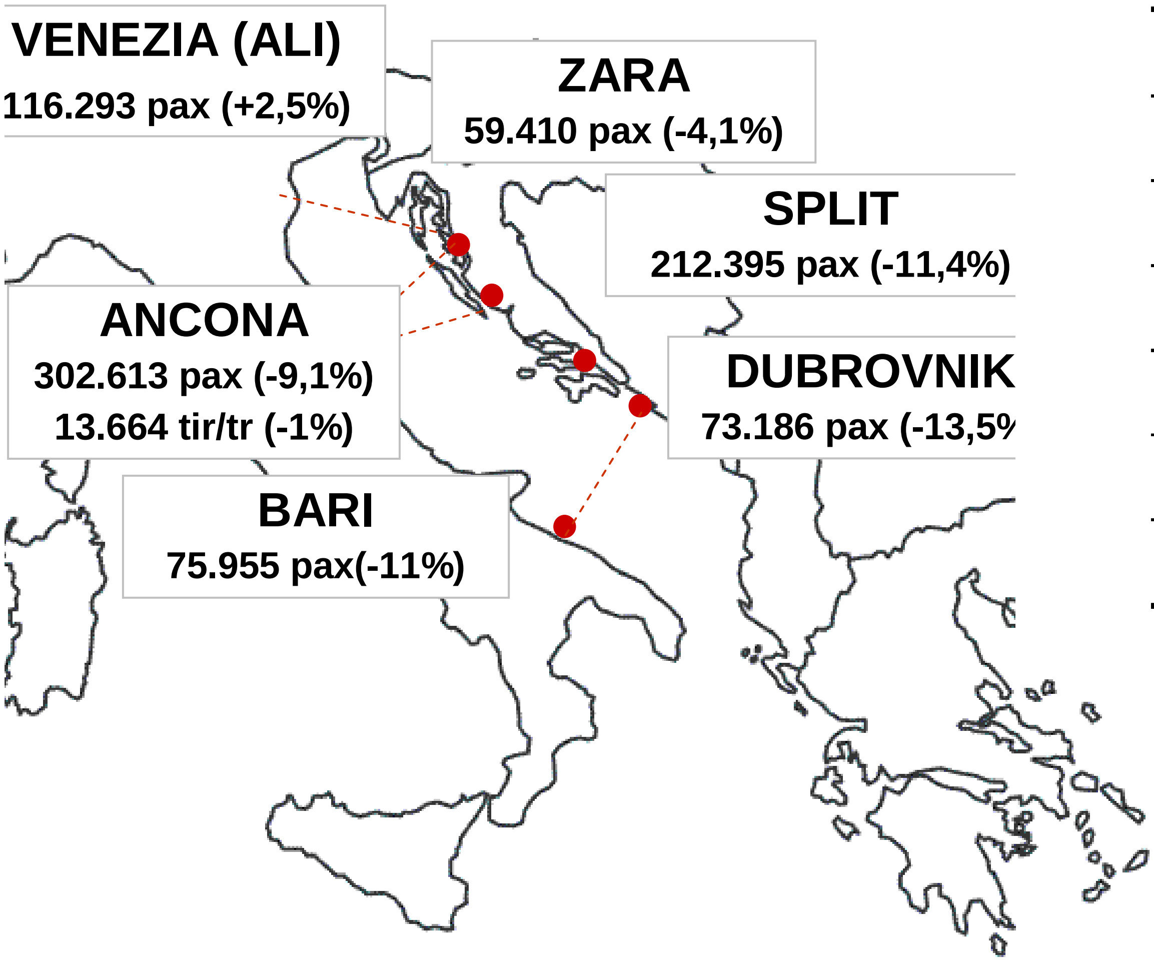
PASSENGERS TRAFFIC WITH GREECE
Italian Adriatic ports market share

	2003	2004	2005	2006	2007	2008
Ancona	40%	42%	45%	46%	45%	45%
Bari	16%	16%	19%	21%	25%	22%
Brindisi	21%	22%	17%	14%	13%	16%
Venezia	14%	11%	19%	19%	17%	16%
Trieste	9%	9%	0%	0%	0%	0%
tot Italia	100%	100%	100%	100%	100%	100%

Fonte: elaborazioni Istao OTM su dati AP

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

INTERNATIONAL MOVEMENT TOWARD AND FROM CROATIA – 2008

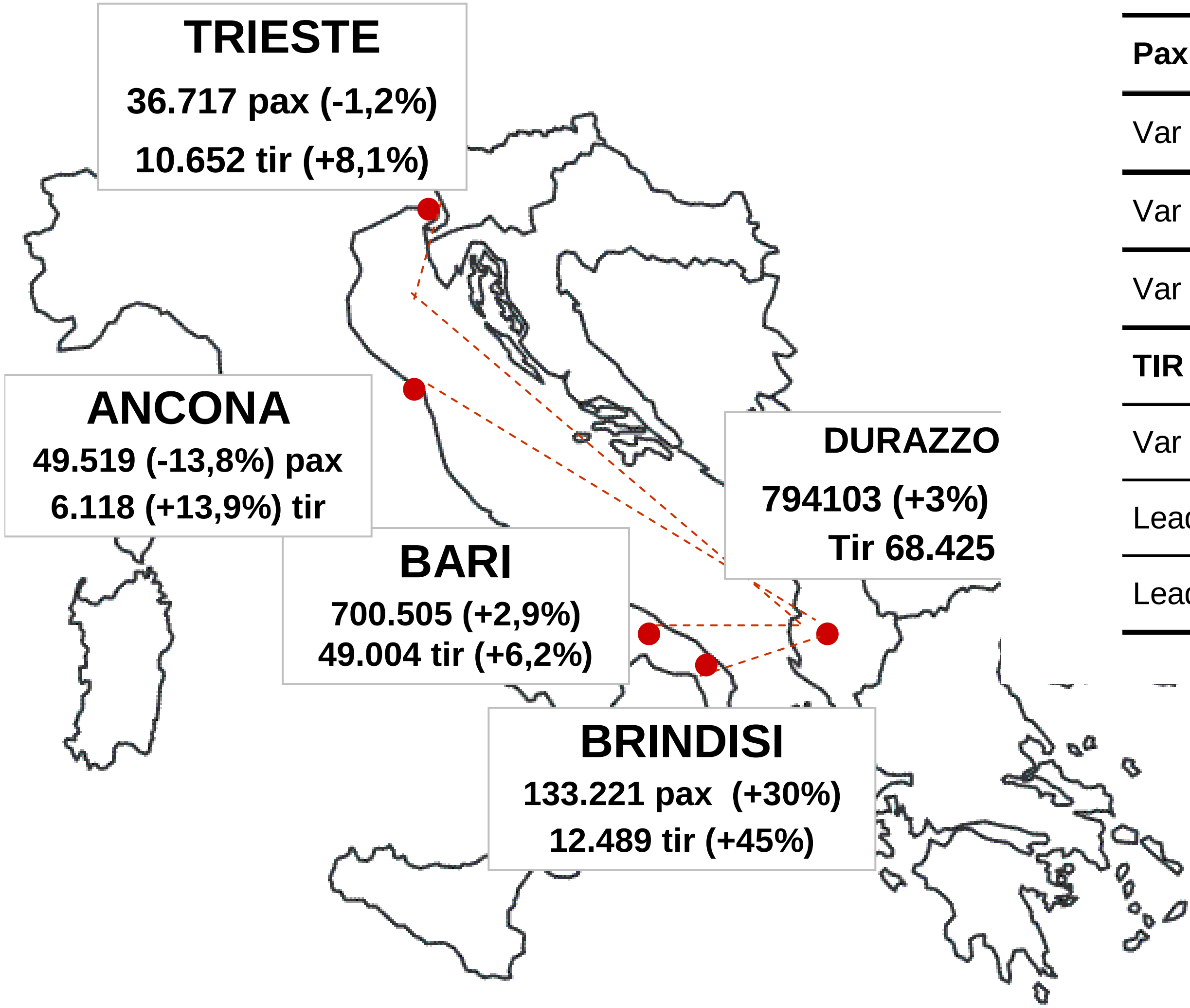


Pax ITA-CRO main ports	**495.000**
Var 2007-2008	-7%
Var 2006-2007	-4,5%
Var. 2005-2006	-3%
TIR ITA-CRO	**14.000**
Var 2007-2008	-1%
Leader PAX – Market share	Ancona 61%
Leader TIR – Market share	Ancona 97%

