
Market Regional Report

West Med - Port
issue

European Shortsea Network

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1. Introduction

The West Mediterranean is at the crossroad of several maritime routes. Indeed, flows from Africa to Europe as well as flows from South East Asia are crossing there and major hubs are lying in this part of the world (Malta, Tangier, etc.).

Maritime transport capacity in the Mediterranean has been increased by more than 50% between 1997 and 2006. Transport of oil have increased of 6 on the same period, containers have grown 10% and ro-ro 5%.¹ This dramatic increase, as well as the increase in size of ships, has forced ports to adapt their infrastructures. However, West Mediterranean ports are still struggling to compete with North Range ports and few ports are capable of handling larger container ships and thus are used as transshipment hub:

- Tanger Med
- Algeciras
- Marsaxlokk
- Gioia Tauro

Intra-mediterranean flows of goods are mainly from South to the North. This dissymmetry is also present in the foreign trade of the region, depending on the country; EU is between 20% and 70% of the south med countries. On the contrary, South Med is only 8% of EU trade. Out of the total exchanges 75% of the trade is transported by shortsea.

¹ Figures from Plan Bleu

2. France

2.1.Marseille

With total traffic in 2012 of 86 million of tons, Port of Marseille-Fos ranked as a first port in France and second port in Mediterranean. More than 60 regular lines call at the port.

Thank to its geographical position and multimodality (shortsea, rail, river & road transport), it is a natural gateway for shortsea and goods traffic between Mediterranean, Europe and Africa.

The port is composed of two main areas, the east harbor (in Marseille city) and west harbor that lies on the Fos territory (70km away from Marseille city centre). It is handling all type of goods (container, cars, ro-ro, liquid bulk, solid bulk, etc.).

2.1.1. Somme statistics

Port of Marseille is one of the major shortsea ports in Europe. Indeed, it is a major platform for liquid bulk traffics (oil, LNG, etc.) with North Africa and Middle East. It scores 2,5% of the total shortsea at European level.

Port	Shortsea tons	% of shortsea	% of the European shortsea
<i>Rotterdam</i>	186,2	49,77 %	7,2 %
<i>Anvers</i>	75,3	45,50 %	2,9 %
Marseille	63,7	68,80 %	2,5 %
<i>Hambourg</i>	50,5	42,72 %	2,0 %
<i>Le Havre</i>	47,6	64,41 %	1,8 %

Figure 1: Top 5 shortsea ports, source; Eurostats 2009

In 2011, out of the total 88 million tons handled in the port of Marseille, 69% were shortsea tonnages².

² Figures from Port of Marseille

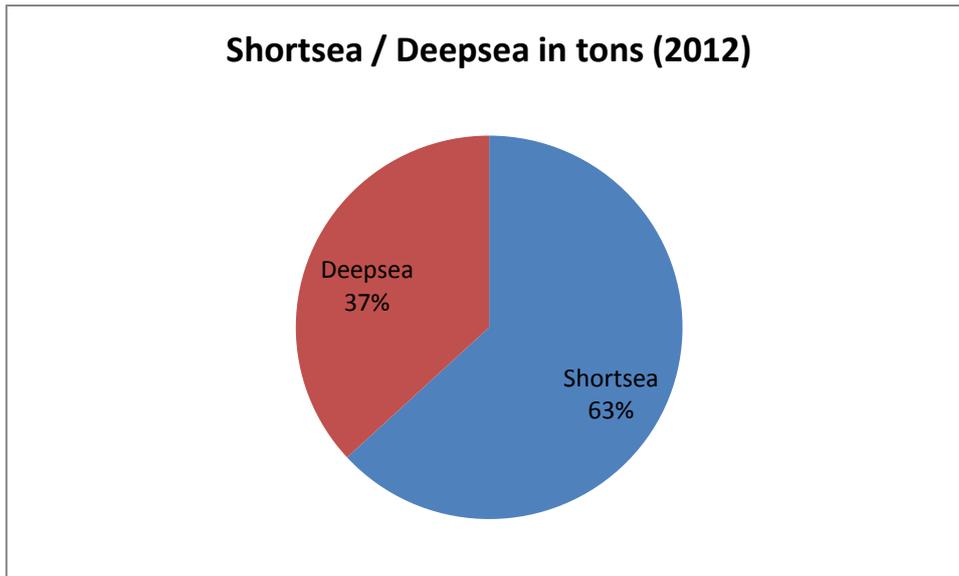


Figure 2: Share of shortsea shipping in total traffics of Marseille in 2012 (tons)

The decrease in share of shortsea between 2011 and 2012 is mainly attributable to the lowering of oil product traffics (closing of several oil refineries).

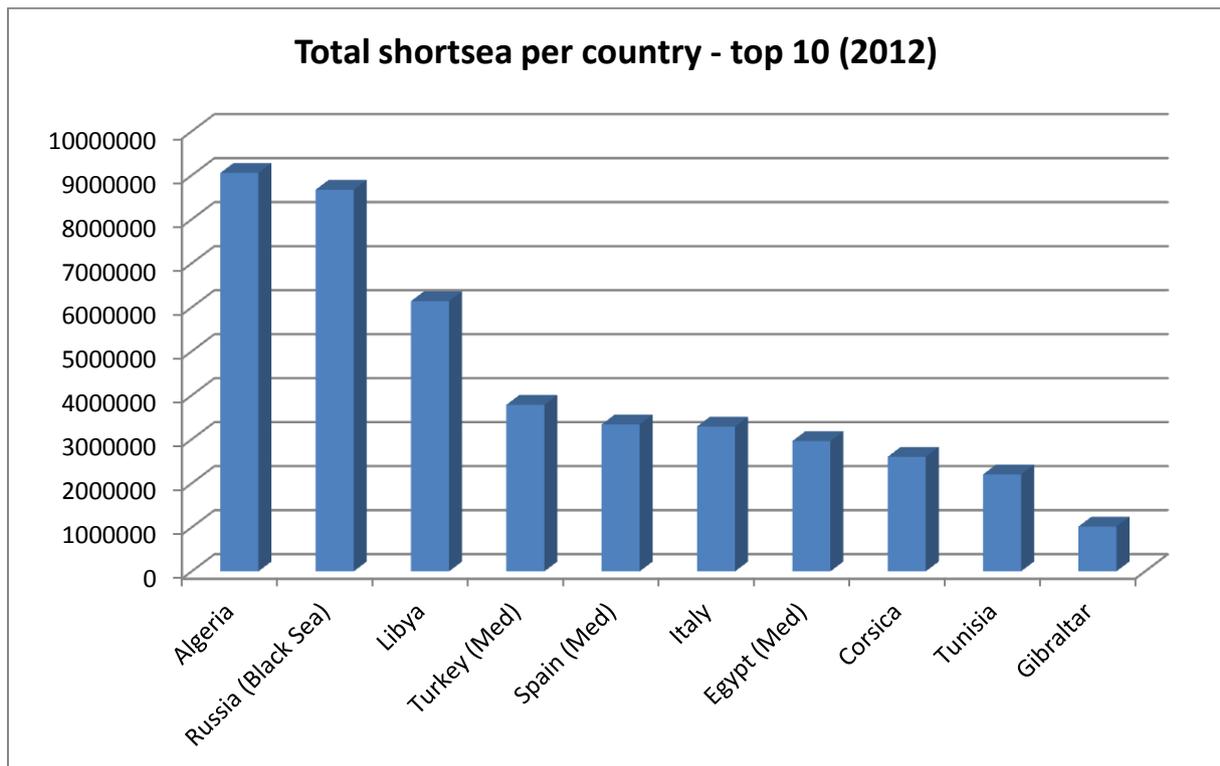


Figure 3: Top 10 of countries in shortsea traffics (tons in 2012)

We can see on the above graphic that Marseille is not trading only with near ports and west Mediterranean area.

General cargo (containers, ro-ro and conventional cargo)

If we look only at conventional cargo (mainly container and ro-ro traffics), we can see that shortsea accounts for 55% of the traffics.

Unlike liquid bulk, the general cargoes have increased between 2011 and 2012 on nearly all destinations. This shows how shortsea is dynamic in the west part of the Mediterranean Sea.

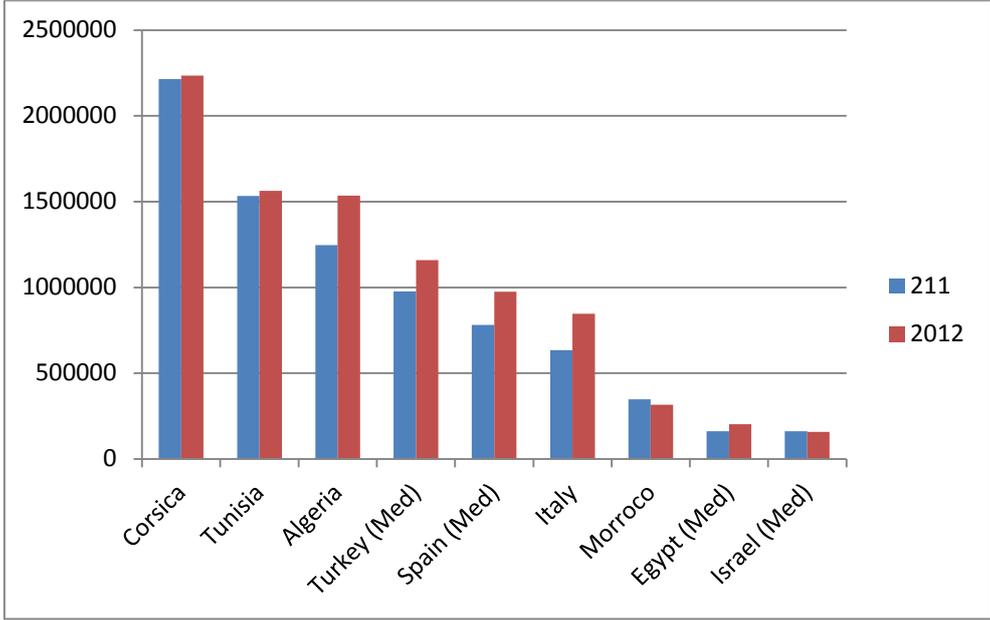


Figure 4: top 10 of shortsea destination for conventional cargo (tons in 2012)

Furthermore, we clearly see that the barycenter of the shortsea conventional traffics is much more western than for bulk traffics.

