The INTERNATIONAL PROPELLER CLUBS Italy

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XIII INTERNATIONAL MISSION

PANEL 1 | Impact of geopolitics on port & shipping investments and traffic forecasts

Seminar

Shipping Sector & Geopolitics: impact on port investments, the role of insurance

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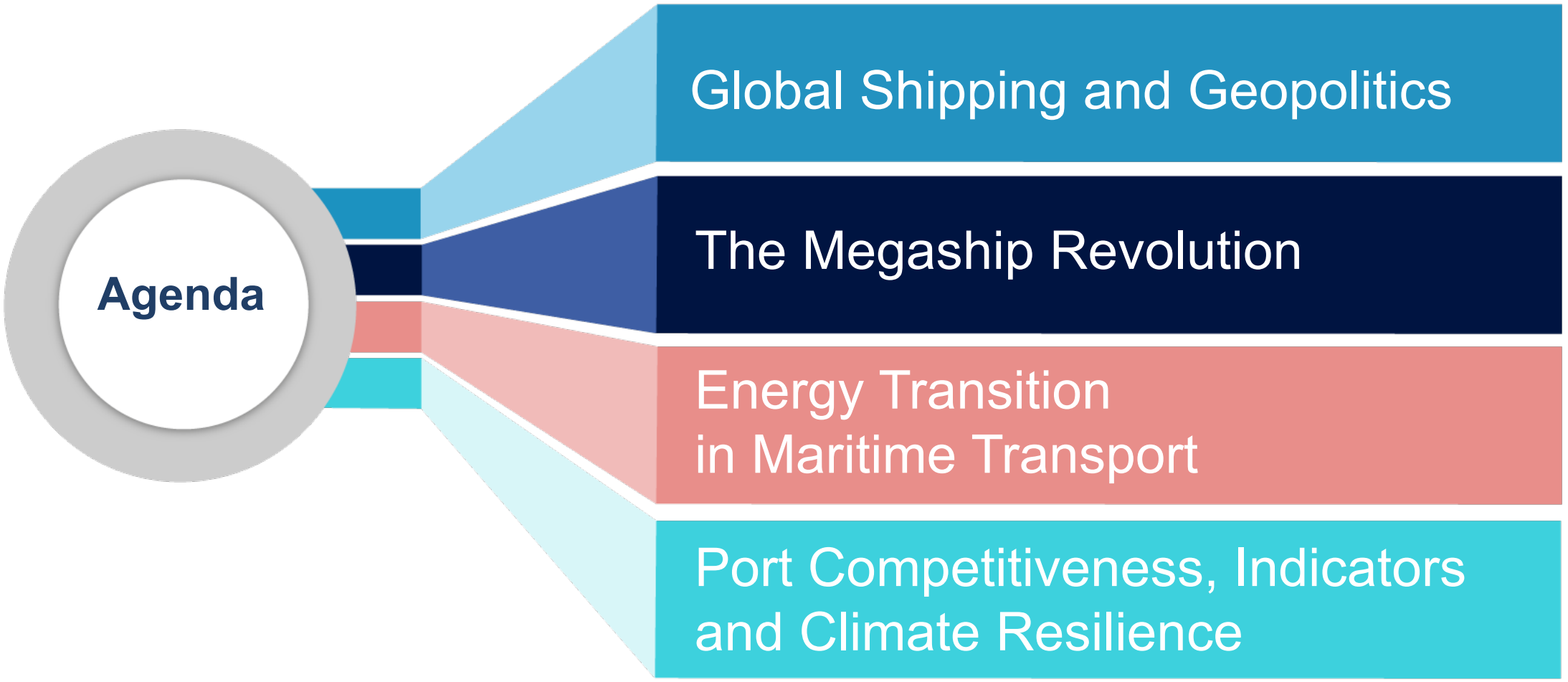
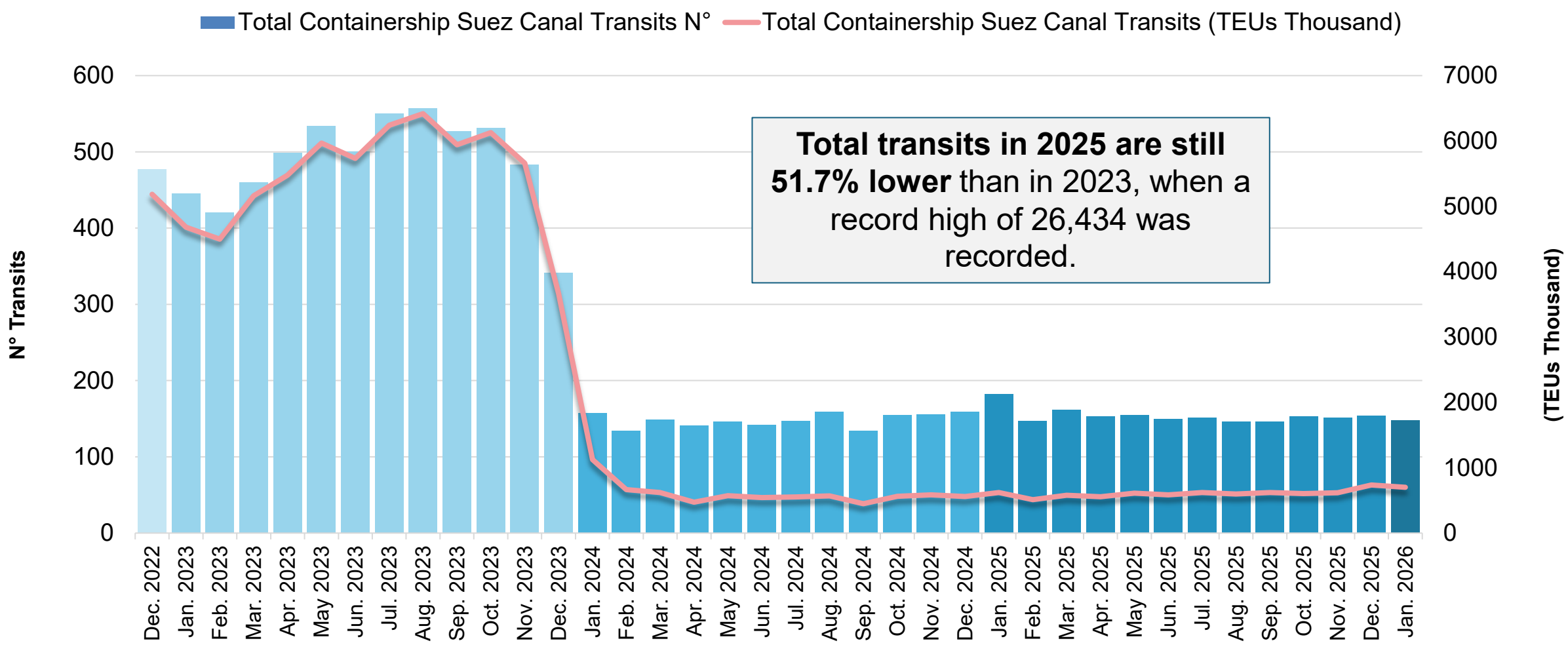
Head of Maritime & Energy Dept. **SRM**

March 23rd 2026, Trinity House, London

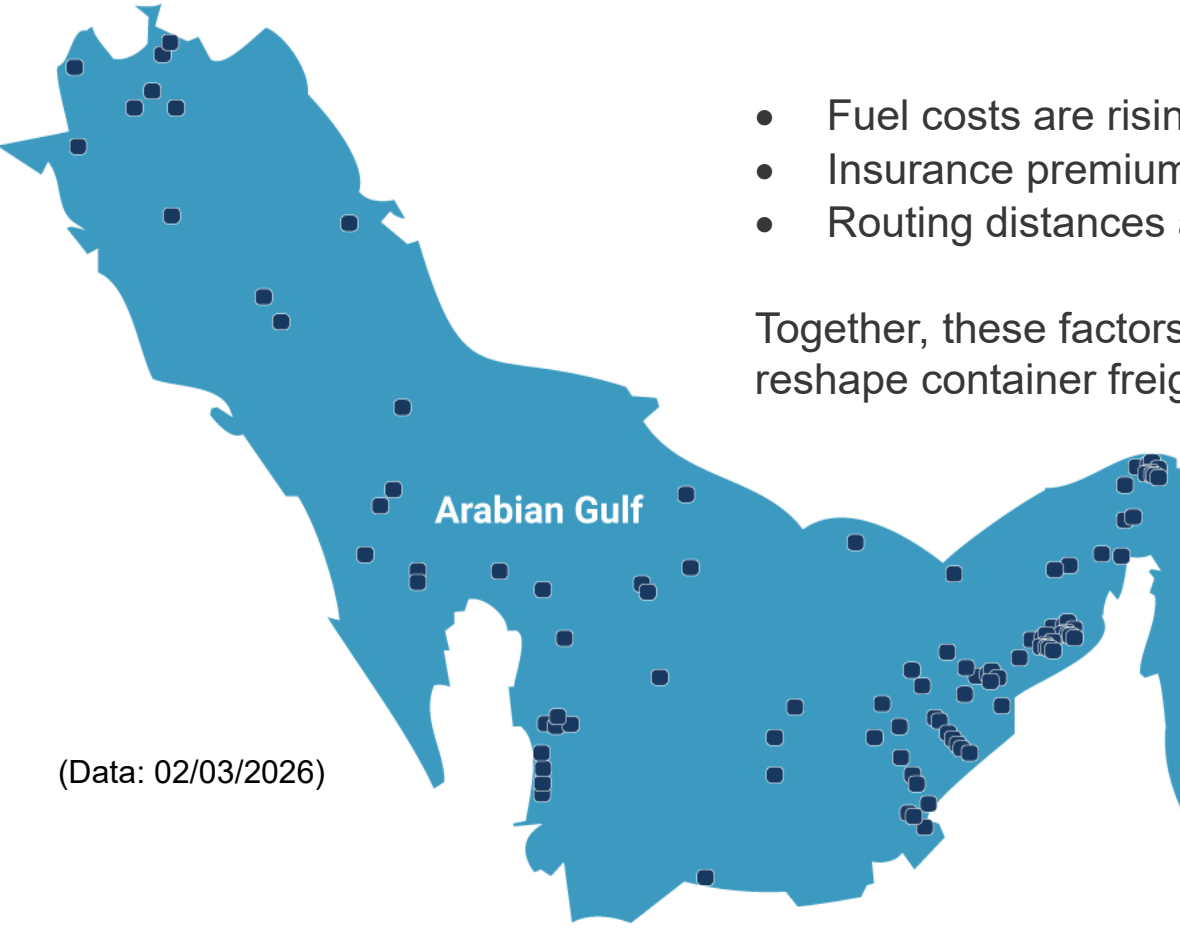

Agenda
Global Shipping and Geopolitics
The Megaship Revolution
Energy Transition
in Maritime Transport
Port Competitiveness, Indicators
and Climate Resilience

