



## PRESS RELEASE

### **The new issue of *Mediterranean Ports*: the Publication by SRM and Assoporti**

#### ***Highlight***

- Among European countries, Italy, with €50.7bn, recorded the highest value of maritime trade with the Mediterranean, followed by Germany (€45.7bn) and France (€42,1bn).
- As for the 'quantity' (tons) traded, Italy's trade with the Mediterranean amounted to 57.9m tons in 2015 (a 10% increase compared to 2014). This confirms Italy as a leader in EU-Mediterranean maritime trade relations.
- Italy ranked 15<sup>th</sup> by container port throughput, with 11 million TEUs.
- The weight of maritime trade from Italy's total trade with the Mediterranean area is 76.2%.
- Turkey continues to be Italy's first Mediterranean trading partner (with €11.4bn of maritime trade between the two countries in 2015; +9.3% on 2014); It is followed by Saudi Arabia, Tunisia, Algeria and Egypt.
- The ports of Trieste and Cagliari recorded the best performances (among the Italian ports) in the past decade: 57 million tonnes in 2015 for Trieste (+19.8% on 2005); 41 million for Cagliari (+8.4% on 2005).
- Livorno also recorded a good performance, with 32.7 million tonnes in 2015, +16% on 2005. Cagliari, Livorno and Venice registered the highest growth in the last year (respectively +22.9%, +15.4% and +15.3%). Naples: about 21 million tonnes.
- Genoa (record 2.2 million Teus) and Gioia Tauro continue to be among the top 10 Mediterranean ports by container.

**Naples, Rome 30/5/2016.** "Mediterranean Ports" is the result of a partnership between Assoporti (the Italian Association of Ports) and SRM (Study Centre connected to the Intesa Sanpaolo Group).

This is a six-monthly newsletter realized with the goal to highlight data, statistics and analysis on the competitiveness of the Mediterranean port system, a sea that houses around 19% of worldwide traffic and where many port and logistics infrastructures are undergoing a strengthening process.



Italy is going through a crucial period in its port economy, with an upcoming reform adding some significant innovation to the governance and organization of port structures, as well as many infrastructures pushing to implement important investments.

Maritime and port competition in the Mediterranean does not seem to stop, with the Mega-ships phenomenon not showing any sign of hesitation; the opening of the new Suez Canal and the imminent inauguration of the Panama Canal on the 26th of June are the new challenges which the Mediterranean – actually, the Mediterranean ports – will have to face, preparing to fully grasp the new arising trade flows.

This newsletter aims to offer an overview to the operators on the Mediterranean and on the meaning of the port dynamics developing in its wake. And Italy is on the frontlines, striving to achieve a clear and solid development of its ports and of the system connected to them.

Analysis and data are corroborated by interviews conducted with the main players of international port systems. In this issue we have:

- Eamonn O'Reilly, Chief Executive at Dublin Port Company;
- Santiago Garcia-Milà, Deputy Director General of Barcelona Port Authority.

The Newsletter is available on:

[www.srm-maritimeconomy.com](http://www.srm-maritimeconomy.com)

[www.assoporti.it](http://www.assoporti.it)