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

Fonte: elaborazioni Istao OTM su dati AP

INTERNATIONAL MOVEMENT TOWARD AND FROM ALBANIA – 2008

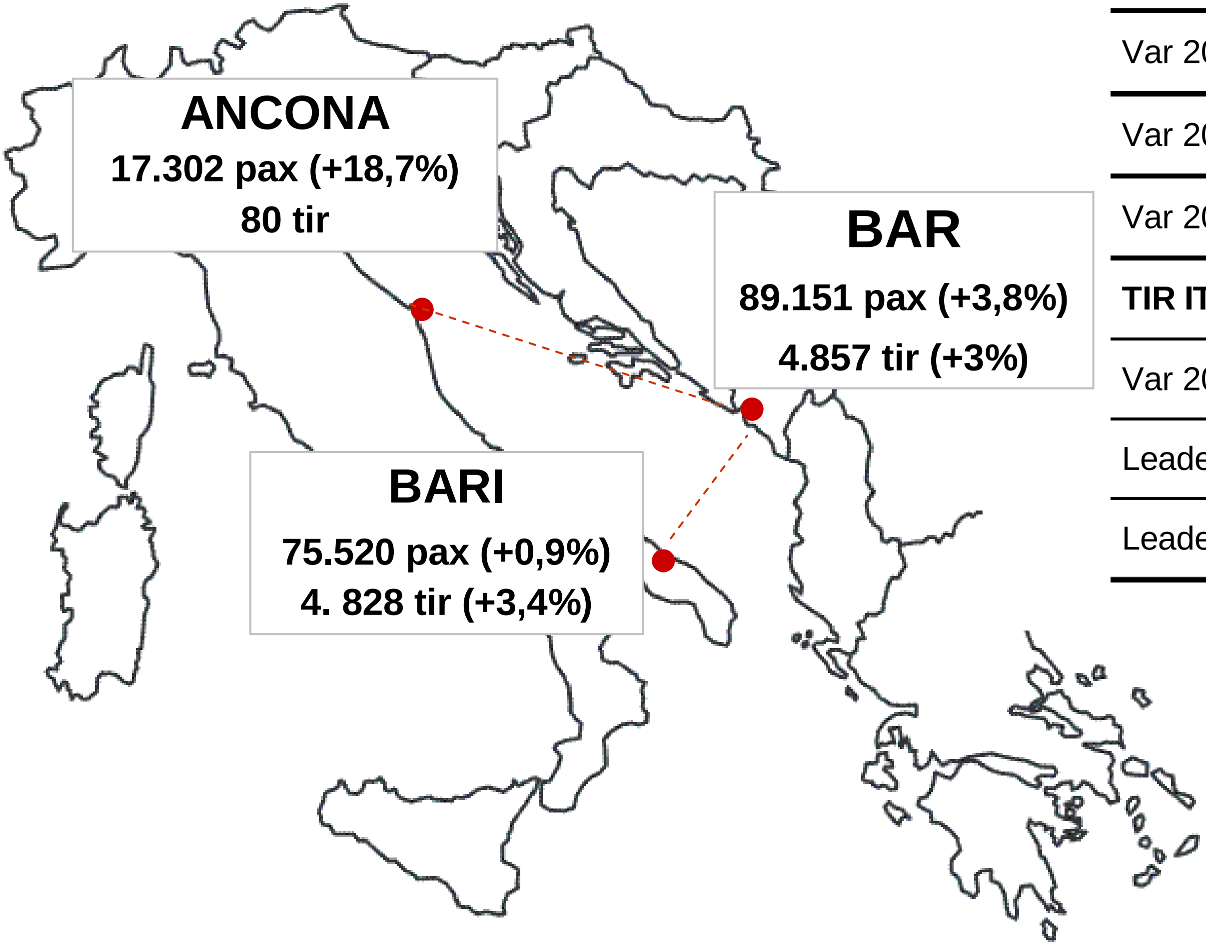


Pax ITA-ALB	**919.000**
Var 2007-2008	+4,8
Var 2006-2007	+12,7
Var 2005-2006	-1,8
TIR ITA-ALB	**78.623**
Var 2007-2008	+11,8%
Leader PAX – Market share	Bari 76%
Leader TIR – Market share	Bari 63%

Fonte: elaborazioni Istao OTM su dati AP

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

INTERNATIONAL MOVEMENT TOWARD AND FROM MONTENEGRO– 2008



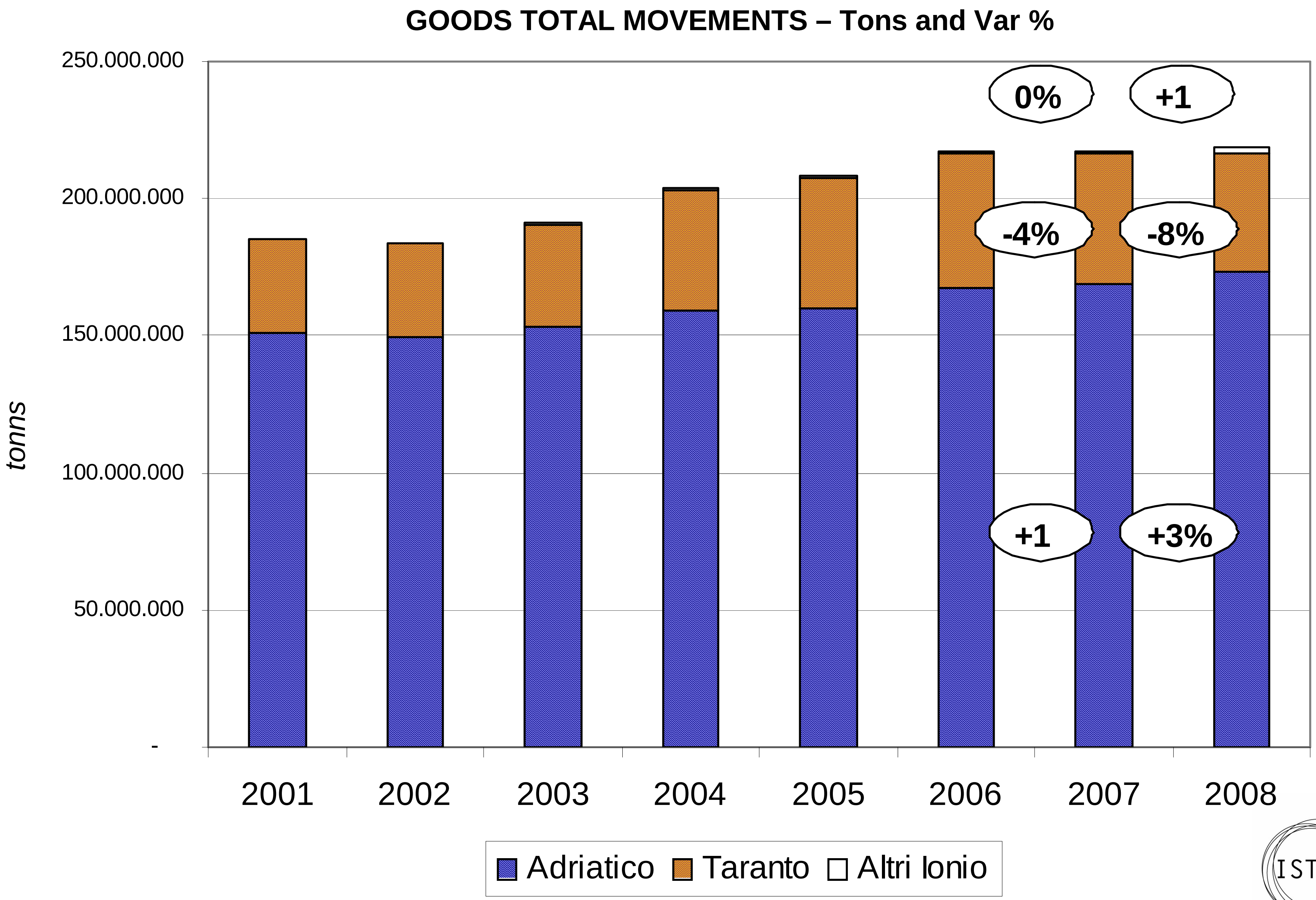
Pax ITA-MONTENEGRO	**93.000**
Var 2007-2008	+3,8%
Var 2006-2007	+2,4%
Var 2005-2006	+30%
TIR ITA-MONTENEGRO	**4.908**
Var 2007-2008	+2,8%
Leader PAX – Market share	Bari 81%
Leader TIR – Market share	Bari 98%