1 | Container traffic through the Suez Canal



Source: SRM on Clarksons

2 | Container ships deployed in the Gulf



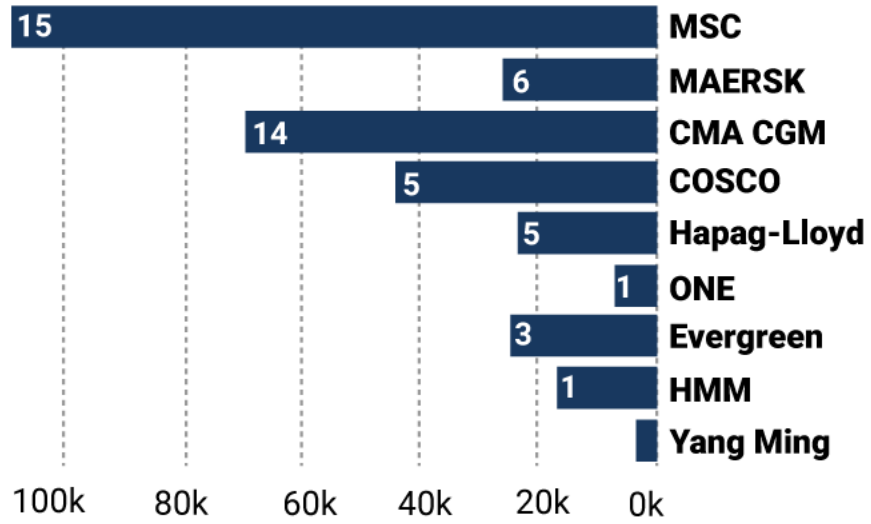
- Fuel costs are rising.
- Insurance premiums are increasing.
- Routing distances are expanding.

Together, these factors are beginning to reshape container freight pricing.

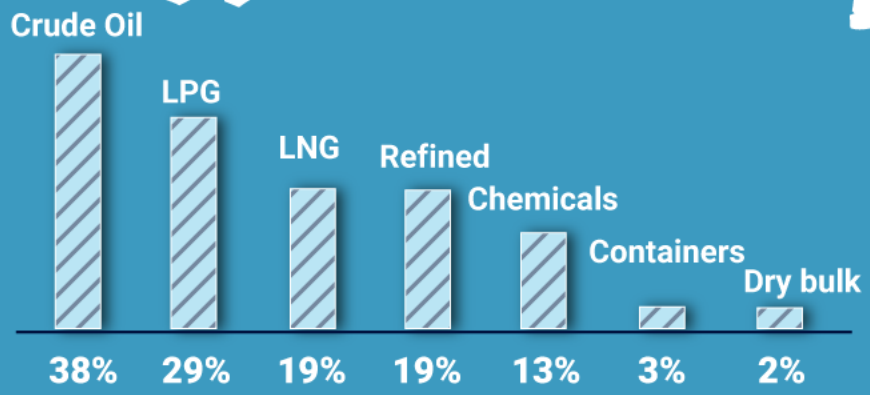
(Data: 02/03/2026)

Source: SRM on Alphaliner and Unctad

TEU and Units



Share of global seaborne trade volume passing through the Strait of Hormuz, one week prior to the conflict, per cent



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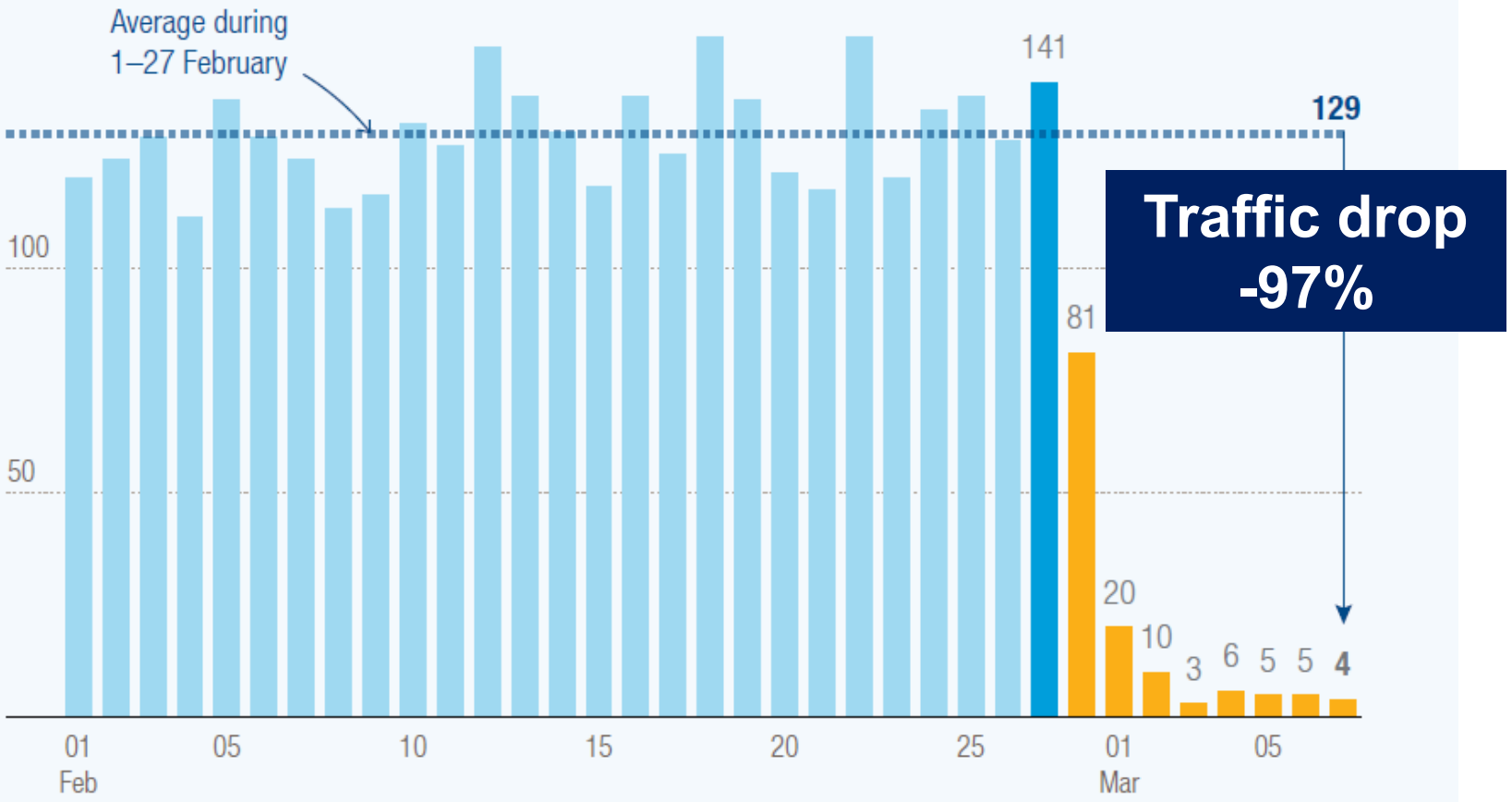
3 | Ship traffic through the Strait of Hormuz has sharply declined