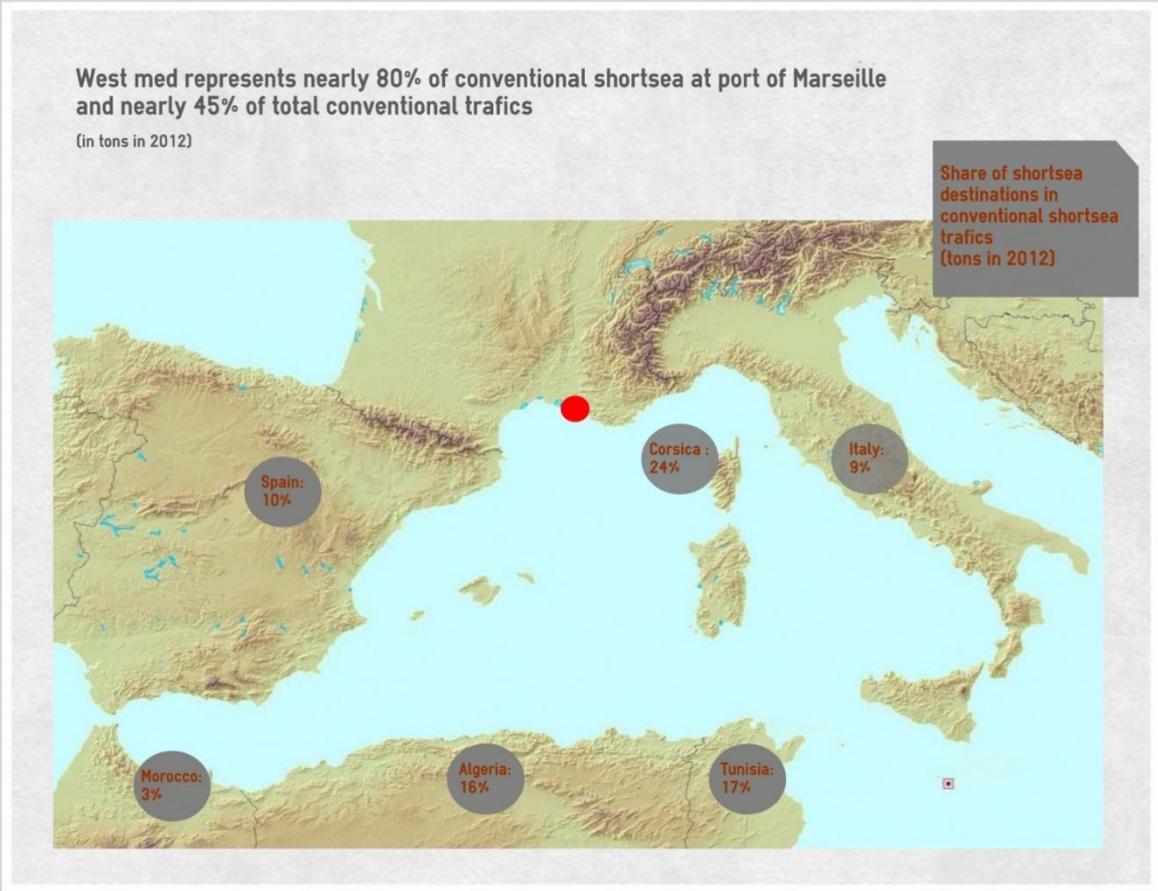


Figure 5: Share of west med destinations in shortsea conventional traffics (in tons in 2012)

Bulk traffics

Bulk traffics are largely dominated by liquid bulk (more than 56 million of tons compared to 12,1 million for solid bulk).

Oil products are of course very important for Shortsea bulk traffics in Marseille; this explains why Russia, Algeria and Libya have such an important number of tons.

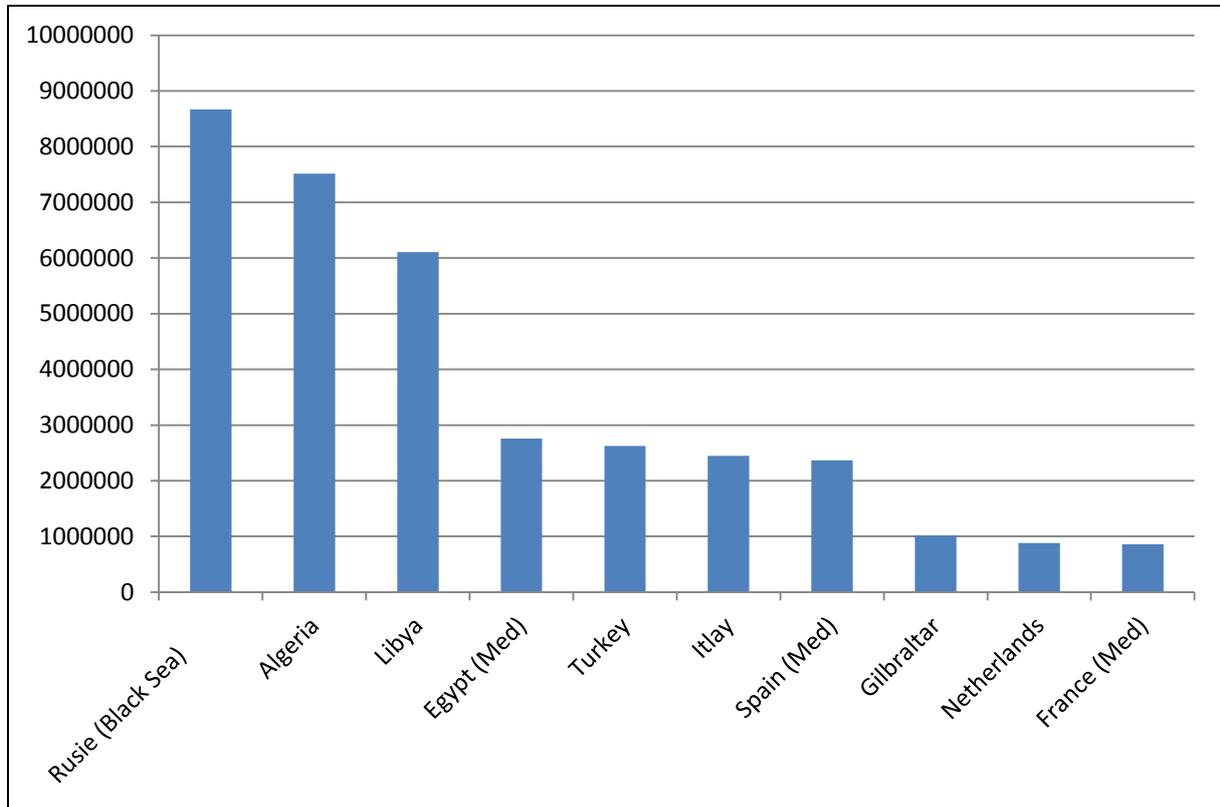


Figure 6: Top 10 of shortsea countries in bulk (in tons in 2012)³

Within bulk type of cargo, shortsea represents 64% of total traffics (mainly due to oil products within the Mediterranean).

One interesting fact is that dry bulk goods are less important in shortsea tonnage than general cargoes. It is explained by the important volume of cargo going to Corsica and Maghreb by ro-ro ships.

³ Figures of port of Marseille



Figure 7: Marseille ro-ro terminal

2.1.2. Analysis

Port of Marseille-Fos is called by an important number of regular shortsea services

Destination	Frequency	Type of freight
Tunisia	4 direct services = 28 calls / month	Containers, Ro-Ro and multipurpose passengers
Algeria	16 direct services = 68 calls / month	Containers, Ro-Ro and multipurpose passengers
Turkey	6 direct services = 22 calls/ month	Containers / RoRo / cars / high & heavy
Morocco	3 direct services = 13 calls / month	Containers / ConRo
Italy	2 direct services = 16 calls / months	Container / Ro-Ro
Spain	3 direct services = 33 calls / month	Container
Greece	5 direct services = 16 calls / month	Container / Ro-Ro
Libya	1 direct service = 2 calls / month	Con-Ro
Malta	2 direct services = 8 call / month	Container

Figure 8: Number of direct shortsea services from Marseille (without Corsica)

Few months ago, four new ro-ro berths have been delivered to accompany the growing of ro-ro & ro-pax shortsea traffic within east harbor of Marseille.

Furthermore, a grouping of four companies has been selected to create and operate a combined transport terminal in port of Marseille eastern harbor. This terminal will help

reducing the congestion around Marseille due to the importance of ro-ro traffics for Corsica, Maghreb and East Mediterranean.

Traffics toward Corsica are very seasonal and can come from xx (winter season) to xx (summer season). This impressive number of crossings explains the high tonnage noted on conventional cargo toward Corsica. Even if the usual traffic is very strong, Ro-ro throughput fell by 7% to 0.93 million due to a drop in exports to Corsica during the first quarter of 2013.

A new joint initiative from professional organization (AFTRI, TLF and STM) has been built up to launch a call for proposals regarding the creation of a shortsea ro-ro / ro-pax line between Marseille and Tangier. It would be served by two ships to have a weekly departure in each direction. More than 15 000 trucks per year are planned to use this new line.

This professional organizations' initiative is very interesting because it highlights that during this tough time, customers (trucking companies and shippers) have much more difficulties to change their logistics chain and focus on best prices (mainly truck).

In the end, Marseille has edited an advertisement for the port which is 100% shortsea.

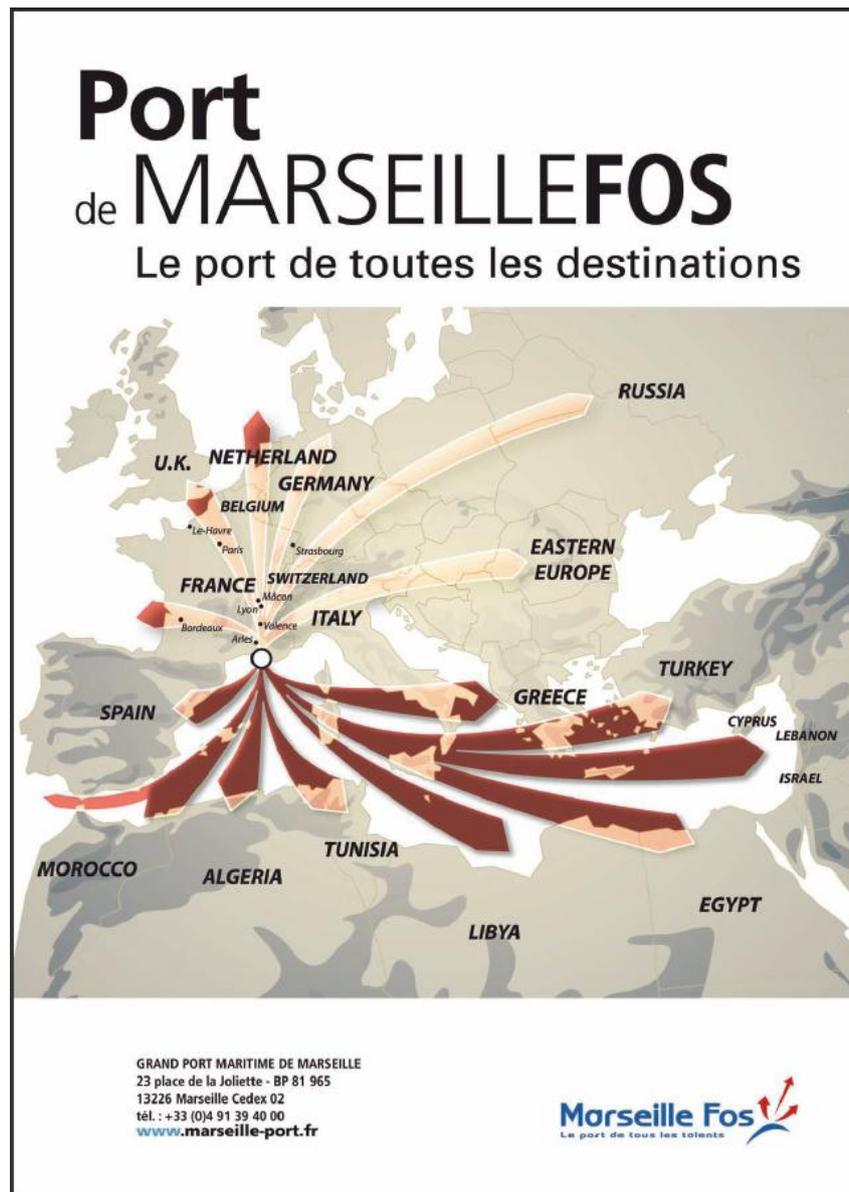


Figure 9: Shortsea advertisement edited by the port of Marseille

2.2. Sète

2.2.1. Somme statistics

No statistics are available on the port of Sète.