Fonte: elaborazioni Istao OTM su dati AP

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

GOODS TOTAL MOVEMENTS

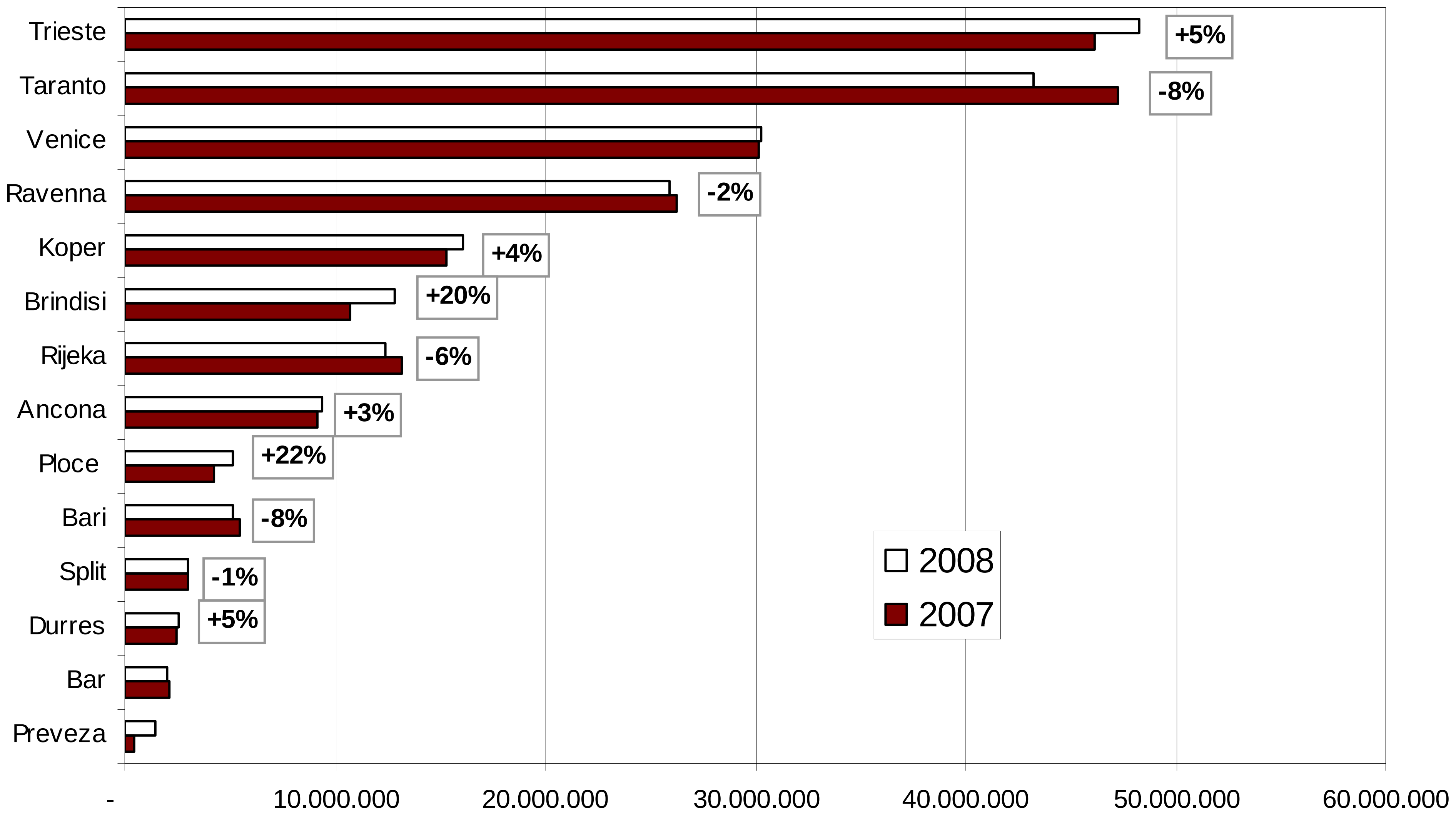
219 Mil of tons in 2008



Fonte: elaborazioni Istao OTM su dati AP

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

GOODS TOTAL MOVEMENTS: PORTS

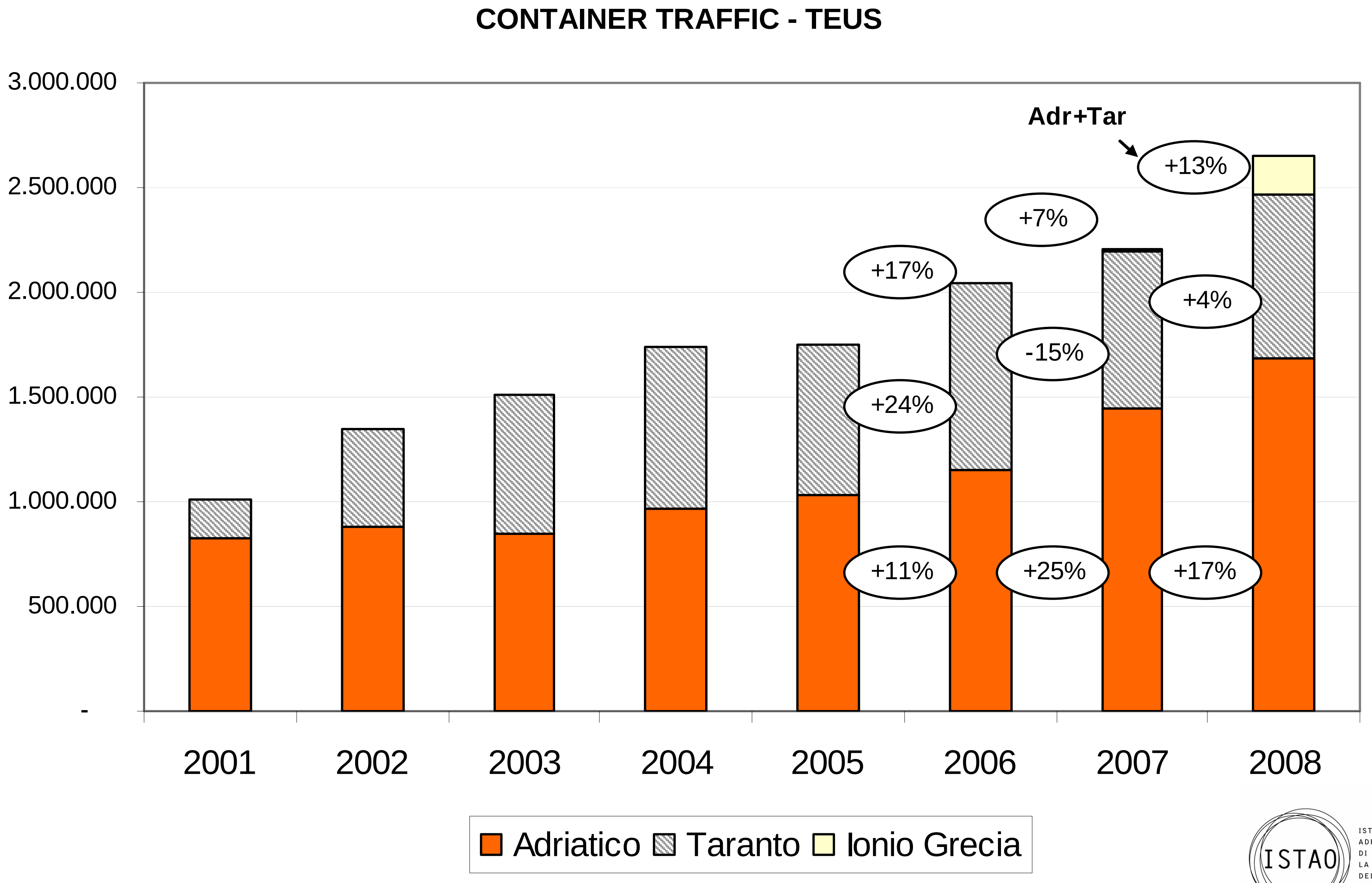


Fonte: elaborazioni Istao OTM su dati AP

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

CONTAINER MOVEMENTS IN A-I AREA

Adriatic (1.686.000 teus) + Taranto (787.000 teus) + Greek ionian ports