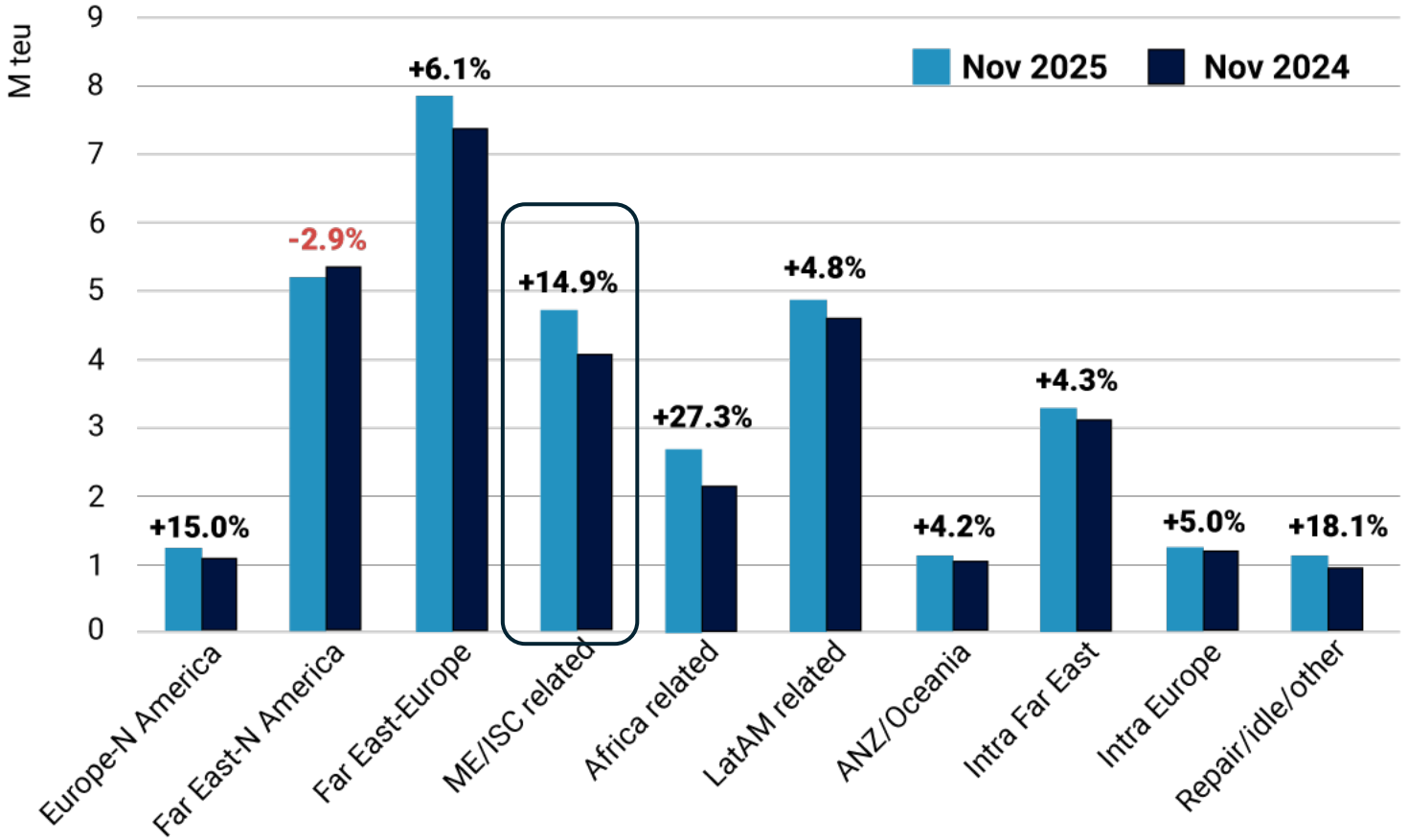
Total number of daily ship transits through Strait of Hormuz



Traffic drop -97%

Source: Unctad

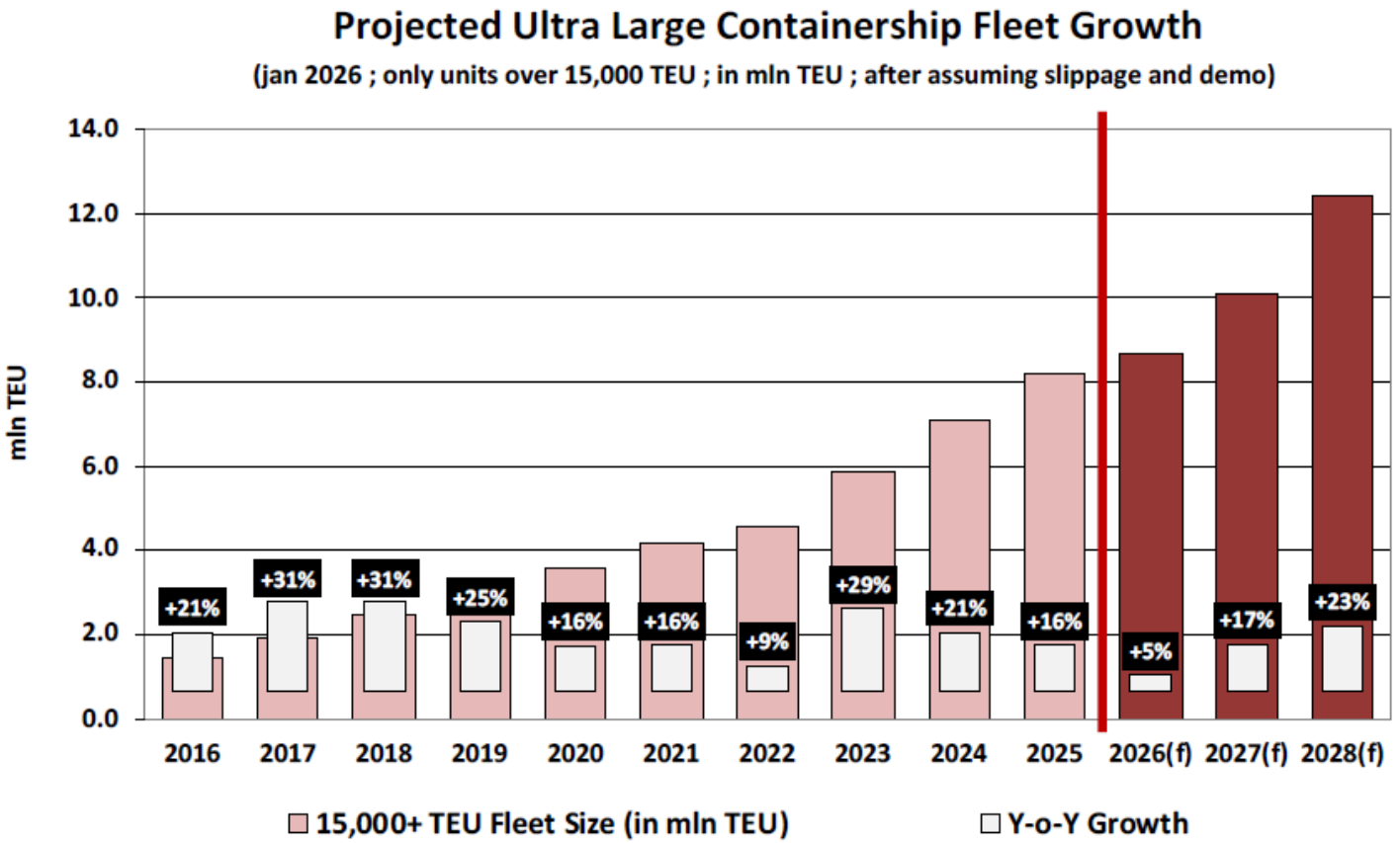
4 | Global container fleet deployment by trade area



Source: Alphaliner

ISC: India Sub Continent
ANZ: Australia New Zeland

5 | The Megaship Phenomenon



Source: SRM on Banchero Costa

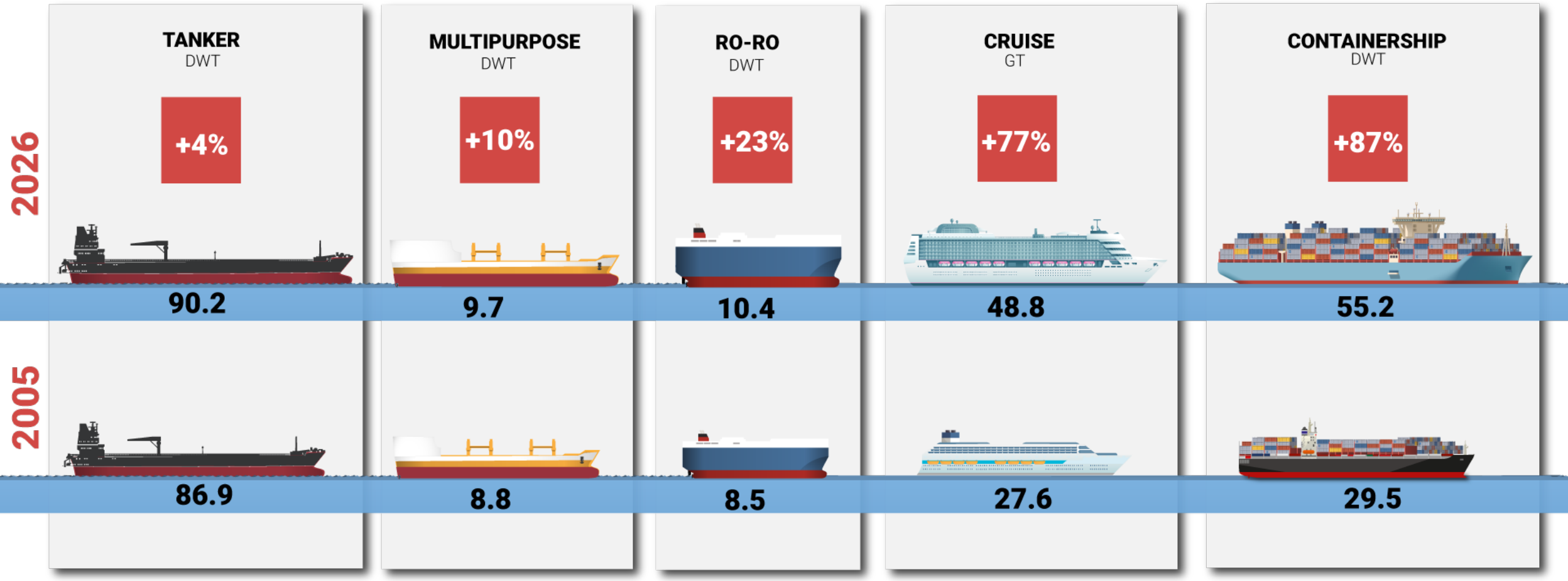
Evolution of container ship capacity

Source: © www.thefluctus.com

* These ships do not pass through the Panama Canal because they exceed the permitted size limits.