2.2.2. Analysis

Port of Sète is owned by the *Conseil Régional Languedoc- Roussillon* and managed by the *Établissement public régional Port Sud de France*.

The port has handled 3,27 million tons in 2007 with 90% in bulk (solid or liquid). Since few years, port of Sète is trying to diversify by catching new traffics of conventional goods, new cars, windy mill, agrofuel, etc.

Sète is a deepwater port which has a good accessibility (from sea but also from land) on the big French and European transport axis as well as thanks to its multimodality.

The port is on the South EcoFret corridor (between Languedoc Roussillon and Rhone). This is a rail connection of conventional goods but also combined transport of trucks.

Port of Sète also intend to be part of the Motorway of the Sea to find a new niche. Unfortunately, due to a lack of profitability, the Italian company Cosiarma ended on April 17, 2013, its coverage of Sète.

As a matter of fact, both "slot rentals" Zim and Cosco are forced to charter two vessels and return to Fos-sur-Mer harbor they had deserted in 2011. The service had coverage of Sete on its service between Italy, France and Israel. The 724 TEU Monsun⁴ sails from Haifa as part of the Zim and CosMed weekly joint Tyrrhenian Container Service. Fos will replace Sète on the itinerary for the two-ship service which is now: Haifa, Ashdod, Fos, Genoa, Naples and back to Haifa. Moving from the port of Sète in the Languedoc-Roussillon region of France to Marseilles' largest container port represents a change of strategy for Zim and CosMed, but could be a response to competitor Valmer Lines' decision to call last year.

⁴ The ships have a service speed of 21 knots, offer 150 reefer points and can accommodate some 4,100 pallets of fruit and vegetables in the hold

2.3.Nice

2.3.1. Somme statistics

The port of Nice is a much specialised in ferry between France and Corsica, however, there is also traffics of cements in Nice.

Cement is representing the whole traffics of conventional cargo in Nice. Furthermore, conventional shortsea is representing at least 97% of the traffics in Nice. Indeed, 70 ships calling in Nice were coming from Corsica and 20 were coming from other countries of the shortsea zone (France, Italy, Spain, and Algeria). It means that Corsica is representing 77,77% of the number of ship calling in Nice.

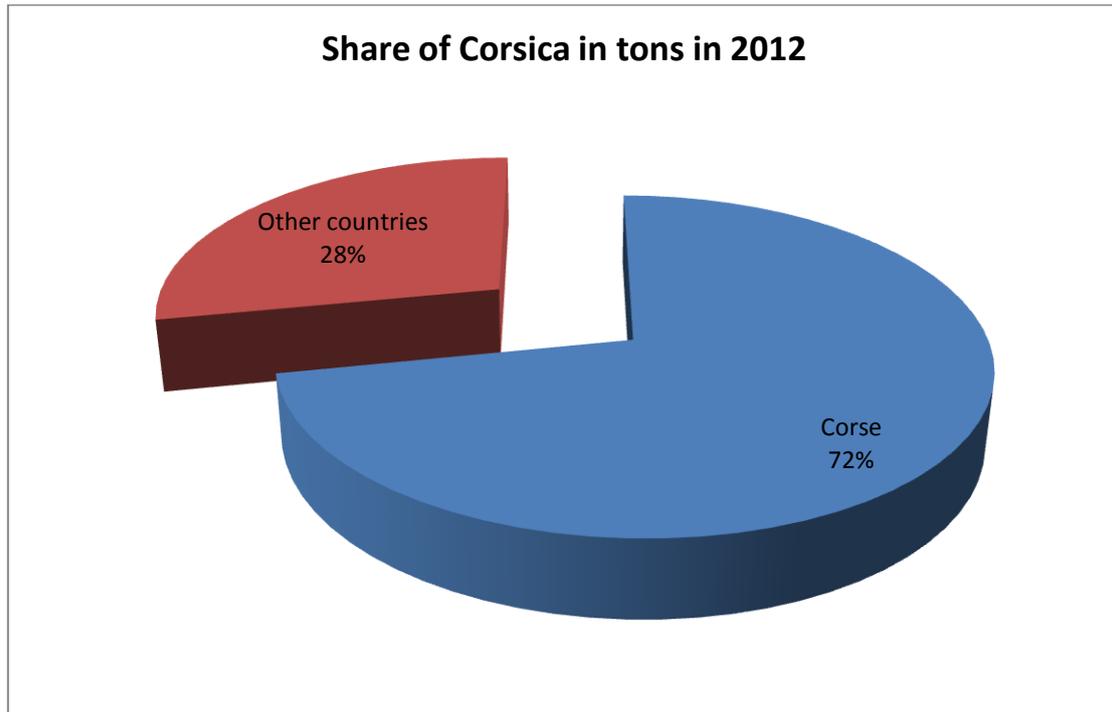


Figure 10: Share of Corsica in cargo ship tonnage in 2012⁵

In terms of tonnage, the volume of Corsica is still very dominant.

⁵ Figures from CCI Nice Côte d'Azur end of 2012.

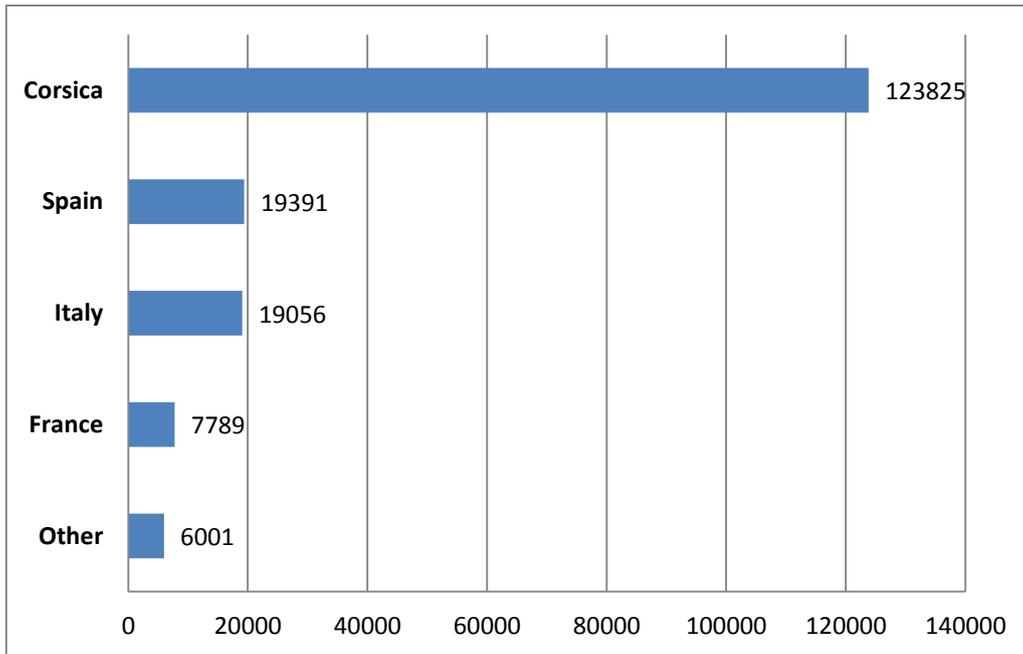


Figure 11: Tonnage of countries in the traffics of cements in 2012

We can see on this graphic that shortsea is very important for the port of Nice.

In the end, the major part of nice traffic is ferry between France & Corsica with more than 1457 callings (compared to 90 in conventional).The total amount of ferry calling has been reduced by 3% between 2011 & 2012.

2.3.2. Analysis

Nice City is near thrombosis, indeed, there are more than 600 000 trucks every year on the A 8 motorway (very near from the City Centre).



Figure 12: Map of the A8 motorway near from Nice

Since 2000, the truck traffic on this link has increased by 50%. This dramatic increase has forced the city to think about improving flow of goods.

In this respect, the port has launched quite an unusual initiative; they are looking to create a motorway of the sea that bypasses their port. The MoS should call in Genoa and Spain rather than in Nice. The objective is to reduce the number of truck surrounding the city by at least 30%.

To be able to reach this reduction, Nice is advocating the creation of a multilateral ecobonus between Spain, France & Italy. It must be based on the Italian scheme (between 2007 & 2009) with some major improvements. This must be the first step of a pan-european initiative. Some study on how to finance such a scheme must be launched very soon. It has been mentioned that a toll can be created on the Vintimille point between France and Italy to finance this ecobonus.

CCI Nice Cotes d'Azur has also recommended launching a promotional campaign toward shippers and other decision makers in the field of transport to enhance the visibility of shortsea at regional level. It must focus on the west Mediterranean arc and give an update on possible funding.

Port of Nice also recommends making some changes to legislation to improve the use of shortsea. When a transport is multimodal (road + sea or inland shipping or rail), driving time legislation must be made more flexible in order to take in account time constraints and delays linked to the modal shift.

A technical and legal study will be launched in order to better regulate truck transit on the French Mediterranean Arc (if a viable multimodal alternative is available). This study must be made to be implemented within 5 to 10 years.

2.4.Port Vendres

2.4.1. Somme statistics

Very few statistics are available on this small port.

Since 2007, the new fruit terminal has allowed the port to increase its traffics by 35%. 92% of the traffic is made of import. As far as shortsea is concerned, fruits and vegetables from Morocco represent 12% of total imports from the port.

2.4.2. Analysis

The port is under the responsibility of *Conseil Général des Pyrénées Orientales* and managed by the *Chambre de Commerce et d'Industrie* of Perpignan. Nearly 80% of its global traffics are fruits and vegetables from Western Africa, South America and Morocco.

The traffics of fruits from Morocco to Port Vendres are carried in container (mainly 45' pw containers) on several container ships. Three operators used to call at Port Vendres:

Operator	Line	Frequency
Maersk	Agadir / Alger / Port-Vendres / Marseille / Agadir	1/week
CMA-CGM	Agadir/ Port-Vendres / Marseille / Oran /Ghazaouet / Nador (Berkane) / Agadir	2/ week
IMTC	Agadir/ Port-Vendres	1/week

For the port, 45' PW container are very important because major part of the traffics coming from Morocco is handled in this type of intermodal loading unit. The line of CMA-CGM has been doubled since end of 2012 and is served by 2 ships of 900 TEU of capacity (with 220 reefer plugs). The eurocontainers are then sent to big fruit markets in France and in Sweden by rail.

The port is very dynamic. Indeed, in 2012, another line from Arkas was under consideration. This line will link Mersin, Sardinia and Spain three time a month

3. Spain

The ports on the Mediterranean seaboard of the Iberian Peninsula offer Short Sea Shipping services for over ten years and are fully consolidated lines in the market with high levels of occupancy, especially with Italy.

The geographical configuration of the coast of the West Med, where maritime distance between Spain and Italy is shorter than the road distance, as shown in Figure 1, has favored the growth of ro-ro traffic.



Figure 13: The West Mediterranean Arc

In this case, the "transit time" into the intermodal transport chain with a maritime leg is less than the transport chain with only by road, even considering regular times of rest for the driver of the truck. Thus, the Short Sea Shipping becomes an alternative means of road transport.