Fonte: elaborazioni Istao OTM su dati AP

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

PORTS - CONTAINER MOVEMENTS 2007 - 2008

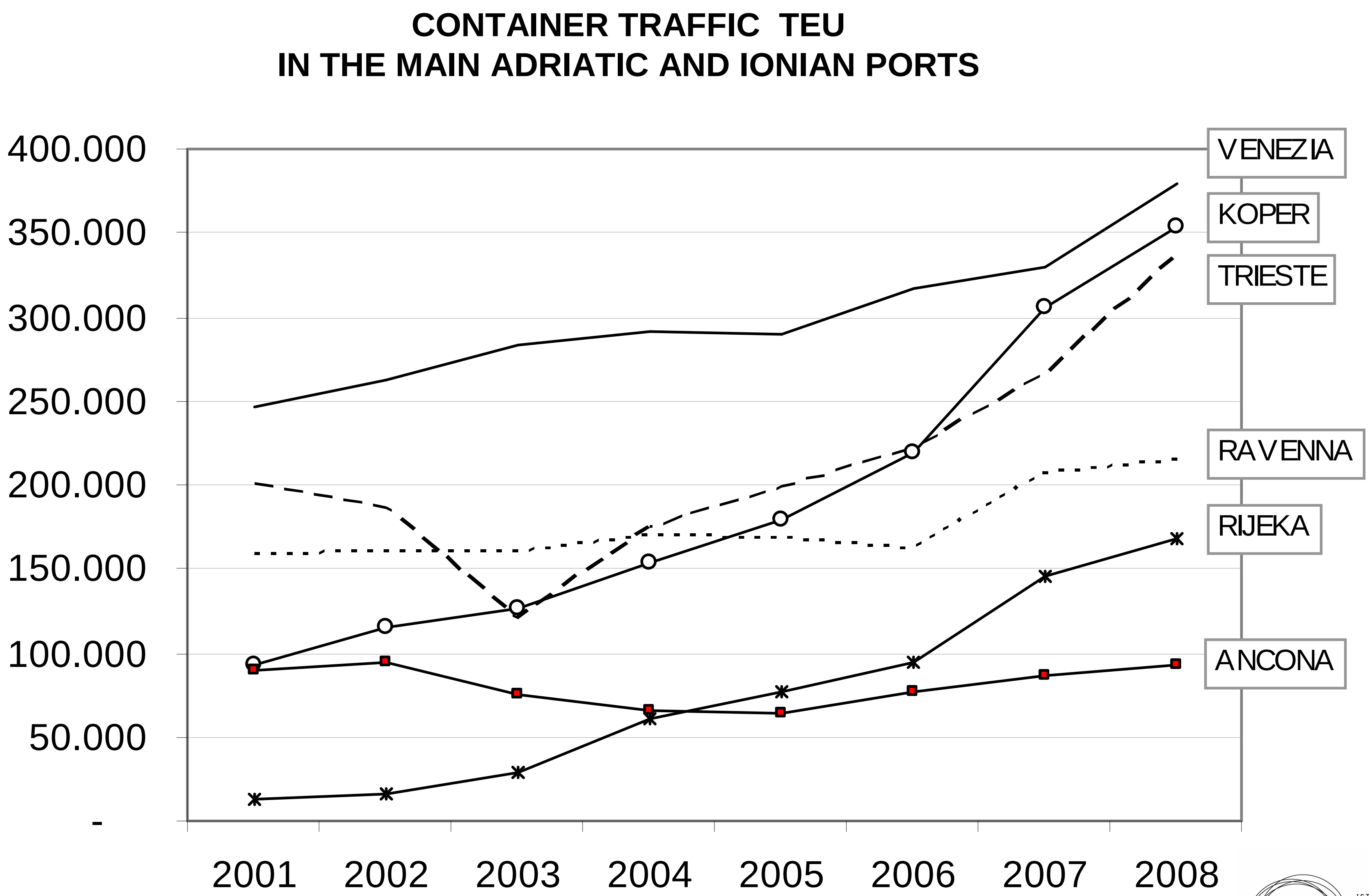
CONTAINER TRAFFIC - in .teus

	2007	*2008*	*Var %*
Taranto	755.934	786.655	**+4%**
Venezia	329.512	379.072	**+15%**
Koper	305.648	353.880	**+16%**
Trieste	265.863	335.943	**+26%**
Ravenna	206.580	214.324	**+4%**
Astakos	6.000	180.000	**nd**
Rijeka	145.040	168.761	**+16%**
Ancona	87.193	92.068	**+6%**
Bar	27.095	43.708	**+61%**
Ploce	29.385	35.163	**+20%**