** Top design speed.

6 | Megashipps: impacts on ports and maritime routes



Ship Size Average (Thousands)

Source: SRM on Clarksons

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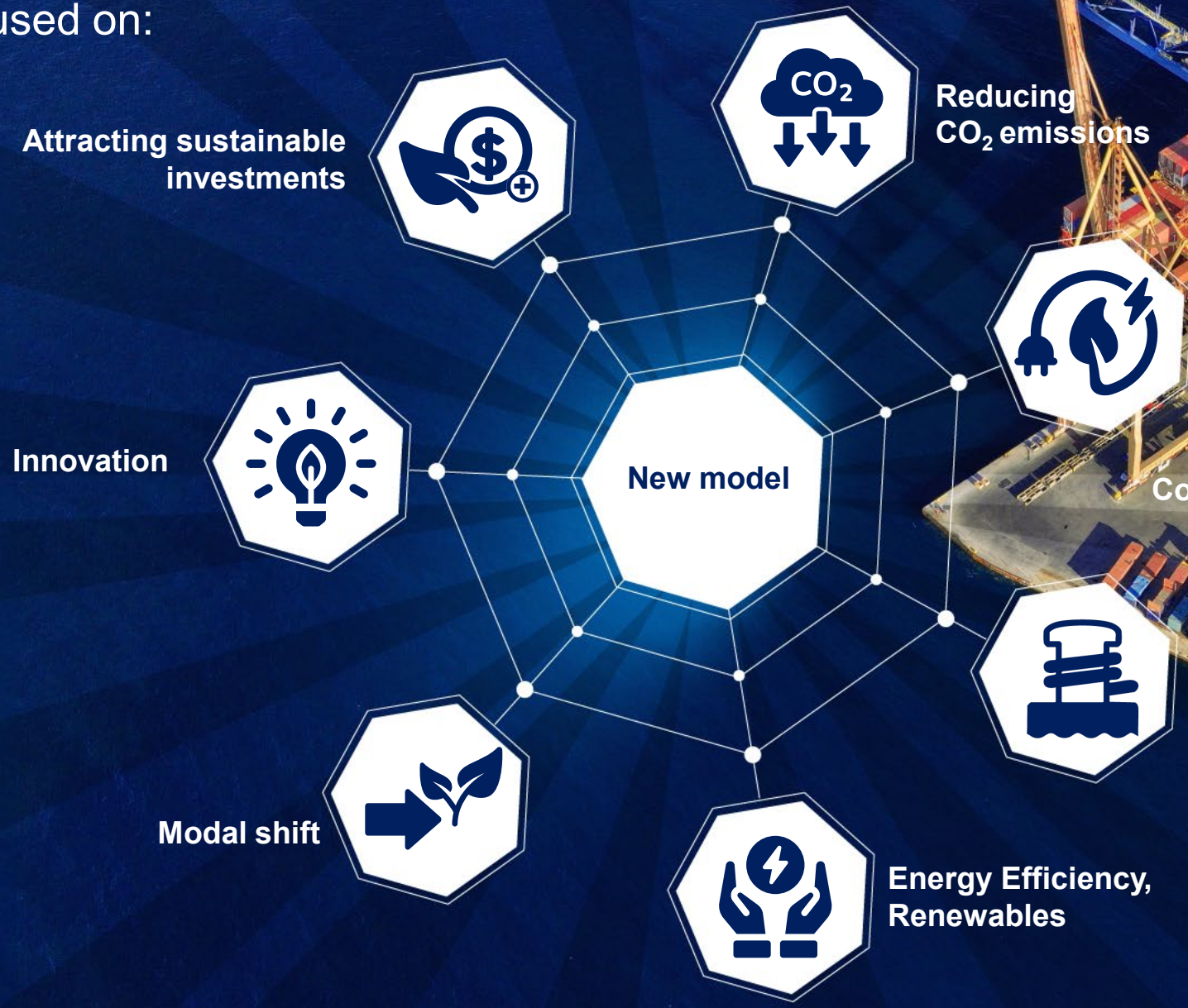
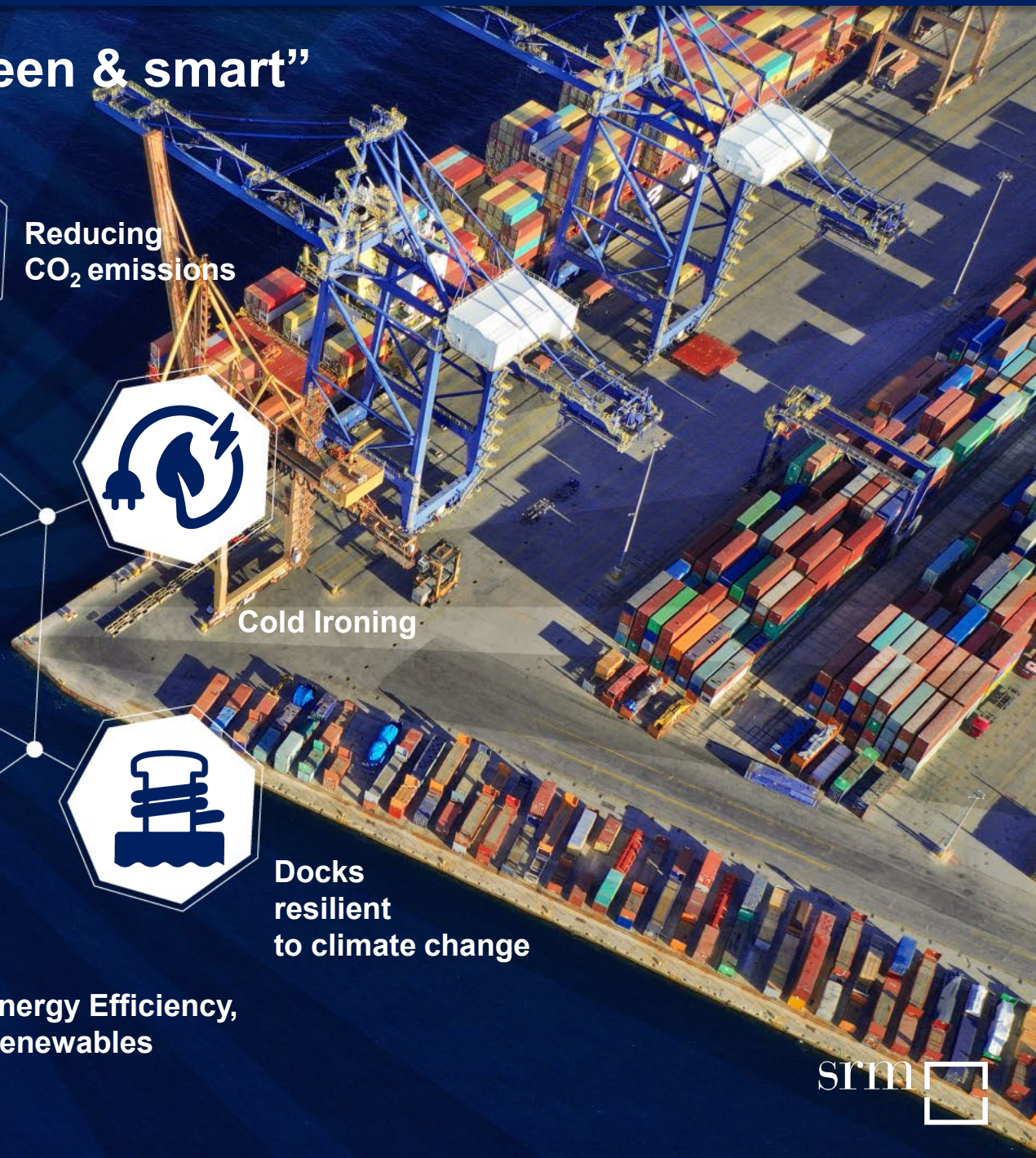
7 | Ports are investing in a new model “green & smart”

Focused on:





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8 | A big challenge for ports and shipping: alternative fuels