In the Spanish Mediterranean seaboard are located 11 provinces occupying 90,675 km² (18% of total Spanish surface) and has a population of nearly 18 million people, almost 40% of the total population). Population density in the Mediterranean coast is three times that of the rest of the country (197 vs 62 h/km² h/km²).

In the Mediterranean coast are located 6 of the 8 most populated provinces and 3 of the 6 large Spanish cities (Barcelona, Valencia and Malaga), and also the three major ports of the country, that is, Valencia, Algeciras and Barcelona.

Ro-Ro Cargo shortsea shipping:

In 2012, the international ro-ro cargo Short Sea Shipping (without new cars) reached in Spain 13.85 millions of tonnes: out of this total, 10.9 millions have been loaded/unloaded on the Mediterranean Seaboard.

In the Mediterranean seaboard, Ro-Ro Short Sea Shipping traffic growth was 10% from 2011 to 2012.

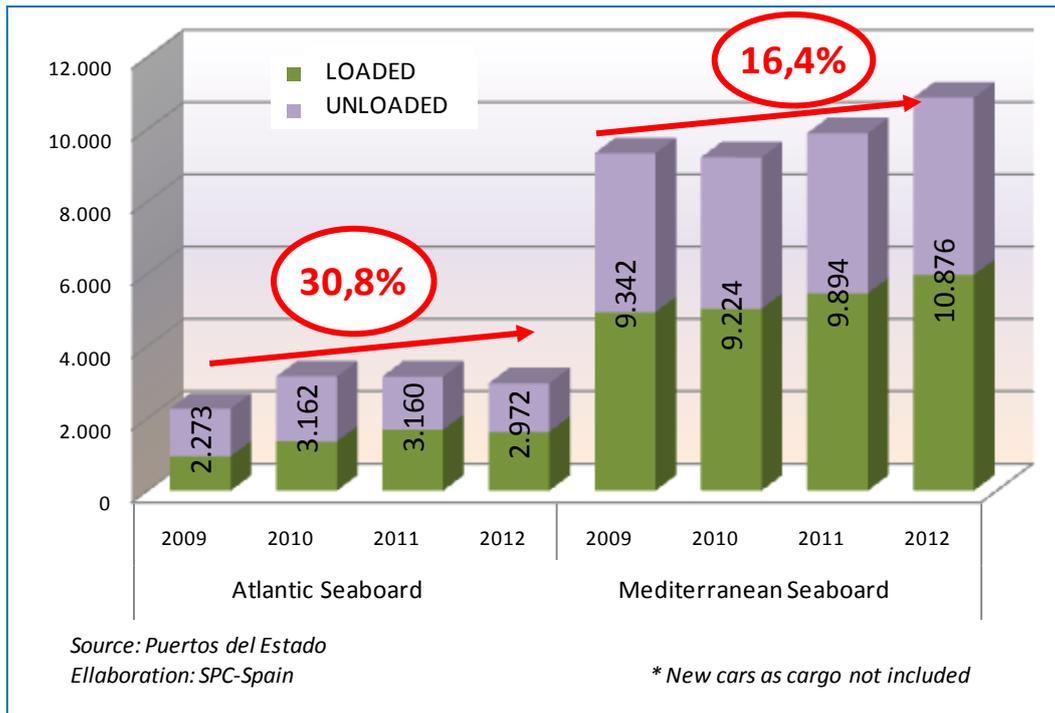


Figure 14: Spanish Short Sea Shipping RO-RO* cargo by seaboard. Evolution 2009-2011 in thousand tonnes

Strongest traffics and countries of destination

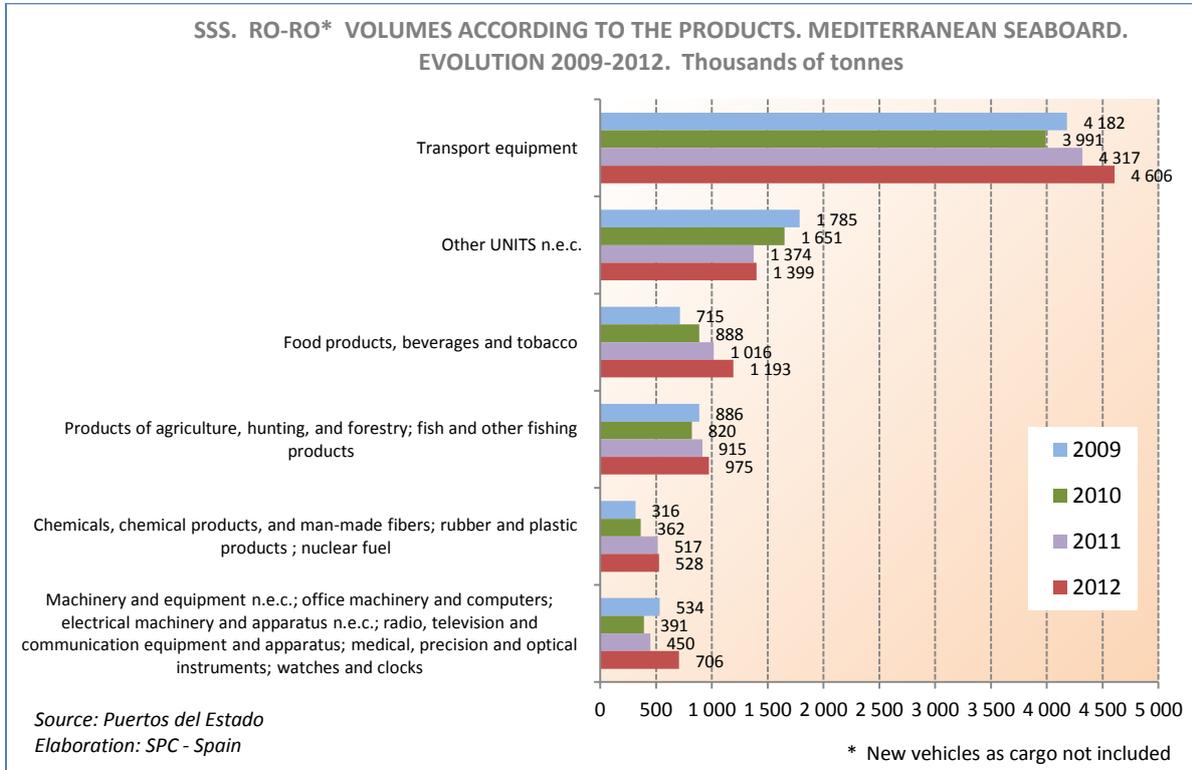


Figure 15: Spanish Short Sea Shipping RO-RO* cargo by seaboard. Evolution 2009-2011 in thousand tonnes

The evolution of freight volumes transported in the period 2009 to 2012 by country shows that, in the Mediterranean seaboard, the most important countries, Italy and Morocco, grew

in the Ro-Ro volumes of freight transported (8% and 28% respectively). Tunisia also raised a significant increase (82%).

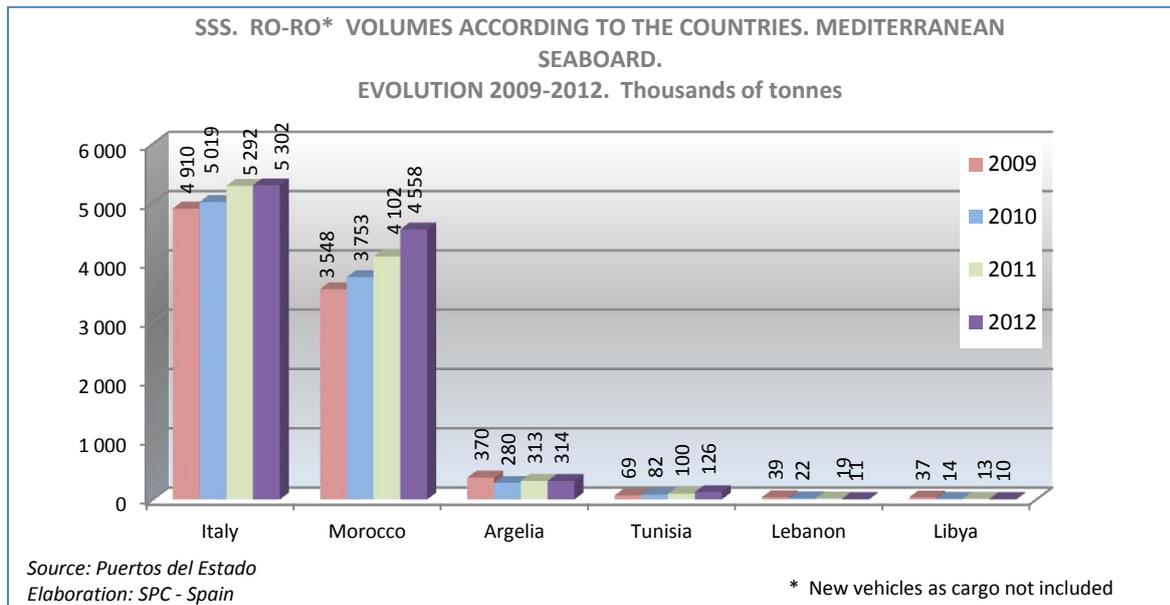


Figure 16: Spanish Short Sea Shipping RO-RO* volumes according to the countries in Mediterranean seaboard. Evolution 2009-2011 in thousands of tonnes

Characteristics of Spanish Short Sea Shipping supply at the Mediterranean Seaboard:

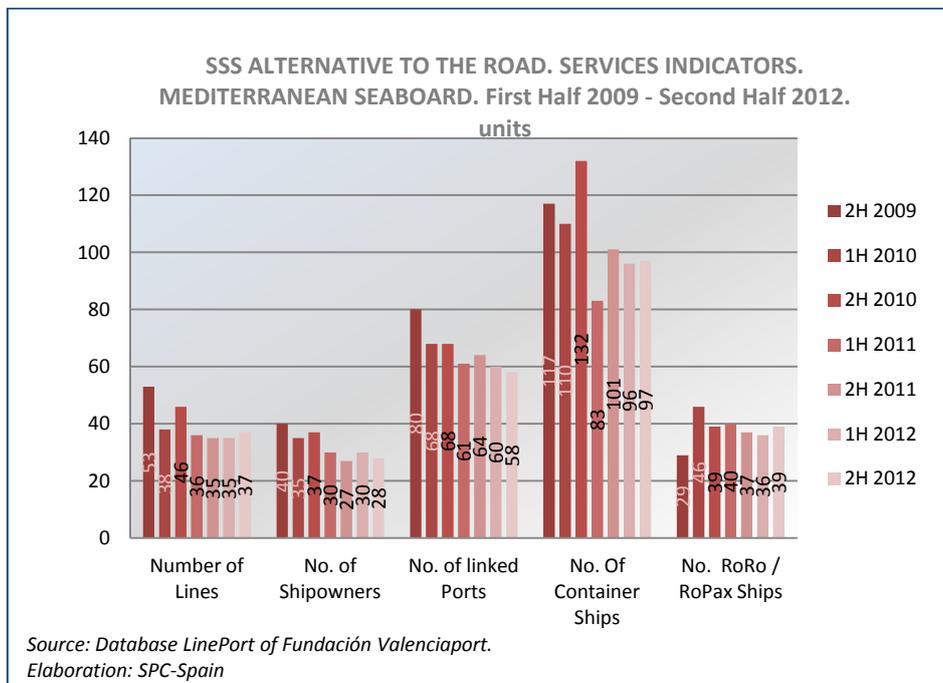


Figure 17: Service indicators of Spanish Short Sea Shipping alternative to road in the Mediterranean Seaboard

3.1. Port of Barcelona

The Port of Barcelona is the main transport and services infrastructure in Catalonia. The Port channels 71% of Catalonia's external maritime trade and 21% of the national total. In 2010 the Port moved goods worth a total of EUR 50.24 billion. The 100 shipping lines operated by 60 ship owners which regularly link Barcelona with 850 ports of the five continents, set it a head and shoulders above other Spanish ports for international traffic.