ISTAO
ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

Fonte: elaborazioni Istao OTM su dati AP

CONTAINER TRAFFIC TREND



Fonte: elaborazioni Istao OTM su dati AP

- TRAFFIC AND TRENDS
- PORTS AND ECONOMIC CRISIS
- EUROPEAN POLICIES

THE ANALYSIS

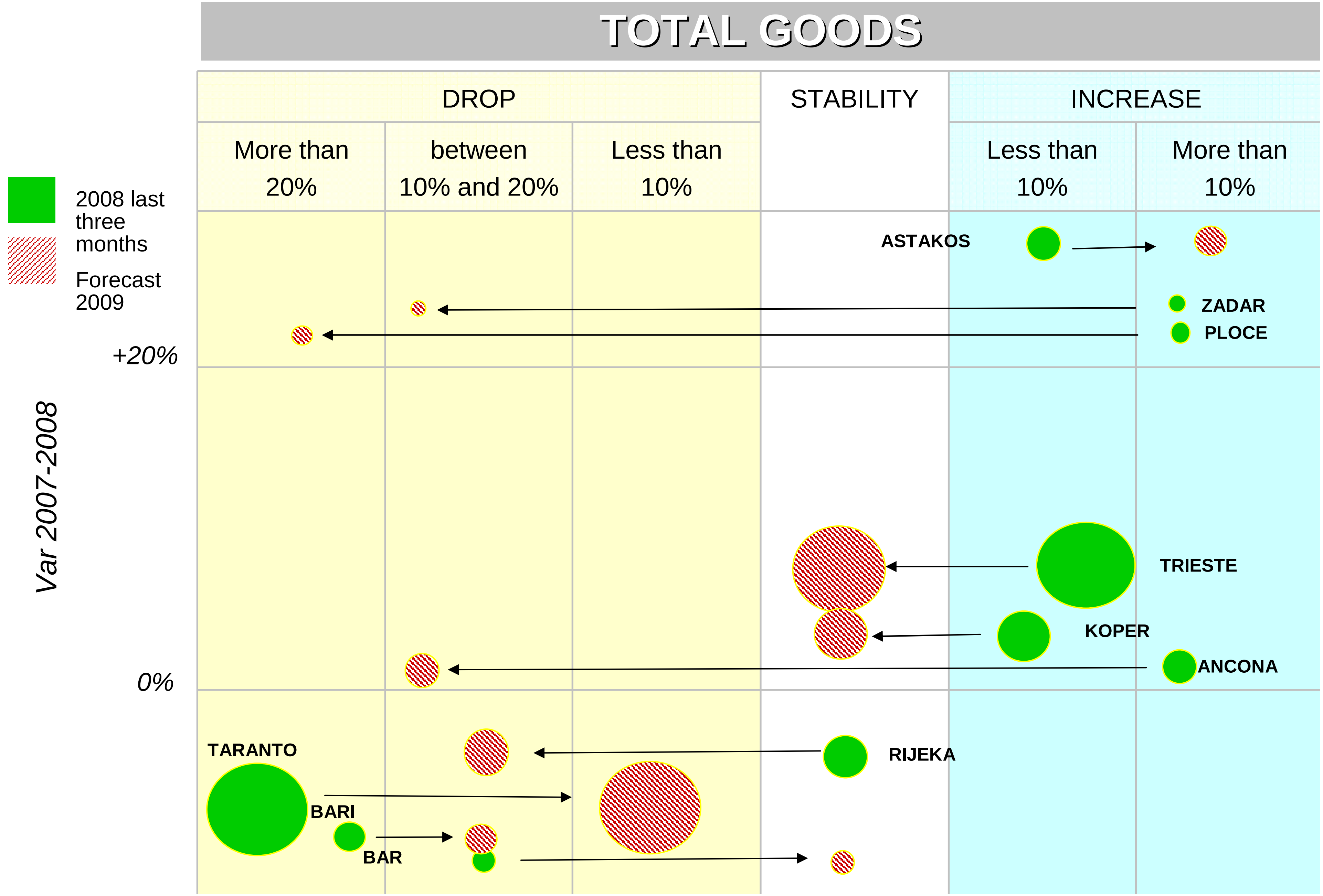
AIMS

- A general overview about maritime traffic trends during the first phase of the economic downturn (last two months in 2008);
- First forecasts about ports' traffic in 2009 and about the evolution of the competitive setting.

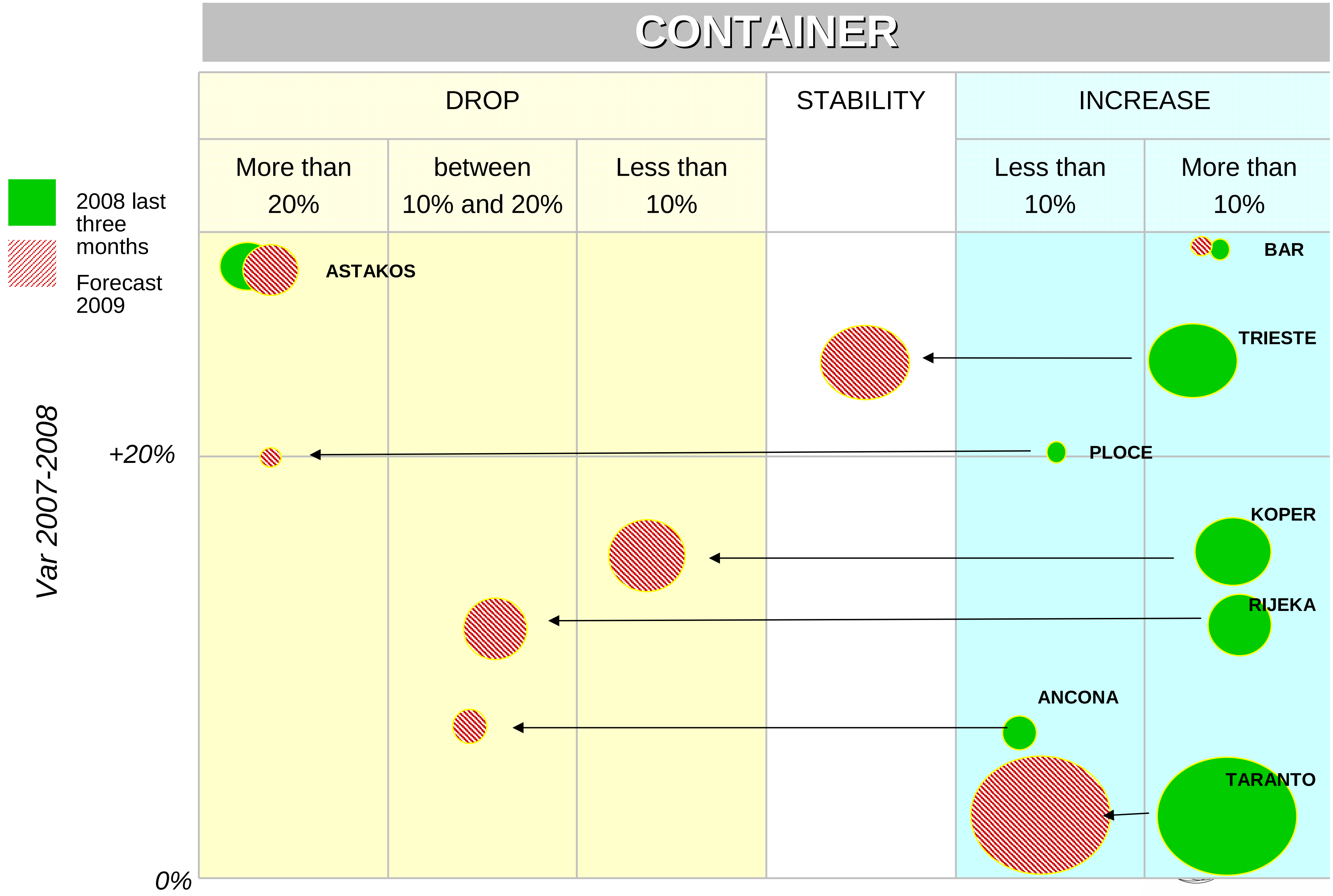
METHODOLOGY

- Questions about the competitive setting to the Port Authorities of the area.

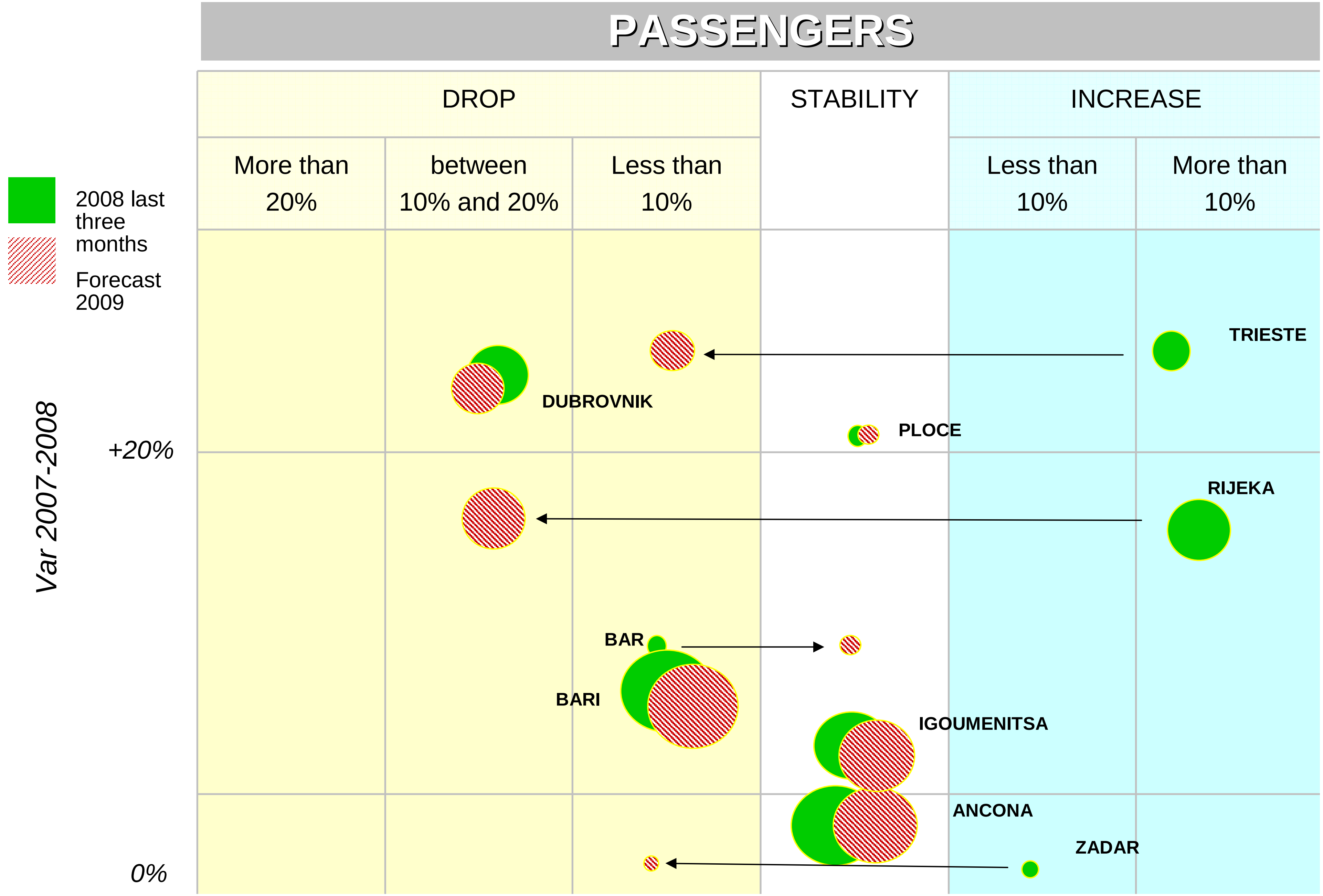
2008 LAST THREE-MONTH PERIOD AND FORECASTS FOR 2009