GROSS TONNAGE IN OPERATION

8.9%

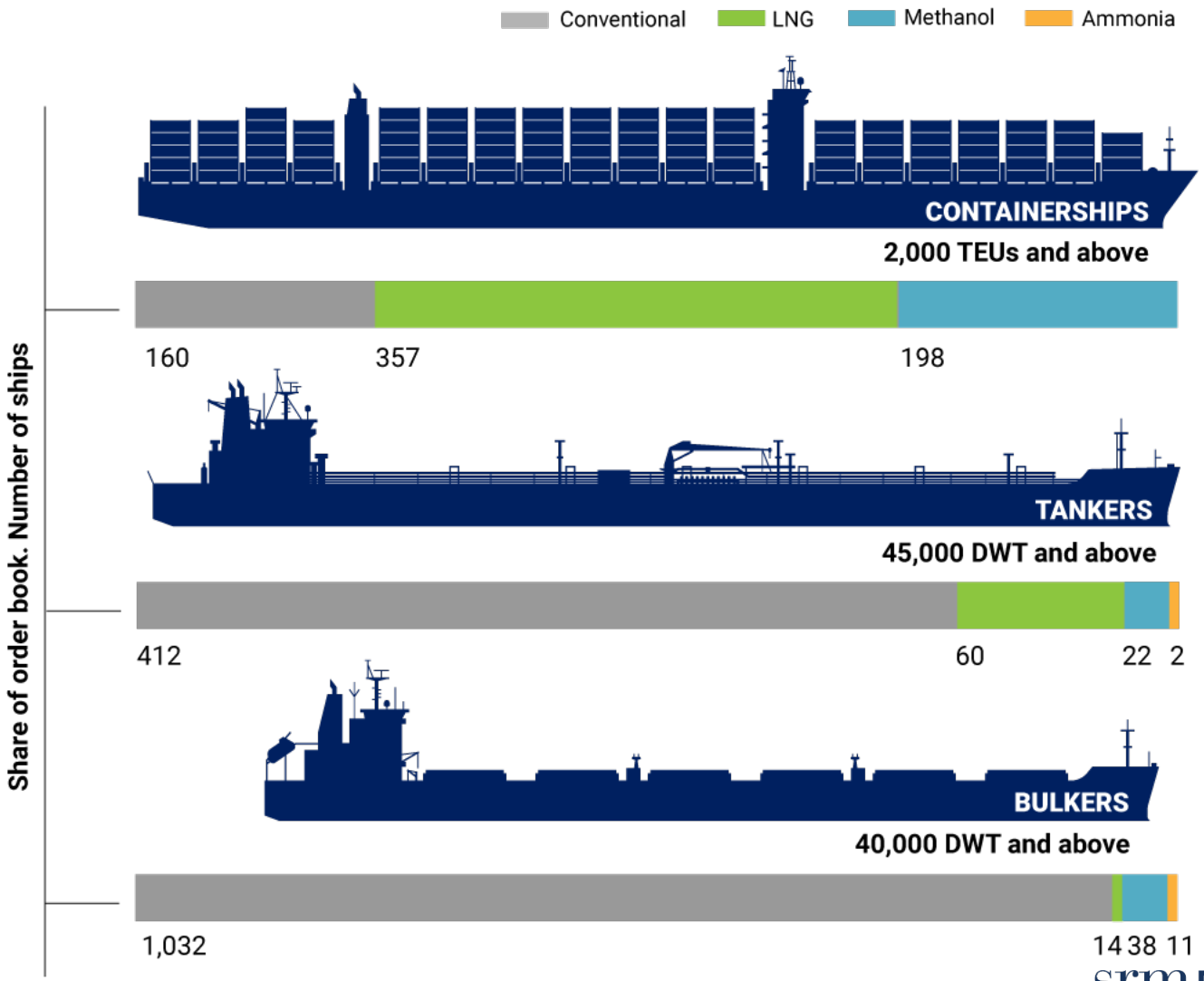
LNG	7.8%
LPG	0.4%
Battery/Hybrid	0.4%
Methanol	0.3%
Hydrogen	0
Ammonia	0

GROSS TONNAGE IN ORDER

51.1%

LNG	36.8%
LPG	10.4%
Battery/Hybrid	2.0%
Methanol	0.9%
Hydrogen	0.7%
Ammonia	0.3%

Uptake of alternative fuel technologies for large bulkers, tankers and containerships



Source: SRM elaboration on DNV

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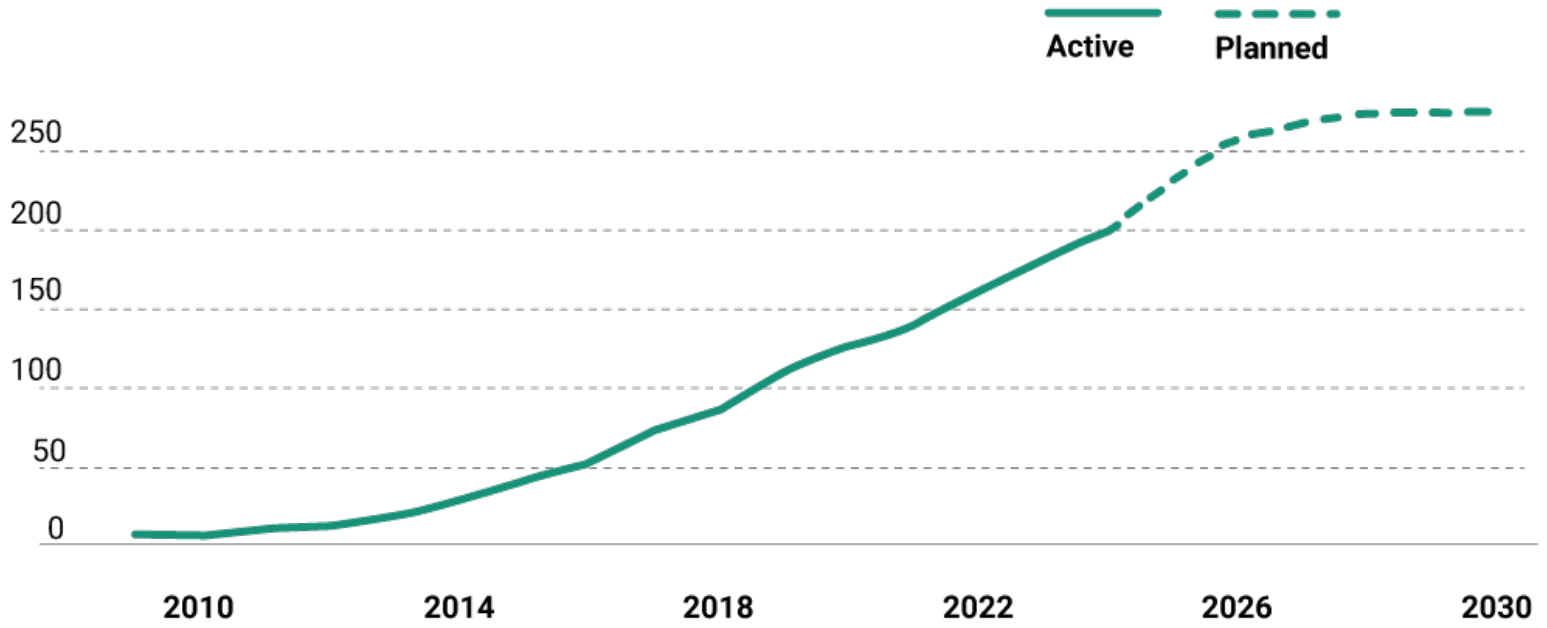
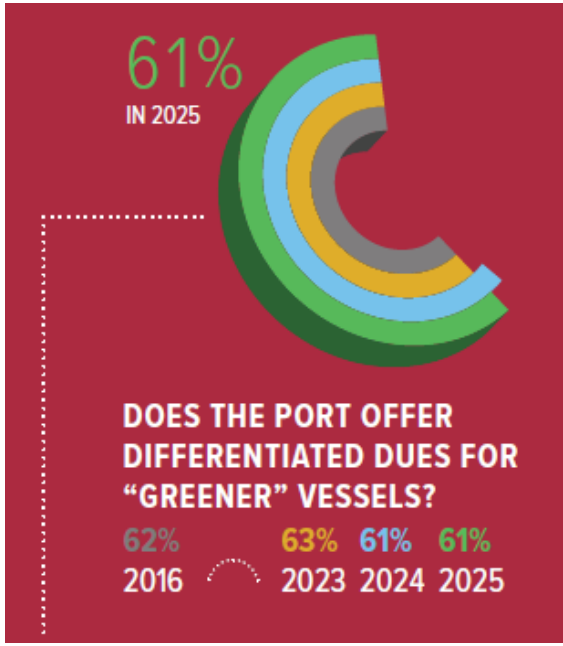
9 | Current global bunkering locations

Ports producing LNG bunkering services
[number]