The Port has nearly forty specialized and multipurpose terminals for attending to the different types of traffic generated in its hinterland - the market which it serves. In addition, the commercial port has a logistics port, the Logistics Activities Area, or ZAL, and an urban port, the Port Vell, which is open to the public.



Figure 18: Port of Barcelona

In 2012, exports were again the catalyst for activity in the Port of Barcelona, allowing it to return to pre-crisis levels and partly to offset the effects of sluggish domestic consumption which led to the decrease in imports. This, along with the fall in transshipment operations, brought total traffic down to 41.5 million tonnes, a year-on-year slide of 3.6%. On the other hand, hinterland traffic (not counting deadweight or transshipments), in other words movement of goods into and out of the Port of Barcelona, which is a clear reflection of the business activity in the surrounding area, grew 1.8% to more than 30 million tonnes.

In global figures, the general cargo represents 64% of total cargo handled in the port of Barcelona; liquid bulks amounted to 25% and solid bulk to 11%. With a total of 1.75 MTEUs in 2012, the containerization level was of 66% in Barcelona.

3.1.1. Some SSS statistics

Barcelona is the largest port in Spain in Short Sea Shipping traffic, most of which are from/to Italy.

The three major traffics are liquid bulk (unloaded), container cargo and ro-ro cargo.

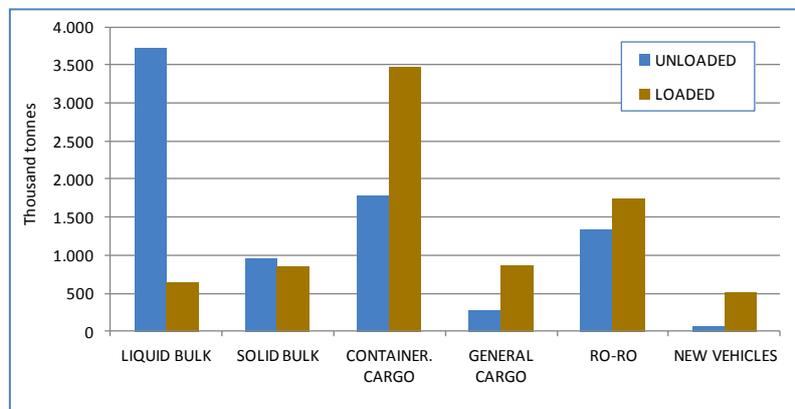


Figure 19: Short Sea Shipping freight by cargo in Port of Barcelona (2012)

3.1.2. Analysis

Recently, Grimaldi inaugurated a new terminal adapted to Short Sea Shipping traffic. The new terminal, has a total surface of 63,000 m², including a three-storey 3750 m² building with offices, a shopping area, a restaurant and a conference room. The passenger terminal can handle 1,800 passengers boarding and 1,800 disembarking at the same time, also thanks to a footbridge with three fingers for access of passengers from the terminal directly into the ships.



Figure 20: Grimaldi Lines Terminal

Summarizing:

- Three specialized terminals for trucks, vehicles and passengers.
- Contribution to sustainable transport with a reliable, clean, safe and economical alternative to road transport
- Efficient and frequent SSS services between Barcelona and the main ports of the Mediterranean and North Africa.
- The Port of Barcelona participates in Escola Europea de Short Sea Shipping and is a member of the Board of Directors of Shortsea Promotion Centre Spain.

3.1.3. Interview



Ms. Ana Arévalo
Commercial Manager
Port of Barcelona

How do you see the actual situation regarding the SSS traffic within the Spanish ports? And more specifically within the Port of Barcelona?

I think there has been a positive development, as some new services have been started in the last period in both Atlantic and Mediterranean area. But it is not enough, I think it is a consolidated traffic because nowadays it is considered into the intermodal logistic chain but it exists a high projection for this traffic. There are a lot of possibilities for developing the services, to improve them and also for getting small companies as customers for the SSS services.

It is important to remark that the option of SSS has been the solution for some companies that during crisis time have faced the problem of surviving. SSS has allowed them to adapt their structures and to reduce direct costs.

So that the current situation is better than 10 years ago but there are a lot of things to improve to achieve the ideal situation with frequent destinations and more capacity and in general with maritime services that will adapt to the company's logistic chains and not the other way around.

Regarding the Port of Barcelona, I think that the current situation is reasonably good. Last 2012, 55.4% of our traffic was imported or exported in SSS services. In particular if we focus into RORO and ROPAX services (excluded vehicles), around 7MT was transported; at least half of them in services that will be MOS (based on the UE criteria). We are in a very good position in the Mediterranean as we have developed several destinations with Italian Ports (Savona, Genoa, Livorno, Civitavecchia and Porto Torres) and also with North Africa (Tangermed and Tunes). All of them are quality services that are increasing the competitiveness of the company's users of SSS.

To that point, we have adapted our facilities to the requirements of this kind of traffics and we have also coordinated all the administrations involved, in order to adapt our port to the new services. It is completely different to operate a regular service between EU countries than introduce a non European country in the service.

Do you think some of the main bottlenecks have been already removed through the years?

I don't think so. In fact we are in a better position than some years ago but I think we have not worked enough coordinated and we have not taken into account the differences of the member states markets. Sometimes the legislation or the new regulations that are made to remove bottlenecks becomes a brake for the development of SSS. I believe it is a pity because there is a lot of work done, but maybe not with the right focus.

Which bottlenecks still remain and in your perspective what is needed to succeed in removing it?

For us, it is very important to take into account the reality of the trucks. It is not possible that different documentation is required to the drivers for passing through the ports than for driving into the UE roads. Apart from that, it would be necessary to get a single window and coordination between all the administrations involved (customers, inspections services.....). All the controls and inspections would take place in a coordinated way, no matter who is the administration involved, and in the shorter time possible. This is especially important to develop SSS with non-European countries. Add to this the administration should adapt their timings to attend this kind of traffics. We should use as maximum as possible the technology for improving the control mechanisms.

Which measures do you think that at an European level could be implemented to improve SSS?

I think that the development of the MOS is the way to relieve the traffic congestion and to reduce the contaminating gases. There already are a lot of black points into the roads infrastructures, some of them are completely collapsed and it exists an alternative: the MOS. For developing them, I believe in the application of an European ECOBONUS. It is important to give an incentive to the users, only if the potential users are convinced of this transport alternative, the shipowner will increase the offer, and therefore the destinations, the frequency etc.

Which kind of measures is being taken in the Port of Barcelona to promote Short Sea Shipping?

We are taking measures from the different points of view in order to support the development of the SSS, as we are leaders in this matter. From the facilities point of view: last July GRIMALDI has inaugurated a new SSS terminal in our Port. This inauguration is the result after some years of working of an integrated project, in which the capacity for new SSS services has increased. This terminal has been designed to take into account all the SSS customers requirements and it is fully equipped with the state of the art technology. From the commercial point of view we are promoting all our SSS services in different sectorial exhibitions; we also participate in conferences and have the opportunity of explaining the advantages of this kind of traffic. We have the SSS alternative to the road as a priority and it is one of our strategic traffics and this is the reason for what this traffic has a special economical treatment with rebates.

Apart of this we take part in different local groups , national associations and international in which we try to promote and improve the SSS.

And finally, we are also working in projects that are in relationship with the quality and efficiency of the SSS terminals and our main project is the implementation of the express procedure for the SSS with non-European countries.

How do you see the future regarding the SSS transport in Barcelona?

I think we will keep the services with Italy but due to the economic situation there are no provisions for growing in these services. I believe otherwise that we will increase the destinations in North of Africa as we are working a lot in this area and there is a high potential. Our strategic position is an added value for the exporters to save costs and to optimize their structures. Add to this the recent enlargement of the infrastructures dedicated to SSS let us offer the ship-owners more possibilities for any kind of vessels. Our experience in this traffic is a guarantee for any new service, we make very short operatives so we get the truck staying in the port the minimum time possible as we know that for them time is really important.

3.2. Port of Valencia

Valencia port is the first and last stopover port for the major deep sea maritime services using regular lines in the Western Mediterranean, which provides the following advantages:

- The closest trading port to the Suez-Gibraltar axis, route of the main deep sea shipping lines.
- Superior facilities for the concentration and distribution of traffic in the Western Mediterranean.
- In addition, an enviable position on the Iberian Peninsula makes it a natural port for deep sea goods traffic, by providing:
 - Shorter land transport times.
 - Extensive possibilities for the redistribution of goods originating on or destined for the Peninsula.



Figure 21: Port of Valencia

In 2012, total traffic grew by 0.65% to 66.2 million tonnes, whilst container traffic rose by 3.29% to 4.5 million TEUs. Within the Spanish port system, containerized traffic at Valencia Port accounted for 32.2% both the transit traffic, as total traffic as import-export traffic. This last indicator is particularly relevant in the current context, in which the appraisal of a port platform's role in its territory is based on how well it serves its business community by catering for foreign trade.

The general cargo represents 91% of Valencia port total traffic, with a containerization level of 87%.

3.2.1. Some SSS statistics

The major short sea shipping traffic in Valencia Port is container cargo, as observed in the picture, the loaded cargo is higher than unloaded.

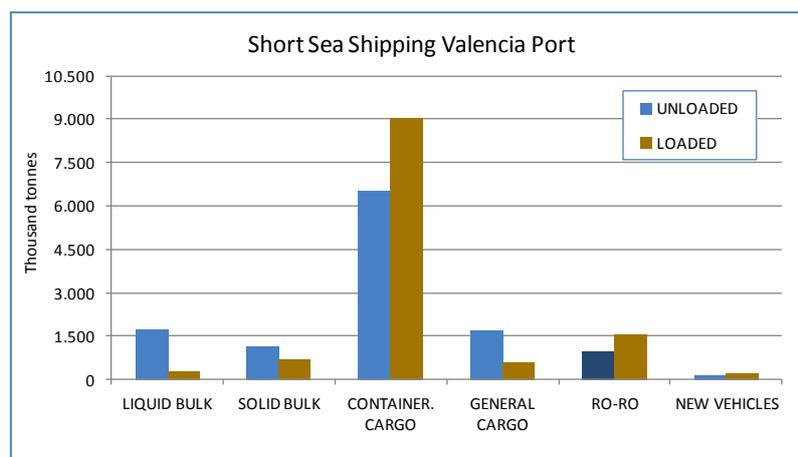


Figure 22: Short Sea Shipping freight by cargo in Port of Valencia (2012)

3.2.2. Analysis

In 2012, the Port Authority of Valencia consolidated its position as the third-ranked Spanish port in Ro-Ro traffic with a total throughput of 5.7 million tonnes, which represented a 1.6% increase over 2011.

The consolidation of lines which connect the Port of Valencia to North Africa, West Africa, new regular shipping lines between the Port of Valencia and Italian ports, as well as regular lines to the Middle East have contributed to this increase in Ro-ro traffic.