2008 LAST THREE-MONTH PERIOD AND FORECASTS FOR 2009

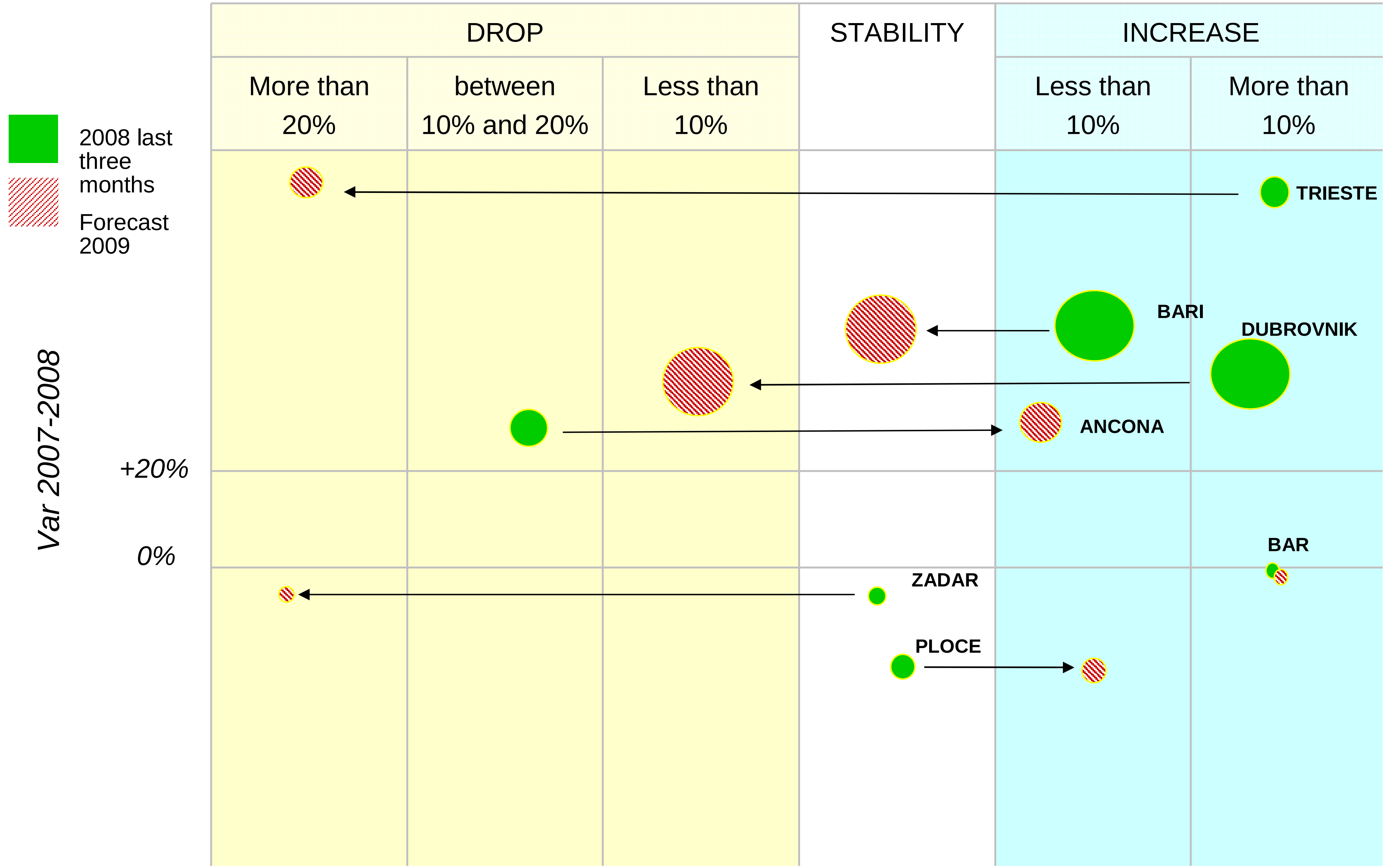


2008 LAST THREE-MONTH PERIOD AND FORECASTS FOR 2009



2008 LAST THREE-MONTH PERIOD AND FORECASTS FOR 2009

CRUISERS



CRISIS AND STRATEGIES

Has the current global crisis influenced the generalized reduction of freight costs?

YES: 13 (tot. 16)

If yes, could you please show us the average riduction?

	N.
Up to 10%	5
Between 10% and 30%	3
Between 30% and 50%	4
More than 50%	0
TOT.	12

CRISIS AND STRATEGIES

Do you think the global economics crisis will force the shipping companies to rationalize the number and the frequency of the lines and the ports of call?

YES: 14 (tot. 16)

If you think so, do you believe this strategies will concern the Mediterranean area as well?

YES: 14 (tot. 16)

Which Mediterranean areas do you think will be particularly subjected to rebounds

	Citations
All the Maditerranean areas	5
East Med	3
Adriatic	2
Tirrenic area	1
Nord Africa	1
West Mediterranean	0

CRISIS AND STRATEGIES

Have you noticed any direct effect in this sense (or do you think this will happen in the next months?

YES: 12 (tot. 16)

	Cit.
Elimination of shipping lines	2
Reduction of scheduled ports of call	8
Other	1