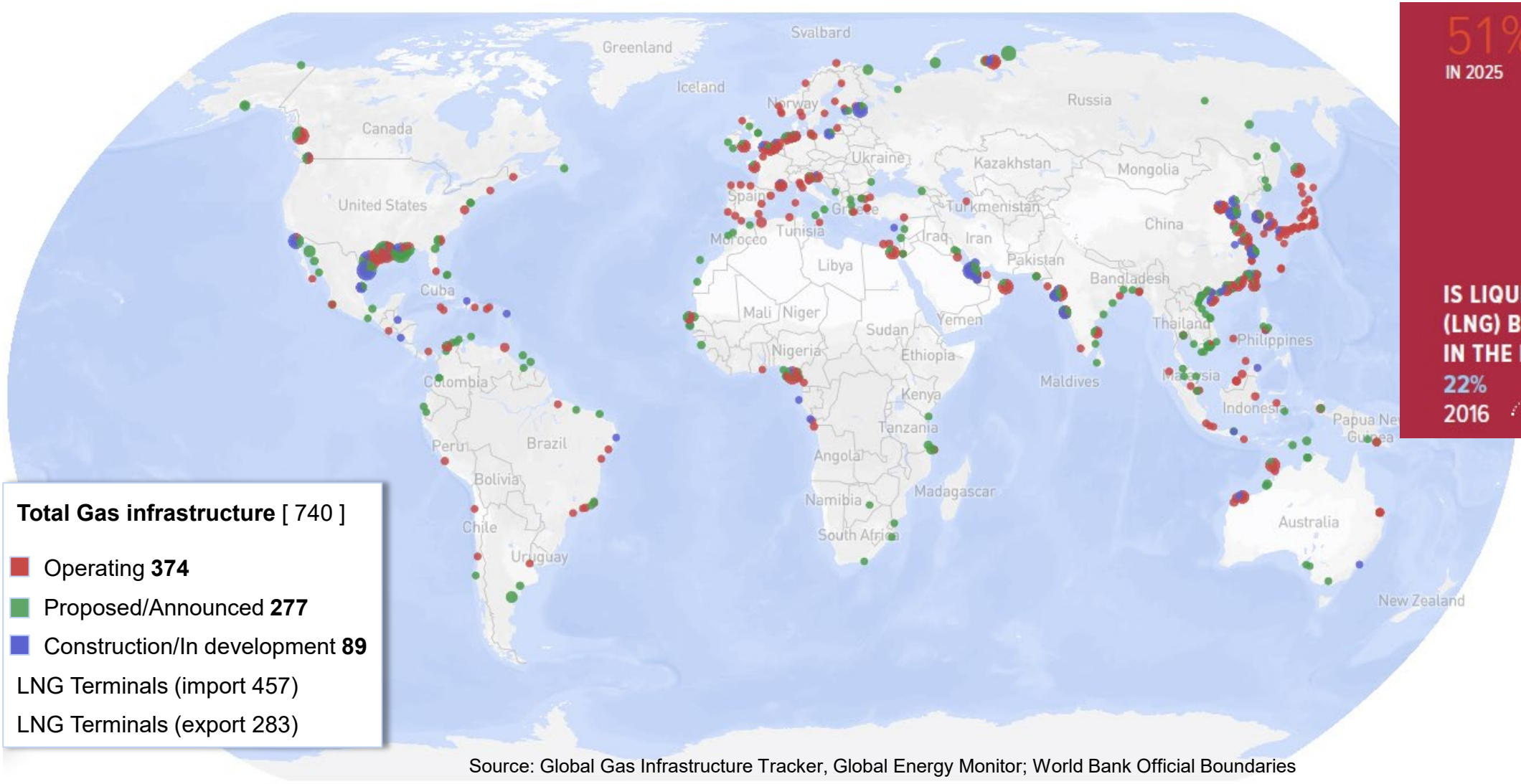




Alternative fuels Bunkering ports	Active	Under development		
LNG	210	60		
Methanol	22	21		
Onshore Power Connection	225	84	3,570	ships equipped or to be equipped with onshore power connections

Source: SRM on Clarksons

10 | LNG bunkering hubs

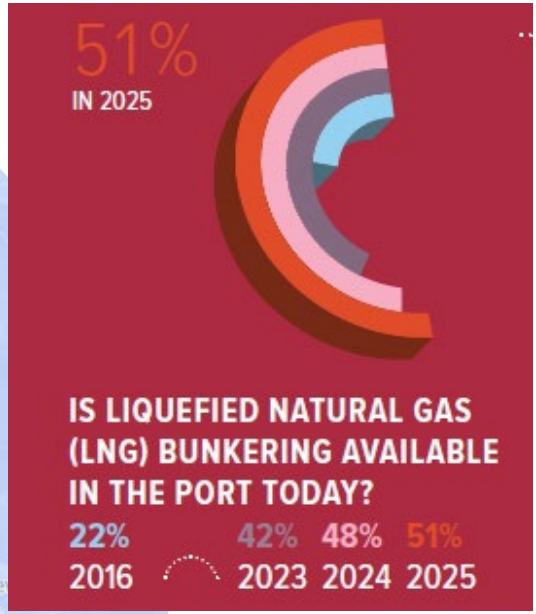


Total Gas infrastructure [740]

- Operating **374**
- Proposed/Announced **277**
- Construction/In development **89**

LNG Terminals (import 457)

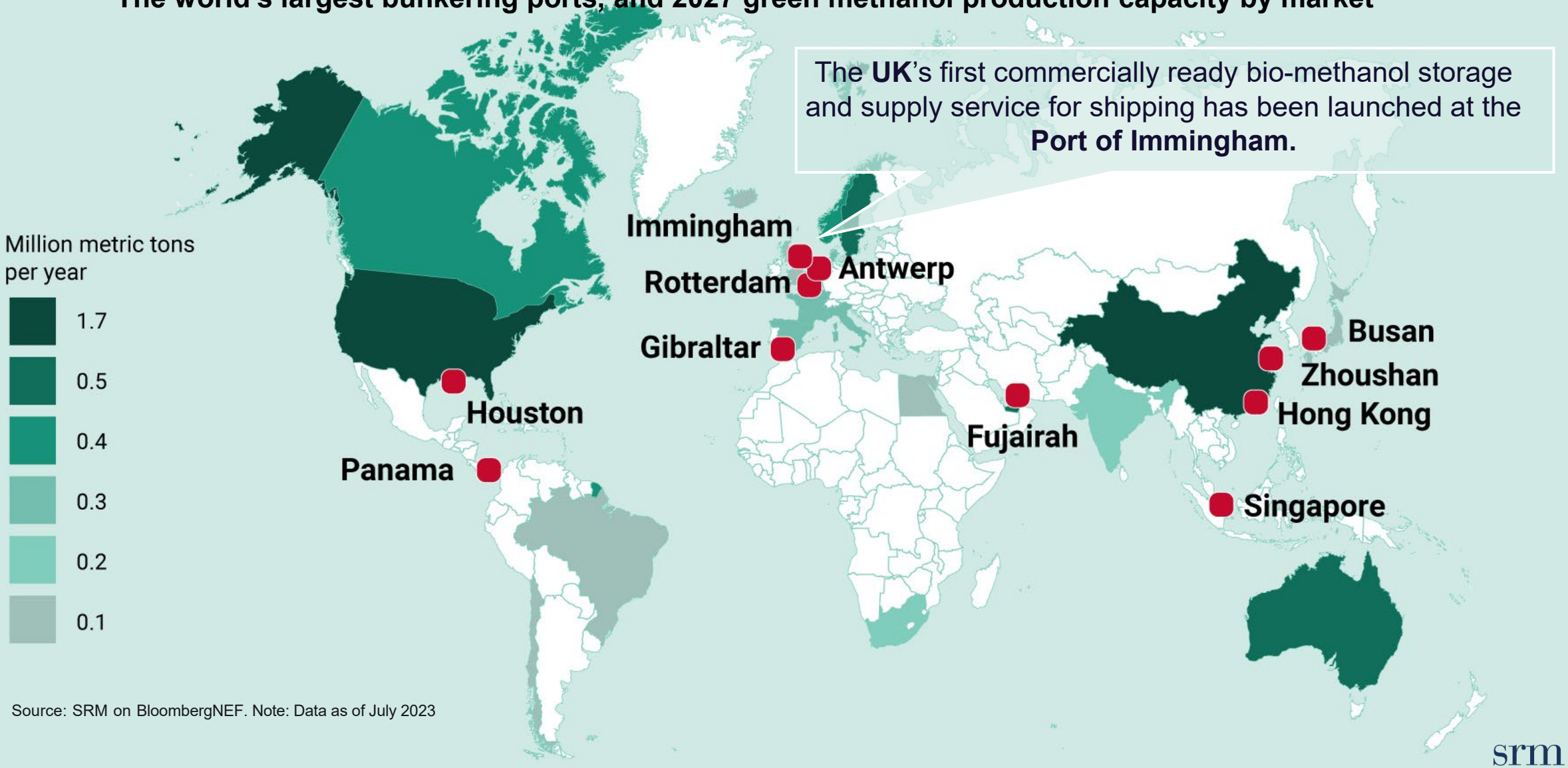
LNG Terminals (export 283)



Source: Global Gas Infrastructure Tracker, Global Energy Monitor; World Bank Official Boundaries

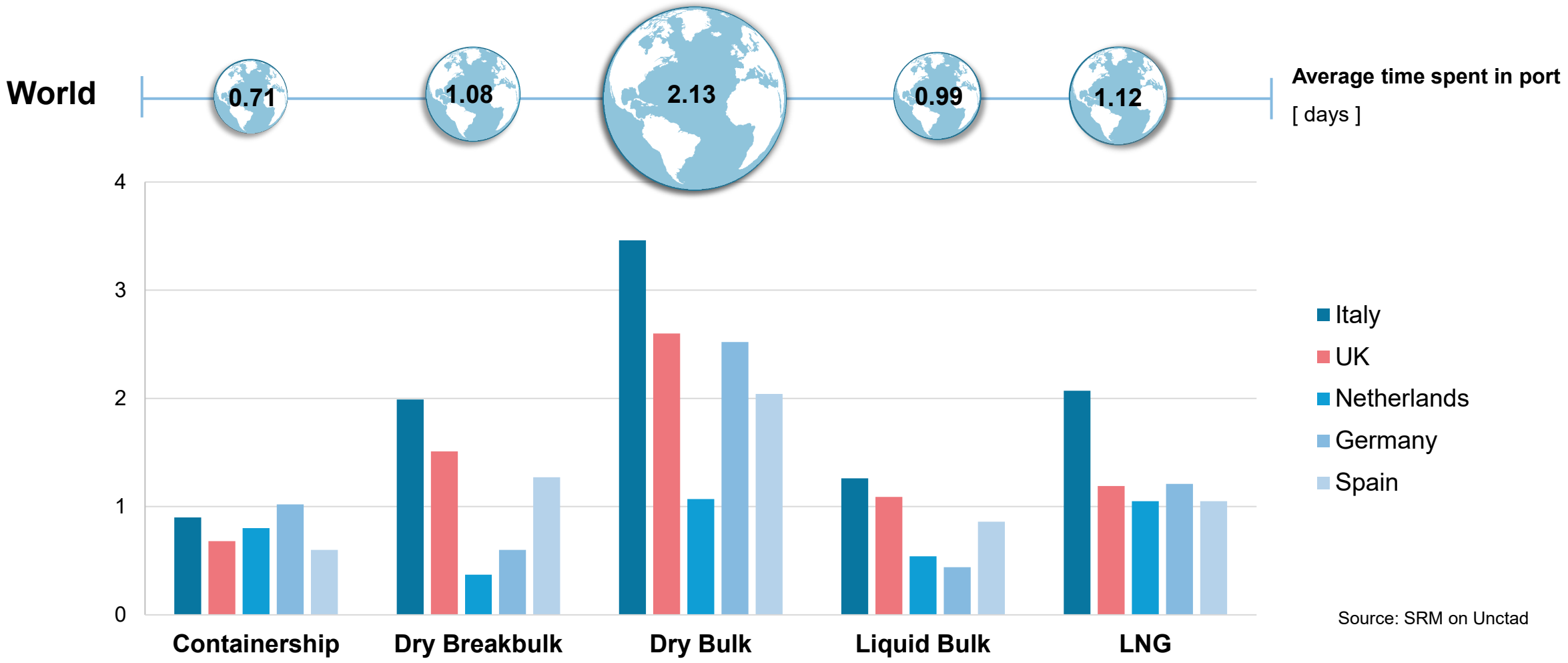
11 | Methanol bunkering ports

The world's largest bunkering ports, and 2027 green methanol production capacity by market