Short sea shipping lines which connect Valenciaport to other European ports have become a real alternative to land transport. The combination of road freight and shipping contributes to cut the number of heavy goods vehicles on European roads, which in turn decreases congestion on Spanish and European roads and reduces CO₂ emissions

3.2.3. Interview from Valencia's Director of Logistics Development

Port Authority of Valencia's Director of Logistics Development in the Middle East and North Africa interview, Ms. Fátima Zayed.

How do you see the actual situation regarding the SSS traffic within the Spanish ports? And more specifically within the Port of Valencia?

The Port Authority of Valencia has managed to become the leading port in the Mediterranean, ranking first in container traffic in the Mediterranean and the fifth in Europe. The area of the Mediterranean, Black Sea, and the Atlantic coast, reached a share of over 40% of total PAV trade in 2012. SSS traffic is a type of traffic that the port of Valencia considered strategic and benefits from all the synergies resulting from leading position.

The Port of Valencia is close to the central area of Spain, as well as to the centers of production and consumption, which makes the Port of Valencia attractive to import and export trades, being able to concentrate cargo and attract new scheduled services from different shipping companies.

The port of Valencia has regular SSS services throughout all the Mediterranean, especially higher with Italy, a country with which there are four weekly stopovers and more than eight ports of destination, and with Algeria, in the north of Africa, with which registered the highest growth in the last two years. But these regular SSS services also connect the Port of Valencia with the Middle East and the Atlantic coast.

The port facilities are prepared and connected with the railroad. Furthermore, in the port of Valencia, specialized RORO SSS transport terminals, work with 100% RORO vessels, giving greater efficiency to transport for non-containerized general cargo, and therefore not prioritizing to passenger traffic that way avoiding problems or delays in bookings during the tourist months.

Do you think some of the main bottlenecks have been already removed through the years?

The use of new technologies has enabled operational improvements in SSS traffic, avoiding paper work, and waiting, facilitating customs clearance and thereby encouraging the attraction of new carrier.

Which bottlenecks still remain and in your perspective what is needed to succeed in removing it?

Port services: Port services for the loading and unloading RORO cargo in SSS lines should adapt to the demand and the uniqueness of this type of traffic, to reduce both the cost and the length of stay of vessels and of goods at the ports. The time and resources employed in the service of the ship determine the competitiveness of the service, overloading unnecessarily in some cases, increasing the cost of the supply chain which in itself is already complex for RORO cargo in SSS lines.

Infrastructure: in the case of Spain and more specifically of the Valencian Community there is a delay in the development of logistic support infrastructures and hinterland connections as well as insufficient rail connections to the main network, specifically the Mediterranean Corridor.

Which measures do you think that at a European level could be implemented to improve SSS?

Measures to promote the use of SSS, which do not distort competition in the market, like the ECOBONO (Italian model), where there is a benefit for the carrier who decides to use maritime transport to supplement the road transport. This type of aid does not distort competition and it is the decision-maker who chooses which service to use, depending on the quality and economy.

Greater involvement in European MOS projects of Mediterranean third country partners, especially in North Africa, countries that need to make efforts to improve infrastructure, TICs, and customs procedures, so that the SSS will benefit in these destinations from those successful projects implemented in European countries.

Which kind of measures is being taken in the Port of Valencia to promote Short Sea Shipping?

Participation in the **SPC-SPAIN**, as members of the Board.

Participation in European projects for the identification and implementation of best practices in the MOS and SSS sector. The Port Authority of Valencia leads the Be2MOS project in 2013, continuing the MOS4MOS, "Monitoring and Operation Services for Motorways of the Sea", which ended on May 31, 2012. This project was chosen by the TEN-T Executive Agency as a success and has been selected as one of the top 10 projects for publication "10 (More) out of TEN: New TEN-T Project Implementation Successes" of the TEN-T Executive Agency, European Commission.

Set up the electronic T2L, launched after completion of MOS4MOS by the Spanish Customs, and has allowed for the RORO traffic to be faster, avoiding paper work, more agile, avoiding

delays, and more operational that way facilitating customs procedures and thereby encouraging the attraction of new carriers.

Automatic doors project in the Port of Valencia for the ro-ro traffic.

Improved traceability services www.valenciaportpcs.net

A number of simulators and databases made available for the port community of Valenciaport that provide information for a better understanding of the current situation in this sector: LINEPORT, LINERAIL, and SIMTRANS.

LinePort: database of short sea transportation that connects Spain with Europe, the Mediterranean, and Black Sea.

LineRail: database of regular rail freight services connecting Spain with the rest of Europe and the Spanish ports with the interior of the peninsula.

SIMTRANS: transport route simulator between Spain and Europe allowing comparative transport chain modes and evaluation of such externalities caused by transport demand.

How do you see the future regarding the SSS transport in Valencia?

Being China our main export market destination and import source, it should be emphasized that our "natural" trade markets are the ports of the Mediterranean, Black Sea, and the Atlantic coast with whom we maintain regular service lines, among others, Italy, Algeria, Turkey, Tunisia, UK, Egypt, Morocco, Germany, Belgium, France, Israel, Cyprus and Libya, which makes us a Motorways of the Sea homeport.

The strong growth in the countries of North and West Africa have led to a substantial increase of SSS traffic for the Port of Valencia, so that as these countries become industrialized, the traffic will become more balanced , becoming buyers and sellers of manufactured goods that must be transported.

The port of Valencia's experience with regards to SSS traffics (both containerized and RORO), leads us to predict growth, especially with the ports of Italy and the North Africa.

3.3.Port of Tarragona

Its excellent location, at the junction of the Mediterranean corridor and Ebro Valley, the unsurpassable road and railway connectivity of all its berths, as well as the variety of specialized terminals, turns the Port of Tarragona into the ideal choice for the transport, handling and storage of cargo from all over the world, which increasingly finds at the Port of Tarragona direct lines to the main international ports.



Figure 23: Port of Tarragona

The economic potential of its hinterland consolidates the Port of Tarragona as the best option in the South of Europe, which is reinforced by the big investments that the most important maritime operators are making at this port, and which will result in a landmark in maritime transport, logistics and product distribution. This port services offer is complemented with the existing one in the maritime services of container regular lines, general cargo, and short sea shipping, which links the Port of Tarragona with all the ports around the world.

33 million tonnes of goods had been transported through the Port of Tarragona in 2012, slowly recovering the goods volume it had before the economic crisis. However the Port of Tarragona has not yet reached the 36 million tonnes it transported in 2007 yet. Tarragona is the second largest Catalan harbour and it is the fourth port with the most activity in Spain. It mostly specializes in bulk transport of solids (32.9% of total cargo) and liquids (57.6%), mostly cereals and petrochemical products, since the city is one of the main petrochemical centers in southern Europe.

3.3.1. Some SSS statistics

In the Port of Tarragona the most important short sea shipping traffic is liquid and solid bulk, both unloaded.

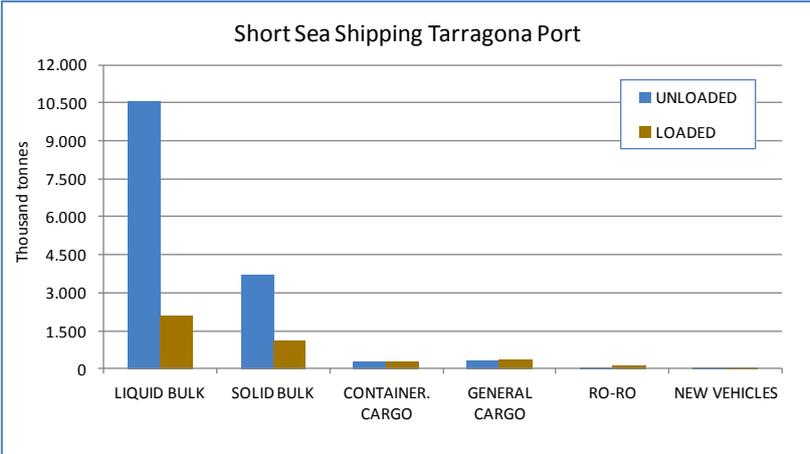


Figure 24: Short Sea Shipping freight by cargo in Port of Tarragona (2012)

3.3.2. Analysis

The transport of bulk solids increased by 17.3%, mainly dealing with cereal, feed and flour. The transport of oil grew by 17.9%. However, freight transportation decreased by 16.5%, especially goods moved in containers, which dropped by 21% due to the economic crisis. At the end of the year, the Port of Tarragona posted €11.99 million in profits, 3.12% less than in 2011.

4. Maghreb

Plus de 60% de leurs échanges se fait avec l'Union européenne, d'où une situation de dépendance économique vis-à-vis de cette dernière. Les flux alimentaires et de produits manufacturés à forte valeur ajoutée dominant dans le sens Nord-Sud et les vrac (ex: hydrocarbures) dans le sens Sud-Nord. Cette dissymétrie des échanges pose un problème de rentabilité des flottes, notamment pour l'Algérie. Par ailleurs, la prédominance des navires conventionnels empêche les chargeurs maghrébins de tirer profit des occasions offertes par la conteneurisation (gain de temps, de coût, sécurité de la marchandise), la part du trafic en conteneurs dans le trafic total étant d'environ 25% pour l'Algérie, 30% pour la Tunisie, et 45% pour le Maroc (Mohammed-Chérif, 2008).

4.1. Morocco

In 2010, more than 1,2 million tons of fruits and vegetables have been exported by sea to Europe (with more than 300 000 tons only for Russia).

In 2011, 3 million TEU have reached Moroccan ports (including 1 million without transshipment). Direct calling containers have increased by 10% since a couple of years (2009 was the only year with a little decrease).

Gateway containers (the Moroccan port is called without transshipment) and transshipment containers traffics in Moroccan ports have both good growth perspectives (but differentiated).

Gateway containers are suffering an important imbalance between imports and exports. This explains the high level of empty containers (nearly 41% of the total) in exports flows.

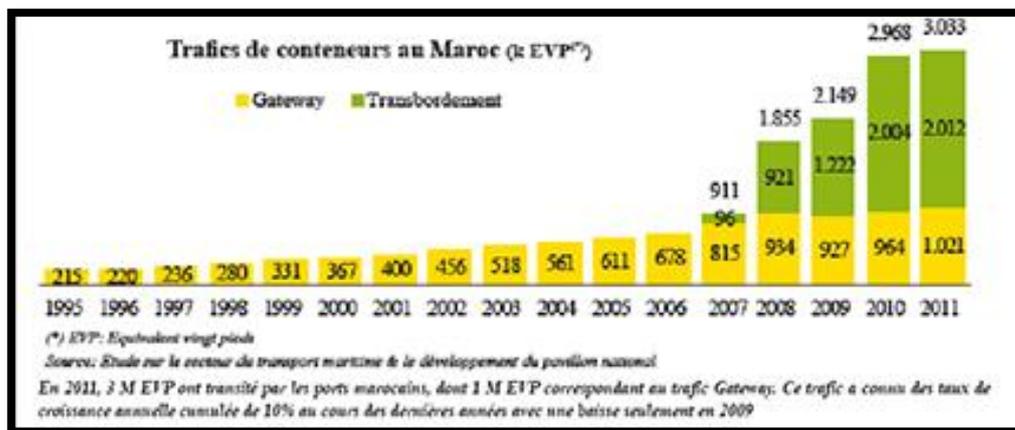


Figure 25: Share of transhipped containers in Morocco

Due to this lack of direct services, companies use transshipment. This of course have an impact on transit time (longer) and freight rate (more expensive). Current existing lines are mainly located on the west Mediterranean and are related to container hubs like Tanger Med, Algeciras, Valencia or Malta. Only one Moroccan company (IMTC) was operating container ships but it has stopped due to financial difficulties.