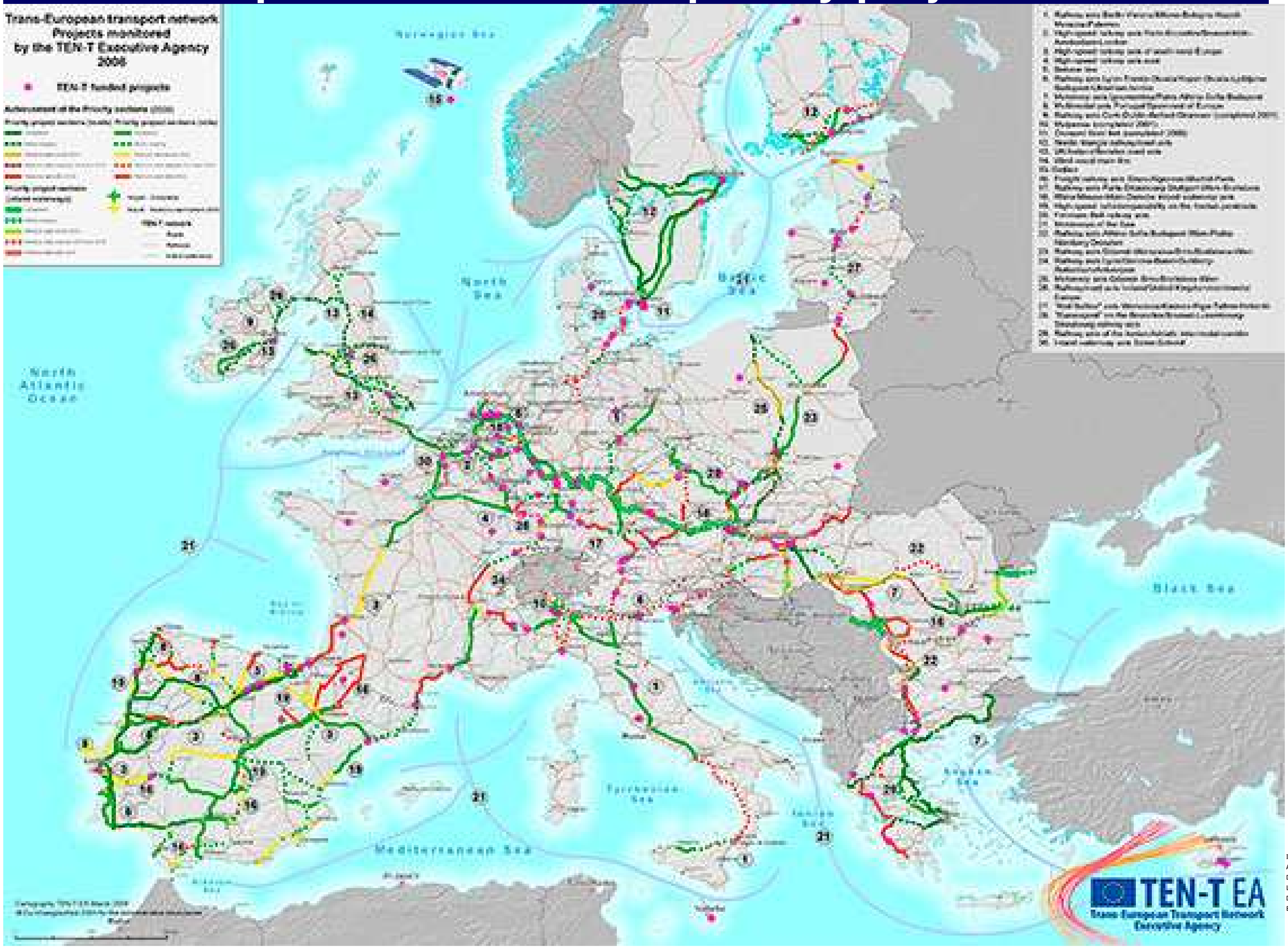
Is your company to undertake or has already undertaken a specific strategy to overcome the global crisis?

YES: 12 (tot. 16)

	Cit.
Service tariffs cut	3
Rationalization of costs	6
Human resources made redundant	1
Investment plan review	7

- TRAFFIC AND TRENDS
- PORTS AND ECONOMIC CRISIS
- EUROPEAN POLICIES

TEN-T – Implementation of the priority projects



TEN-T – PROJECT N. 6: Implementation

Estimated fulfillment ***2025***

PP. N 7	Total
Lenght of the PP in Km	**1.688**
Works ongoing	*9,4%*
Works completed	*11,3%*
Works to be started	*79%*

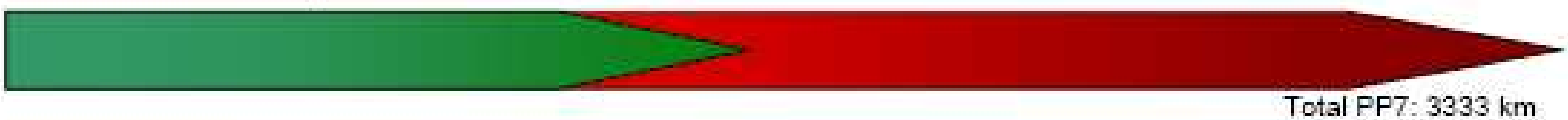
PP. N 7	In Mil €
TOTAL COSTs IN Mil €	**60.742**
Total inv. Before 2007	7.827
Investment 2007-2013	10.428
Remaining investment	***42.487 (70%)***

TEN-T – PROJECT N. 7: Implementation

Estimated fulfillment ***2020***

PP. N 7	Total
Lenght of the PP in Km	**3.333**
Works ongoing	*18,3%*
Works completed	*47,8%*
Works to be started	*33,9%*

PP. N 7	In Mil €
TOTAL COSTs IN Mil €	**14.928**
Total inv. Before 2007	10.051
Investment 2007-2013	4.728
Remaining investment	***150 (0%)***



TEN-T – PROJECT N. 29: Implementation

Estimated fulfillment ***2019***

PP. N 7	Total
Lenght of the PP in Km	**606**
Works ongoing	*0%*
Works completed	*0%*
Works to be started	*100%*

PP. N 7	In Mil €
TOTAL COSTs IN Mil €	**4.308**
Total inv. Before 2007	81
Investment 2007-2013	1.074
Remaining investment	***3.153 (73%)***

Completed: 0 km

Total PP29: 606 km

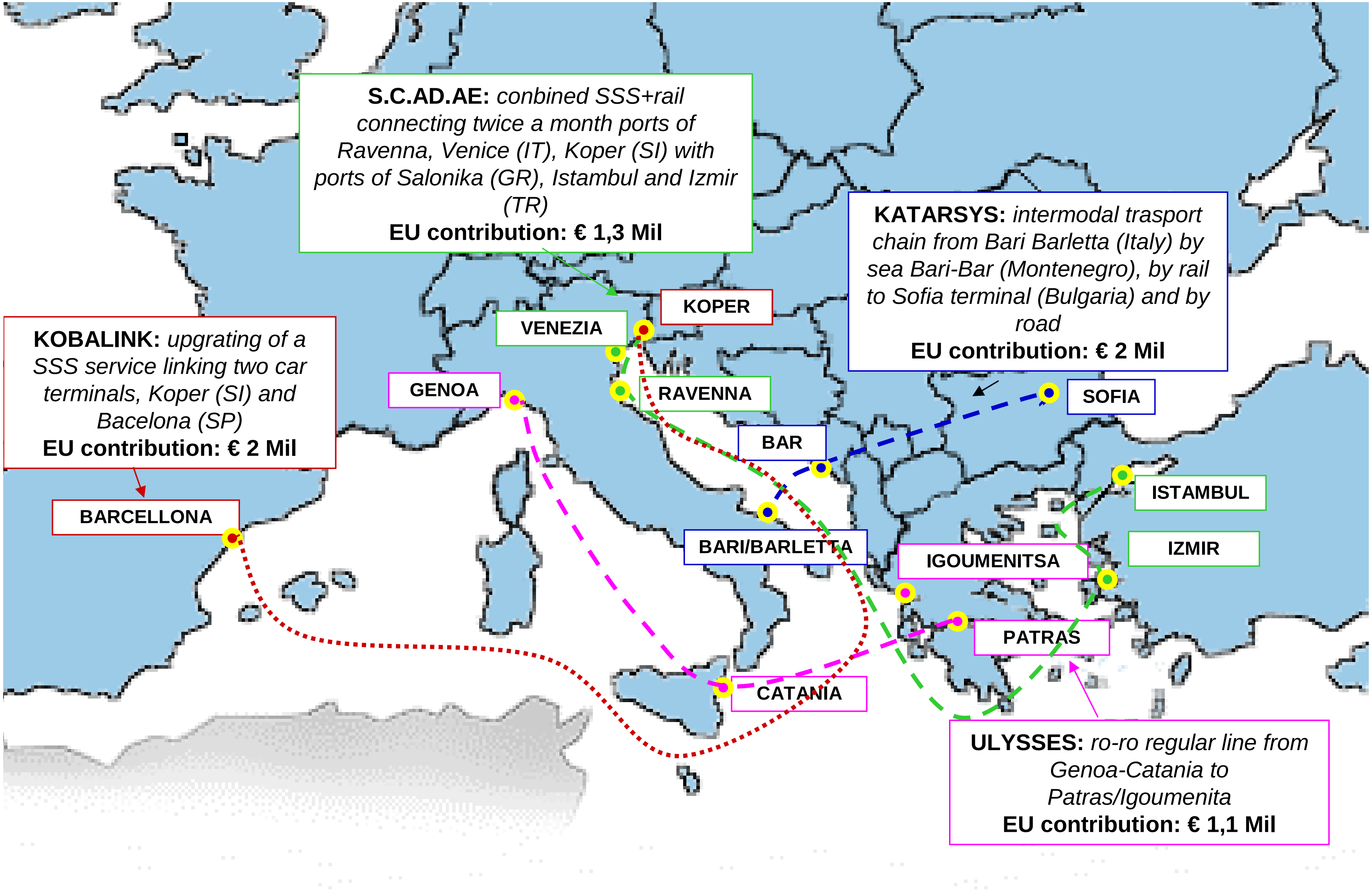
PP 21 – Motorways of the sea and MARCO POLO PROGRAMME