Source: SRM on BloombergNEF. Note: Data as of July 2023

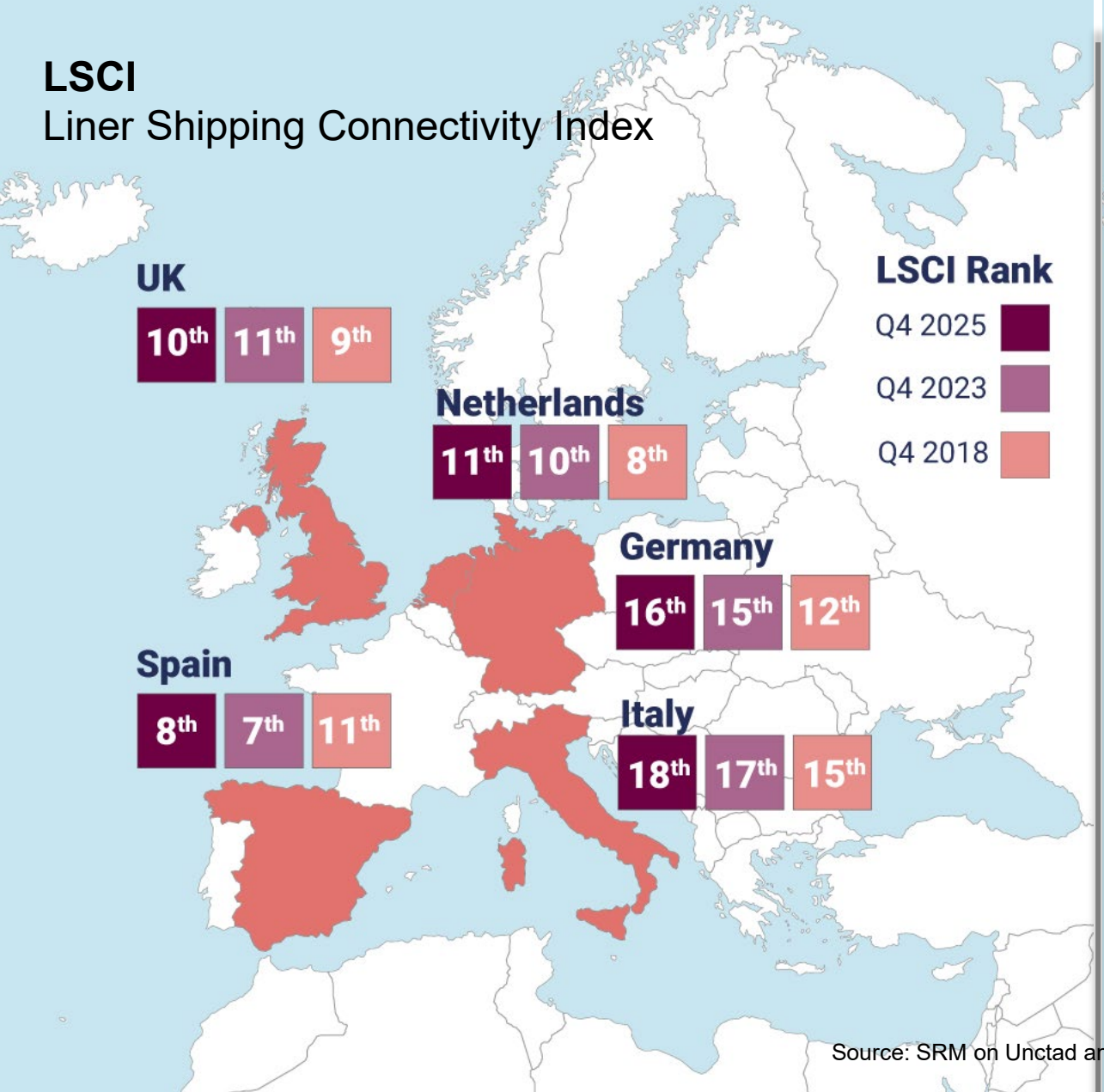
12 | Time spent in ports: a new index



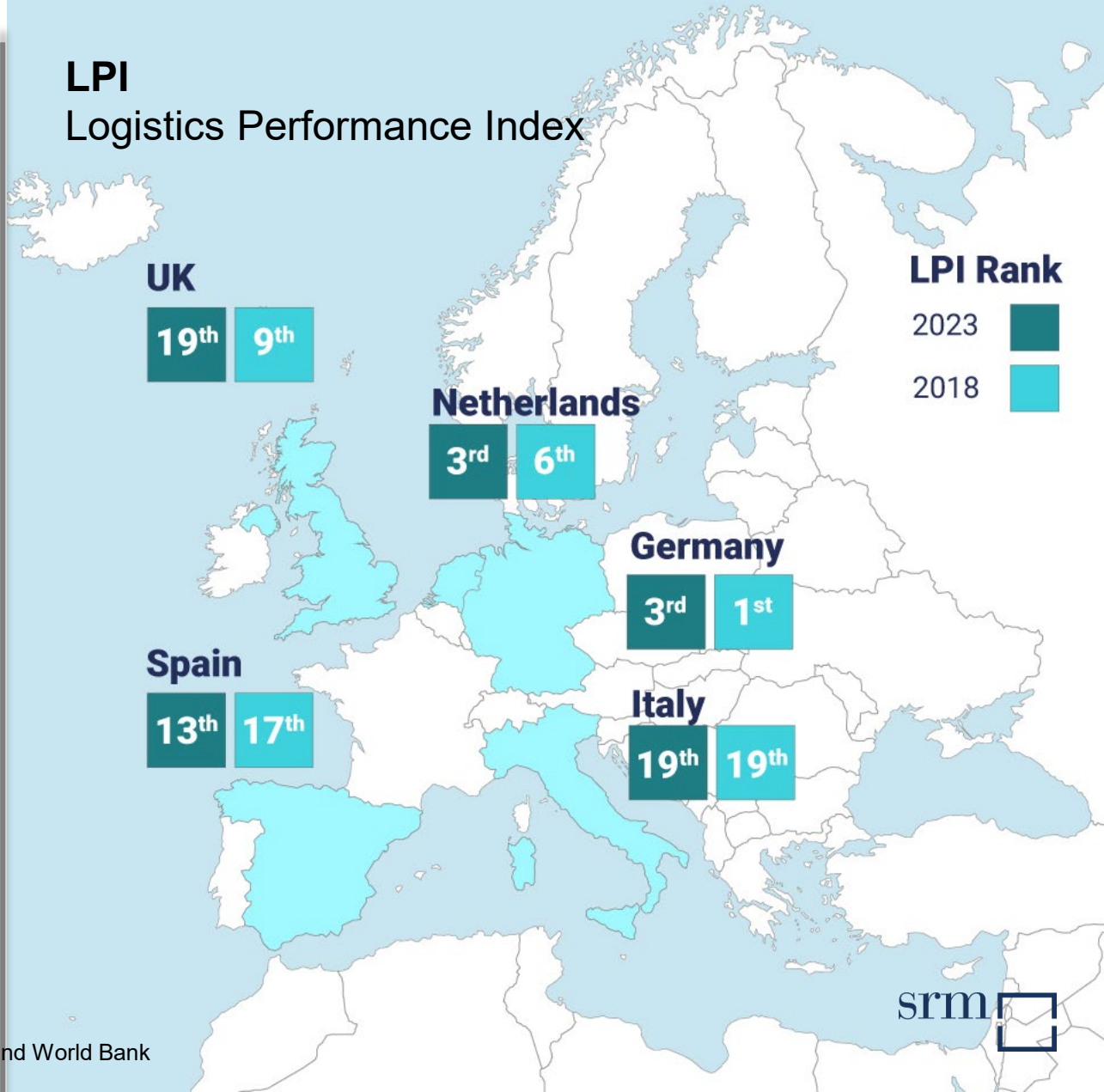
Source: SRM on Unctad

13 | Maritime port and logistics competitiveness is highly strategic

LSCI
Liner Shipping Connectivity Index



LPI
Logistics Performance Index



Source: SRM on Unctad and World Bank

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14 | Sustainability Investments in Major UK Ports. Some examples