Casablanca is linked with feeder to other port in Morocco through Tanger Med. Maersk is linking these ports regularly. Morocco is also linked with feeder to Malta (main hub for CMA-CGM). Finally, Valencia is also an important hub for Moroccan traffics.

Morocco is currently trying to improve its maritime connectivity by creating partnership with Spain and gain experience from them in the field of maritime transport.

Furthermore, a new line between Morocco and Tunisia has been launched mid 2013. Moroccan export were suffering lack of direct call to Tunisia (due to longer transit time and increase in the price). The line will cut in half the former transit time. It will be added on the existing line between Saint-Nazaire, Pauillac, Tanger Med, then La Goulette (Tunisia) and Naples to end in Cadiz.

4.2. Algeria

Algeria is mainly focusing on one export products: hydrocarbons (especially gas). European countries are the main customers of Algeria and gas transit from port of Arzew and Skikda.

It is sent to Europe thanks to huge liquid bulk ships (175 000 m³) but the construction of two pipes can endanger this shortsea traffics in beginning of 2015. The first, already in place goes to Spain and the second one, which might be built in 2015, goes to Italy.

In May 2013, a new freight line has been created between Mostaganem and Genoa (one departure every 10 days) by Nisa Maritima. Mostaganem & Algier were already linked with Marseille by this company. The service will use a 1000 m linear meter ro-ro ship.

Unifeeder will create a new regular service from Barcelona and Valencia to Algiers with a two day transit time from the Catalan capital. The "Pioneer Lake" is a container ship with a capacity for approximately 1,000 TEU, and in addition to transporting local goods from both Spain and Algeria, it will also accept cargo from transoceanic lines for their later redistribution in Northern Africa.

5. News items

The port of Almeria projects three sea highways

The port of Almeria (Spain) presented three projects for the intermodal transportation involving Italy, the Netherlands and the UK, dedicated to shippings of fruit and vegetables, the main exported product of the region.

16/04/2013

The project of new Mediterranean and Atlantic sea highways as alternative to road transportation of F&V produce, has been presented during a conference in Almeria. Shippings departing from Spain might reach the Italian ports of Genoa or Savona, the Danish one of Rotterdam and, finally, Southampton, in England. In particular, the volumes of traffic would be concentrated mainly during the 7 months when fruit and vegetables is most produced, considering that the main end market of Spanish fruit and vegetables produce are **Germany, France, Holland and Great Britain.**

The conference was attended also by the shipping companies that might start the new sea highways and that represented to Spanish operators their projects: **Grimaldi** was there to represent Italy, while for the Dutch route, the company **Alveis Shipping** presented its project. **Southampton Fruit Handling Ltd** was there for the British market; the company offers already services of shippings with refrigerated ships between Spain and Great Britain.

Mixed results for Marseilles Fos

The French port of Marseilles Fos reported that its total cargo throughput fell by 9% to 20 million t in Q1/2013 – a drop of 2 million t compared to the first quarter last year, due to lower oil volumes. General cargo slipped by 1% to 4.2 million t, this includes 2.6 million t container tonnage. In unit terms, box traffic rose by 2% to 265,516 teu on the back of 4% growth at the Fos deepsea terminals. Ro-ro throughput fell by 7% to 0.93 million t due to a drop in exports to Corsica. Conventional cargo fell a point to 0.68 million t, with a 7% increase in steel product exports just failing to balance a decline in imports from Italy.

www.marseille-port.fr

Zim and Cosmed must leave the port of Sète to return to Fos

Lack of profitability, the Italian company Cosiarma ended on April 17, 2013, its coverage of Sète. Both "slot rentals" Zim and Cosco are forced to charter two vessels and return to Fos-sur-Mer harbor they had deserted in 2011.

Cosiarma has made my ar -. The Italian company had to end on April 17, 2013, its coverage of Sete on its service between Italy, France and Israel for lack of profitability.

Zim and Cosco returned on April 16, the old configuration, with container and Romy Monsun-Trader 400 TEUs, 80 reefer taken on board. Reduced because of "the difficulty of finding ships," according Coscon Genoa. Capacity Weekly rotation dessert in Haifa and Ashdod output, ports of Fos, Genoa and Naples.

Tug Malta ventures in Libya

13th February 2013

Two Tug Malta vessels have turned their sails towards Libya as part of the company's efforts to extend its remit of offshore towage services in the central Mediterranean and North Africa.

Tugboat Spinola was engaged in a successful re-floating operation of a vessel that had ran aground in Tripoli harbour while MT St Elmo responded to a call from reputable client to be at Al Khoms in Libya to tow a vessel which found itself fraught with technical problems.

Tug Malta said in a statement it assisted SMIT Salvage of Rotterdam to successfully refloat the bulk carrier Tasman Sea which ran aground at Tripoli Harbour on January 27. The vessel was laden with grain.

No injuries, pollution or damage to the cargo was reported. Attempts by the port authorities to refloat the vessel were futile. The owners of Tasman Sea have appointed professional salvors, SMIT Salvage who fixed tug Spinola to transport the latter's equipment and crew; and to tow and provide general assistance.

To discharge part of the cargo and enable lightering SMIT Salvage also fixed vessel Sisu Castor which arrived in Tripoli from Alexandria on February 6.

The lightering of about 2,900 tonnes of grain cargo took about two days and the Tasman Sea was subsequently refloated free on Sunday.

SMIT Salvage was responsible for the lightering and salvage plan always with the support of tug Spinola and the full cooperation and liaison of the port authorities and local agents.

Responding to a request for a prompt towage service from Malta Motorways of the Seas - a company belonging to Grimaldi Group of Companies, tug St Elmo is at Al Khoms anchorage area.

Tug St Elmo will be towing the Ro Ro Cargo Vessel Setubal Express to Malta for repairs after encountering some technical problems.

The voyage is expected to start as soon as the towage survey is completed. Tugboat St Elmo and 'Setubal Express' are expected back in Malta in the coming days.

These jobs added to the company's experience in the off-shore towage business segment and above all manifested the great deal of cooperation that was observed primarily with the Libyan Port Authorities, the Salvage team, the ship owners and agents and other stakeholders.

Source: Times of Malta

Primera línea RO-RO para vehículos y camiones entre Europa y África del puerto de Motril

La línea comienza con una escala mensual, aunque el puerto granadino señala que es posible, a medida que avance el tiempo, que tenga carácter quincenal.

Ángel Díaz Sol, Presidente de la Autoridad Portuaria de Motril

El puerto de Motril ha inaugurado una línea regular de transporte Ro-Ro, o de carga rodada, para vehículos y camiones que enlaza el norte de Europa con los puertos africanos de Gambia, Ghana y Nigeria. El barco Celandine de la naviera RMR fue el encargado de realizar la primera operativa, llegando a cargar en sus bodegas 136 camiones con destino a Holanda. Esta línea comienza con una escala mensual, aunque es posible, a medida que avance el tiempo, que tenga carácter quincenal.

*“La naviera RMR ha elegido el puerto de Motril como enlace por su estratégica posición en el Mediterráneo”, ha destacado el presidente de la Autoridad Portuaria, Ángel Díaz Sol. **Marinter es el agente nacional de la naviera y, a su vez, ha elegido, a Terminal Marítima Granada como empresa estibadora y a Motril Shipping como agentes locales.***

***Esta línea es la quinta que opera en el Puerto de Motril desde 2009** y se une a la de contenedores de OPDR y a las tres de Armas con conexiones con Melilla, Nador y Alhucemas.*

Tyrrhenian service switches ports

Haifa: the Zim and CosMed weekly joint Tyrrhenian Container Service from the port will call at Fos instead of Sète.

Israeli fruit and vegetables to head for Fos

ISRAELI fruit and vegetable producers will switch in French destination ports from today when the 724 teu Monsun sails from Haifa as part of the Zim and CosMed weekly joint Tyrrhenian Container Service.

Fos will replace Sète on the rejigged itinerary for the two-ship service which now reads as follows: Haifa, Ashdod, Fos, Genoa, Naples and back to Haifa.

Moving from the port of Sète in the Languedoc-Roussillon region of France to Marseilles' largest container port represents a change of strategy for Zim and CosMed, but could be a response to competitor Valmer Lines' decision to call last year.

The ships have a service speed of 21 knots, offer 150 reefer points and can accommodate some 4,100 pallets of fruit and vegetables in the hold

Transport maritime sur la ligne Bejaia-Marseille : La SNCM va reprendre du service l'été prochain

La Société Corse Méditerranée (SNCM, France) a décidé de reprendre l'exploitation de la ligne maritime, reliant Bejaia et Marseille, en réintroduisant un service réduit mais dense durant l'été prochain, a affirmé mercredi M. Robert Mouly, directeur relation Maghreb de la compagnie.

La Société Corse Méditerranée (SNCM, France) a décidé de reprendre l'exploitation de la ligne maritime, reliant Bejaia et Marseille, en réintroduisant un service réduit mais dense durant l'été prochain, a affirmé mercredi M. Robert Mouly, directeur relation Maghreb de la compagnie. La société française, qui s'en était retirée l'été 2012, à cause des travaux de réaligement des quais du port de Bejaia, jugés alors susceptibles de contrarier ses prestations à hauteur de la gare maritime, va y revenir dans la même configuration, puisque le chantier n'est pas encore levé, mais avec des «garanties plus convaincantes sur les conditions d'accueil», d'autant que «la demande sur la ligne s'annonce très forte», a-t-il indiqué à l'APS.

Deux escales y sont d'ores et déjà retenues au programme, l'une au début de la saison estivale (juin) et l'autre en fin de saison (septembre), avec une prévision de chargement de quelque 1.500 véhicules et plus de 4.000 voyageurs, a-t-il confié, n'excluant pas la possibilité

de densifier ce programme, «pour peu que l'on obtienne un titre dérogatoire pour le chargement d'un complément de fret, notamment du roulant», a-t-il précisé.

Ce programme va être soutenu par l'engagement de deux car-ferries, «El Venizelos» et «Le Méditerranée», capables de transporter, à pleine charge cumulée par escale, jusqu'à 1.600 véhicules et près de 4.500 passagers, a-t-il ajouté. Cette reprise de la SNCM sur la ligne va se faire en appui au programme de l'entreprise nationale ENMTV, qui, avec 24 escales (aller-retour), va assurer l'essentiel de la demande de voyages durant la saison dont l'ouverture va s'étaler du 5 juin au 22 septembre prochain, indique-t-on à la délégation locale de la compagnie, en précisant que pour ce faire, il sera recouru à la mobilisation de deux navires, «El-Djazair II» et le «Tassili II», d'une capacité de chargement individuelle de 400 véhicules et 1.500 passagers.

APS

Nisa Maritima lance une nouvelle ligne entre l'Italie et l'Algérie

Le navire Niolon sera en charge de relier l'Algérie et l'Italie (photo Master Projects and Logistics)

ITALIE / ALGÉRIE. Nisa Maritima lancera, le 13 mai 2013, une nouvelle ligne de fret (départ tous les dix jours) entre le port de Gênes et le port de Mostaganem proche d'Oran en Algérie dévoile Master Projects and Logistis son agent en Italie.