- *for projects which shift freight transport from the road to sea, rail and inland waterways*

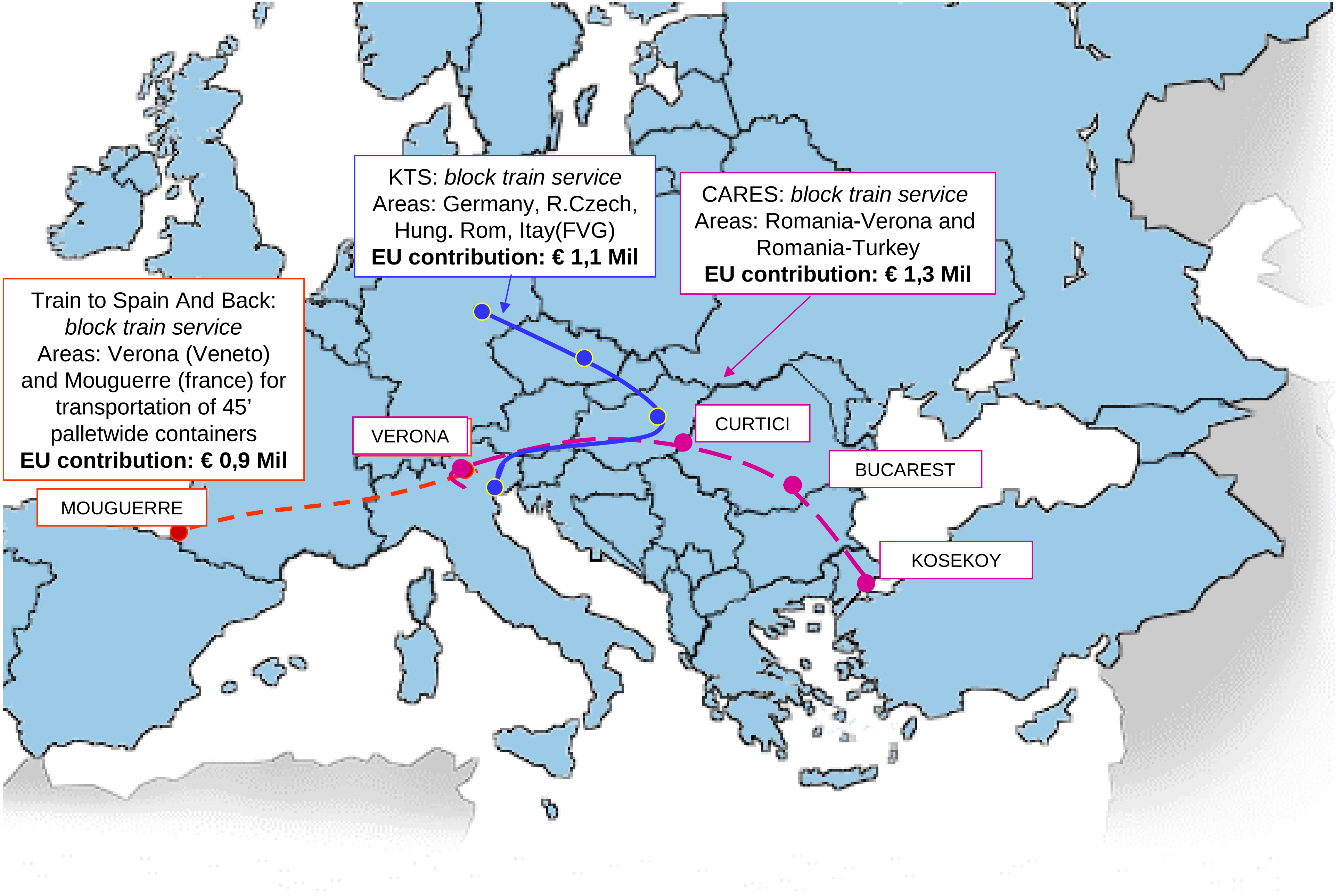
2009 Call for proposals

- Some € 62 million are available, supporting between 35% and 50% of the eligible project costs.
- The deadline to submit project proposals is **8 May 2009.**
- Only commercial undertakings (possibly owned by public administrations) from the EU, Norway, Iceland, Liechtenstein and **Croatia** can apply.
- Usually, the project must involve at least two partner organisations from two eligible countries. One-applicant projects are an exception. Pure infrastructure projects, research & development projects and studies are not eligible.

2008 - FINANCED PROJECTS A-I : SHIPPING…



2008 - FINANCED PROJECTS A-I: …AND RAIL



TEN-T – A POLICY REVIEW

"Since the drafting of the TEN-T guidelines in 1996, the social, political and economical context has changed considerably. Europe's growing global role, the globalisation of our economy, the fight against climate change, the geographical extension of the EU and the need to build good connections with its neighbours are just some of the challenges that have to be tackled, meaning that a more fundamental review of TEN-T policy is necessary".

14-15 october 2008 → ***TEN-T Days***

February 2009 **GREEN PAPER "TEN T POLICY REVIEW** -***towards a better integrated transeuropean transport network at the service of the common transport policy***

Public consultation

The results of this consultation will be taken into consideration by the Commission in the elaboration of possible legislative and other proposals. *The main legislative proposal expected to come out of the Green Paper process concerns a revision of the Community Guidelines for the development of the trans-European transport network.*

ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE

CONCLUSIONS

CONCLUSIONS (1)

- Maritime traffics have globally increased during 2008;
- On the passengers side, the high rate of increase is due to the cruise segment. Leaders are Bari and Venice, where cruise share on the global passengers movement is higher than the other ports;
- Boats segment is more steady and the biggest ports (Ancona, Patras and Igoumenitsa) increased at a low rate.
- On the freights side, in 2008 containers continued to increase quickly. Venice is still the leader, but its volumes are quite the same than Koper and Trieste; container are strongly focused on the North Adriatic ports.

CONCLUSIONS (2)

- Other goods movements are less regular and forecasts for 2009 have pointed out a pessimist trend. The expected downturn is due to the general economic crisis and to the shift toward containers for freight maritime traffic;
- Forecasts are more optimistic for cruise and container segments; cruise movements will continue to increase, even if at a lowest rate.

CONCLUSIONS (3)

- European programmes about the Adriatic and Ionian basins are at a different level of implementation;
- Motorways of the Sea have been at the centre of the attention in 2008. Marco Polo II has already financed some services that interest the Adriatic and Ionian basin;
- Among the Pot Authorities, only Marche Region and Ancona are not interested by any EU project or initiative;
- EU started public consultations for a revision of the TEN-T plan; this is the best moment to make marginalised area instances emerge at the level of institutional discussion.

Thank you

Ida Simonella

OSSERVATORIO SUI TRASPORTI MARITTIMI
ISTITUTO ADRIANO OLIVETTI DI STUDI
PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE
Via Zuccarini, 15
60131 Ancona
Tel: +39 071 2901144
FAX: +39 071 2901017
www.istao.it

ISTITUTO ADRIANO OLIVETTI DI STUDI PER LA GESTIONE DELL'ECONOMIA E DELLE AZIENDE