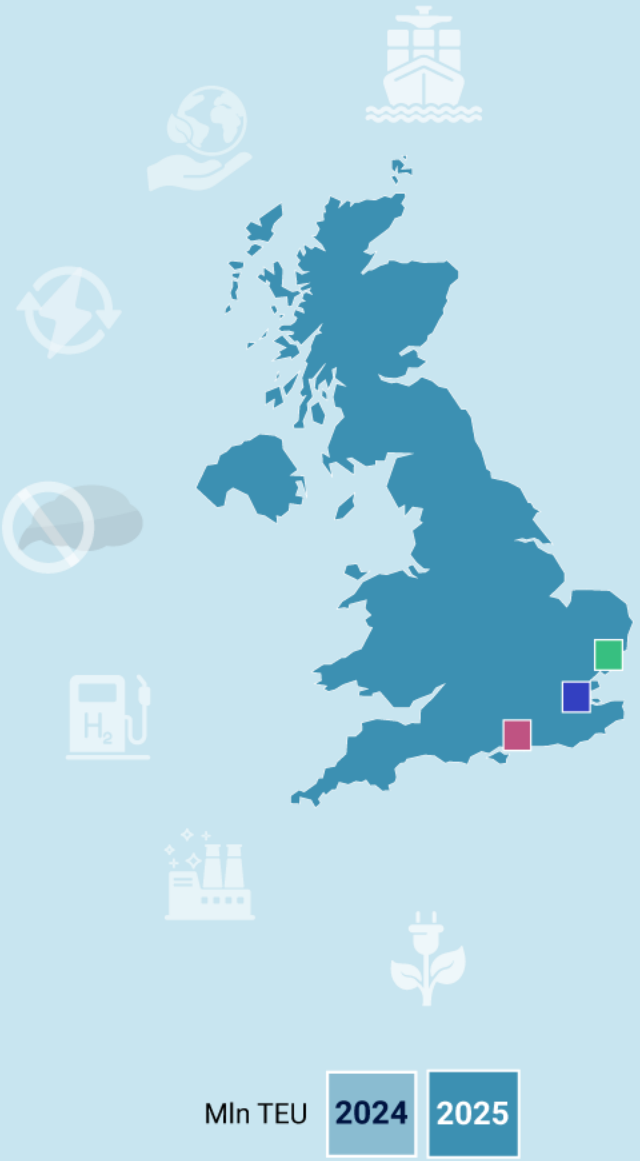
Major UK ports are investing in operational decarbonisation, infrastructure electrification and new energy technologies to align with the maritime sector's **Net Zero 2035–2050 targets**.

- Over £**1.1 billion** in joint government and industry investment for the maritime sector:

£700 million of **private investments**
for major UK ports and maritime industry players

£448 million of **public investments**
to reduce emissions from shipping

- Almost **half a billion pounds** will bolster the **government's UK SHORE programme** for new clean maritime technologies and fuels (including electric, hydrogen, ammonia, methanol, wind power and more).



Mln TEU | 2024 | 2025

Felixstowe 3.6 → 3.5 Mln TEU

- Electrification of port equipment, **~£200 million** (Decarbonization Programme)
- 100MW green hydrogen production plant, operational by 2026-2027, **£150 million** project

London 2 → 3 Mln TEU

- Net Zero River Plan (2024-2027)
- Thames Environment Fund, **£114.000**, 20 projects
- Maritime Hydrogen Highway , **£1.2 million** programme
- Thames Clippers (Electric river fleet), **£59 million**

Southampton 1.8 → 2 Mln TEU

- Shore power for cruise, **£9 million**
- Carbon capture, **£1.5 million**

Source: SRM on Port Authorities

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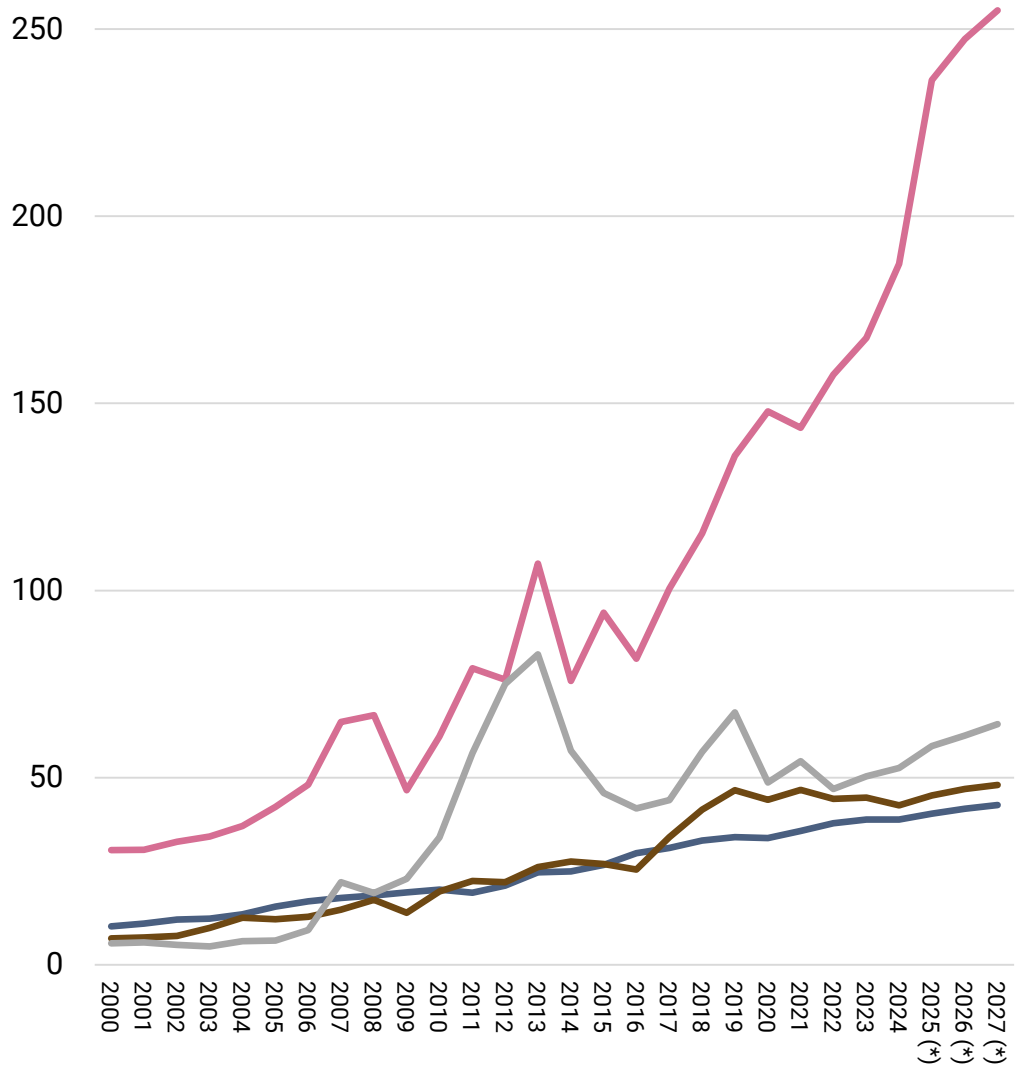
15 | Seaborne trade serves as the backbone of critical raw materials value chains

World seaborne trade of selected critical minerals (Million Tonnes)



- Critical minerals such as iron ore, copper and zinc are transported primarily **via bulk carriers** (the trade of these raw materials falls specifically within **the *minor bulk* category**).

- **Critical minerals shipments experienced strong long-term growth between 2000 and 2025.**

Maritime trade in:

28 Ni nickel 58.6934

from **5.7** million tonnes **in 2000** to **58.5** million tonnes **in 2025**

Bauxite / 13 Al Aluminium 26.9815385

from **30.6** million tonnes **in 2000** to **236.4** million tonnes **in 2025**

25 Mn Manganese 54.94

special steels

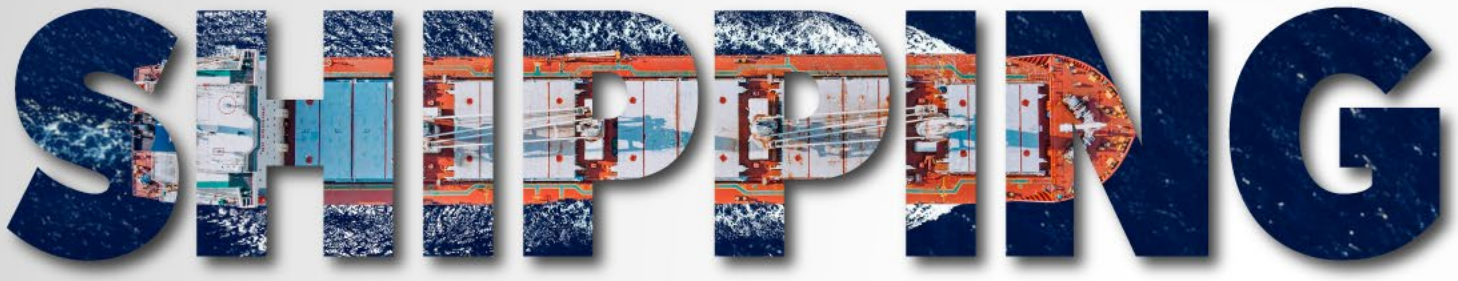
from **7.1** million tonnes **in 2000** to **45.2** million tonnes **in 2025**

29 Cu Copper 63.546

all electricity-related technologies

from **10.2** million tonnes **in 2000** to **40.4** million tonnes **in 2025**

(*) forecasts. For 2025 the data is updated to November 2025. Source: SRM on Clarksons, 2025



is the backbone of global trade

are the gateways that keep it moving

Thank you for your attention

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