Nisa Maritima, spécialisée dans le transport et la logistique maritime, appartient au groupe espagnol de logistique et de transport Alonso (Valence). Elle dessert déjà Mostaganem et Alger depuis Marseille.

Le RoRo Niolon de 1 000 mètres linéaires sera affecté à la nouvelle ligne. Le premier départ de Gênes vers l'Algérie est prévu pour le 13 mai 2013.

CMA CGM connecte Tanger a Casablanca et Agadir par un feeder

CMA CGM met en place un service intra-marocain dénommé New Morocco Shuttle qui connecte Casablanca et Agadir à Tanger (le samedi). Ce service est exploité avec l'Oued Ziz, un navire de la filiale Comanav de 500 EVP sous pavillon marocain.

Le Marin 10/05/2013

New Hapag-Lloyd service for Italy, Turkey and Egypt

Levante Express (LEX) enhances port coverage in the Tyrrhenian Sea and Levant / Start mid of June / Weekly sailing from ten ports / Connectivity to Hapag-Lloyd's global service network.

Hapag-Lloyd is launching the new Levante Express Service (LEX). First sailing of the weekly service which further enhances Hapag-Lloyd's port coverage in the Tyrrhenian Sea and Levant will be June 18 from Cagliari.

The LEX links ten ports in Italy, Turkey and Egypt including the hub ports Cagliari, Damietta and Port Said for connectivity to Hapag-Lloyd's global service network. Mainliner services

rom/to Asia, the Middle East, the Indian subcontinent, North, Central and South America, Africa, Northern Europe and Australia are calling at these hubs.

The Levante Express Service will be operated with three vessels with a capacity of approximately 1,400 TEU each. The port rotation will be: Cagliari, Alexandria, Damietta, Port Said, Mersin, Izmir, Cagliari, Genoa, Leghorn, Naples, Salerno and Cagliari again.

(by SPC Spain)

http://www.hapag-lloyd.com/downloads/press_and_media/press_releases/Press_Release_2013_05_23_en.pdf

Le Maroc et la Tunisie ouvrent une route maritime directe

Lemag : Le Maroc et la Tunisie ont créé une Joint Venture de transport maritime la 'Maritime Tunisian Line'.

Cette **compagnie maritime** mise en place par le **Royaume** et sa voisine **maghrébine**, permettra, selon les autorités des deux pays, de conséquemment réduire les **coûts logistiques** des flux de **marchandises** entre les deux pays.

La durée du transport marchandises entre les deux pays, sera réduite en moyenne de **50%**, puisque la ligne directe fera éviter les correspondances, via des **ports européens**, comme il fut le cas jusque ici.

La nouvelle ligne sera desservie tous les **15 jours** par un **porte container** de **500 TEUs**, **KOMET III (IMO 8919831, Callsign VQKQ6, MMSI 235657000)**.

[Komet III](#) fera des escales dans les ports de **Misrata (Libye)**, **Rades (Tunisie)**, **Casablanca (Maroc)**, **Castellon & Valence (Espagne)** et l'île de **Malte**.

Elle sera opérationnelle à compter du 27 juin

Ouverture d'une desserte maritime Rome-Annaba

Une desserte maritime reliant le port de Civitavecchia (Rome) à Annaba sera ouverte le 27 juin prochain, pour la période estivale, a appris hier l'APS de source diplomatique algérienne à Rome. L'ouverture de cette ligne maritime entre l'Algérie et l'Italie est intervenue à la suite d'une rencontre mardi et mercredi derniers, à Rome, entre une délégation algérienne conduite par le président-directeur général de l'Entreprise nationale de transport maritime de voyageurs (ENMTV), Ahcène Graïria, et les différents responsables au sein l'Autorité portuaire de Civitavecchia (APC), selon la même source.

À l'issue de cette rencontre, M. Graïria a fait savoir que les deux parties sont parvenues à "un accord pour l'ouverture de cette ligne maritime à partir du 27 juin 2013, à raison de cinq traversées pour la période estivale du 27 juin au 17 septembre 2013, dans la perspective de l'établir comme une ligne régulière si toutes les conditions commerciales seraient favorables", a-t-on précisé.

Évoquant les tarifs des traversées, il a indiqué qu'ils seront appliqués en prenant en considération "la situation socioéconomique de notre communauté avec des réductions qui vont jusqu'à 40%". M. Graïria a émis le vœu que les services de l'ambassade à Rome et du consulat général à Milan "prêtent leur concours pour assurer une large diffusion de cette

information dans les milieux de notre communauté établie en Italie, en vue de garantir un minimum de rentabilité commerciale à ce projet”.

À ce sujet, les membres de la représentation diplomatique algérienne en Italie “se sont félicités” de l’ouverture de la ligne maritime qui est “de nature à soulager la communauté nationale établie en Italie et dans les pays limitrophes des difficultés auxquelles elle est confrontée depuis plusieurs années pour rejoindre le pays d’origine, notamment dans les périodes estivales”.

Zim et Cosmed doivent quitter le port de Sète pour revenir à Fos

Faute de rentabilité, la compagnie italienne Cosiarma a mis fin, le 17 avril 2013, à sa desserte de Sète. Les deux "slotteurs" Zim et Cosco sont contraints à affréter deux navires et à revenir à Fos-sur-Mer, port qu'ils avaient déserté en 2011.

Cosiarma a rendu les armes. La compagnie italienne a dû mettre fin, le 17 avril 2013, à sa desserte de Sète sur son service entre l’Italie, la France et Israël par manque de rentabilité.

Zim et Cosco sont revenus, le 16 avril, à l’ancienne configuration, avec les porte-conteneurs *Monsun* et *Romy-Trader* de 400 EVP, dont 80 prises reefer à bord. Une capacité réduite en raison de "la difficulté à trouver les navires", selon Coscon Gênes. La rotation hebdomadaire dessert, en sortie d'Haïfa et Ashdod, les ports de Fos, Gênes et Naples.

Déception pour le port de Sète

L’aventure des reefers *Cala-Pira* et *Cala-Paradiso* n’a été que de courte durée et laisse un goût amer à Sète. Le port du Languedoc-Roussillon avait investi dans les infrastructures et outillages de manutention (un portique) pour recevoir les trafics de fruits et légumes.

L’addition s’avère encore plus salée pour le groupe italien GF Group, qui n'a pas hésité à déboursier plus de 20 millions d'euros pour construire Reefer Terminal Sète. L’opérateur italien avait alors déroulé le tapis rouge à Agrexco (Carmel), son client et principal exportateur de fruits et légumes israéliens, avec un entrepôt frigorifique de 20 000 m². Sur le carreau, Mehadrin occupe désormais le devant de la scène avec 4 000 conteneurs reefers exportés vers l’Europe pendant la campagne qui s’étend de mai à octobre.

New shipping service from Barcelona and Valencia to Algiers

According to sources of Intramediterráneo, commercial agents of Unifeeder in Spain, this Danish shipping company currently operates in the Mediterranean with a fleet of 13 container ships and offers both regular sea routes for local goods transport and feeder services for shipment redistribution.

The new regular service from Barcelona and Valencia to Algiers' Old Port offers a two day transit time from the Catalan capital.

The new route's first shipment took place last Saturday, 18 May, when the ship "Pioneer Lake" left Barcelona bound to Algiers.

The "Pioneer Lake" is a container ship with a capacity for approximately 1,000 TEU, and in addition to transporting local goods from both Spain and Algeria, it will also accept cargo from transoceanic lines for their later redistribution in Northern Africa.

New stopover in Malta

This new service from Spanish ports towards Algiers complements the one Unifeeder already offered between Barcelona, Tarragona and Valencia to Tunisia. This route, which the company operates since February, has just been expanded with a new stopover in Malta, where ships will dock after leaving Tunisia and before travelling back to Spain.

Last April, Unifeeder, when still owned by Montagu Private Equity, was acquired by Nordic Capital Fund VIII for an amount that was not made public.

Based in Aarhus, Denmark, Unifeeder is one of the leading firms in feeder and short sea shipping services for container transport in Europe. Last year, the company handled almost two million container units and made over 8,000 stopovers in more than 40 ports.

Over the past six years, the company, focused on northern Europe, has developed an expansion program towards new markets, such as the United Kingdom and the West Mediterranean, and has made large investments to improve its networks, logistic operations and management structures, as explained on the firm's website.

Source: diariodelpuerto.com

Publication date: 5/24/2013

Création imminente d'une ligne maritime entre le Maroc et la Libye

Après la nouvelle ligne maritime maghrébine lancée début mai entre le Maroc et la Tunisie, l'entrée en service de la ligne maritime Maroc-Libye sera effective le 5 septembre prochain.

C'est le résultat des négociations menées par l'Association marocaine des exportateurs (ASMEX). "Plusieurs chefs d'entreprise ont pu nouer des contacts intéressants, mais buttent sur le problème de la logistique. Du coup, les exportations marocaines ne pouvaient être compétitives faute d'une liaison maritime directe. Le transit par les ports européens contribuait au renchérissement des produits nationaux", explique Hassan Sentissi, président de l'ASMEX.

La fréquence de cette ligne maritime permet de réduire de moitié le temps d'acheminement grâce à la liaison directe, chose qui évite aux marchandises des transbordements via des ports européens de la Méditerranée, précise la même source.

Cette ligne offrant la rotation Milk Run, à raison de deux escales par semaine, reliera ainsi le port de Saint-Nazaire à celui de Pauillac (France), puis Tanger Med, pour ensuite aller vers la Goulette (Tunisie) et Naples (Italie), puis revenir à Cadix (Espagne) et pour que les produits marocains pénètrent le marché libyen, des liaisons routières via le transport TIR assureront la liaison depuis le port de la Goulette jusqu'à Tripoli. Dans un premier temps, cette ligne sera dédiée principalement au transport en import/export de remorques, matériels roulants, TP ou agricoles.

Cette connexion maritime mettra pour la première fois le marché libyen à 3 jours du Maroc contre 3 semaines auparavant. Les remorques seront chargées au Maroc et embarqueront dans un navire puis seront tractées par camions", explique Abdelaziz Mantrach, administrateur directeur général de Transports Marocains, la société qui joue le rôle d'interface avec l'armateur Fret Cetam.

D'après l'ASMEX, les échanges commerciaux entre le Maroc et la Libye ont connu un saut qualitatif, en passant de 353 millions de dirhams en 2011 à 902 millions de dirhams en 2012. Le Maroc importe de Libye principalement des hydrocarbures, du soufre brut, de l'ammoniaque, des lubrifiants et autres graisses industrielles. Quant à la Libye, elle importe essentiellement des câbles électriques, de l'acier laminé, du thé et café, et des produits de la pêche.

L'industrie pétrolière reste le secteur économique le plus important, suivi de l'agriculture, du commerce, de la pêche et du tourisme. Ce dernier secteur représente en effet, malgré une certaine méconnaissance, un champ d'activité non négligeable.

A signaler que les relations de coopération entre le Maroc et la Libye ne cessent de se raffermir dans tous les domaines. Les deux pays ont signé, en juin 2012, un mémorandum d'entente sur la coopération industrielle dans les domaines de la gestion des infrastructures industrielles d'accueil, des zones franches d'exportation, des zones franches aux PME et de la promotion des partenariats et de l'investissement.

De son côté, le comité d'affaires maroco-libyen souhaite promouvoir un accord de partenariat portant sur la finance (coopération entre les Banques Centrales), la logistique, les investissements en Afrique et les infrastructures.

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