

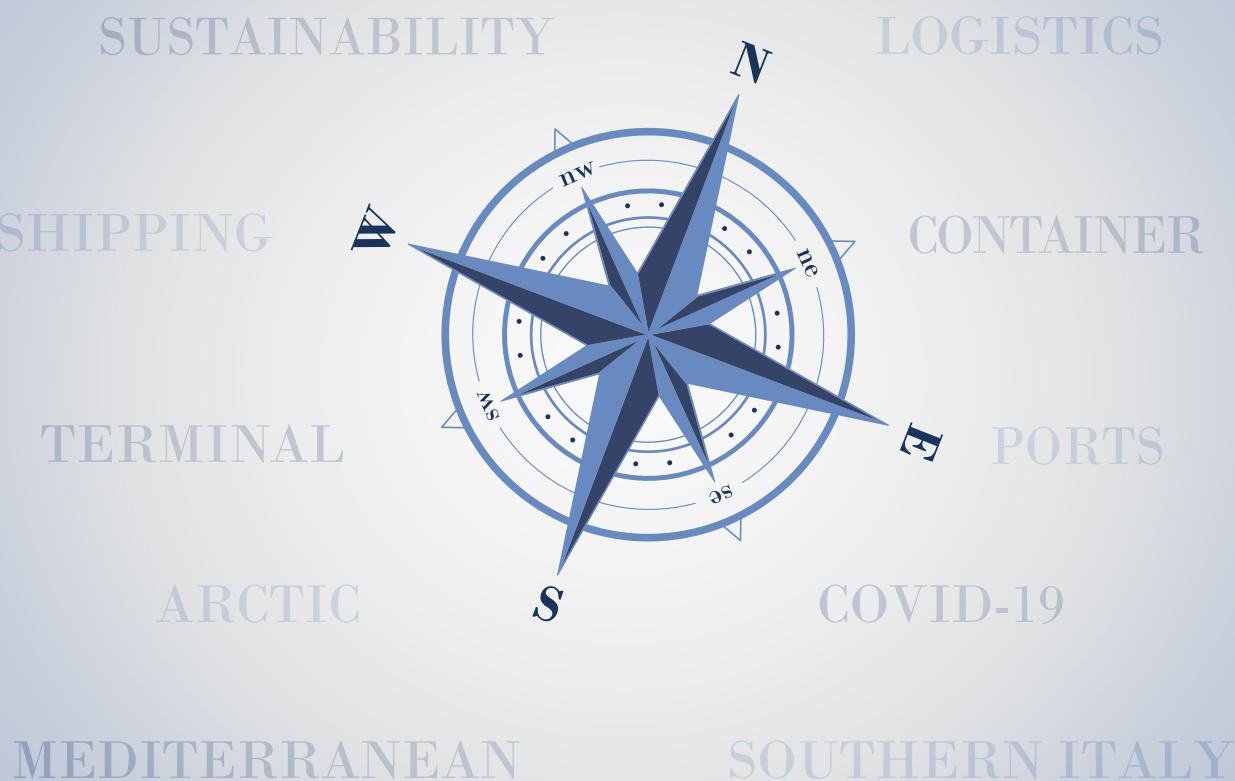
Italian Maritime Economy

The impact of Covid-19 on maritime transport:
strategic routes and global scenarios

Intermodality and sustainability as keys to the Italian recovery

7th Annual Report

2020



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ITALIAN MARITIME ECONOMY

The impact of Covid-19 on maritime transport: strategic routes and global scenarios

Intermodality and sustainability as keys to the Italian recovery

Annual Report 2020

The analysis contained in this report represents the result of a specific SRM project and does not claim to be comprehensive. In addition, it does not undertake or represent in any way the thoughts and opinions of SRM's founder and ordinary members.

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“Joins the sea that separates the countries”

Alexander Pope

Published by



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The 2020 Annual Report on *Italian Maritime Economy* is part of a broader research project launched by SRM and called ‘Permanent Observatory on the Economy of Maritime Transport and Logistics’, from which the specialized website www.srm-maritimeconomy.com was born. This has the primary aim of monitoring and analysing the dynamics and economic impact of the sector in the economy of the country with a European and Mediterranean scope.

We wish to thank all the **supporting partners** of the project: Assoporti (Italian Ports Association), Port Network Authority of the Ionian Sea, Port Network Authority of the Central Tyrrhenian Sea, Port Network Authority of the Sardinian Sea, Port Network Authority of the Central North Adriatic Sea, Confetra, Contship Italia, Federagenti, Fedespedi, Grimaldi Group, Lotras, Morandi Group, MSC CROCIERE, Unione Industriali Napoli.

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This work was possible thanks to some significant scientific missions SRM carried out and which made it possible to sign agreements with prestigious centres of studies and to gather data, information and documents which resulted in considerable value added to this publication.

During the different missions and through direct visits of the ports, it was possible to comprehend the most interesting port models and maritime phenomena currently affecting the various global situations.

In particular, in February 2020 a mission was carried out in **Antwerp** which made it possible to implement a programme of technical meetings aimed at gaining in-depth knowledge of topics connected to the Arctic Maritime Route. To this end, we wish to thank Prof. Thierry VANELSLANDER of the University of Antwerp for the organizational and operative support provided.

SRM is also a member of the **Global Shipping Think Tank Alliance** forum of international studies specialized in maritime and logistic matters, coordinated by the **SISI-Shanghai International Shipping Institute** and **KMI-Korea Maritime Institute**. Every year, the prestigious meeting is hosted by one of the members and in 2020 this event was delivered in the form of a webinar on 27th of April due to the Covid-19 restrictions on travel.

Finally, a special thanks for their collaboration goes to: Silvia COPPOLINO (Port Network Authority of the Ionian Sea), Fiorinda CORRADINO (Port Network Authority of the Central Tyrrhenian Sea), Tiziana MURGIA (Assoport), Teresa PUGLIESE (Mediocredito Italiano), Paola RUSSO (Unione Industriali Napoli), Felicetta STANCO (Unione Industriali Napoli).

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The Annual “Italian Maritime Economy” Report of 2020 comes out at a particular and delicate moment for our economy: a pandemic of global dimension has had, and is still having, negative impacts on all the main international, economic and financial indicators, with repercussions also on the maritime sector: import - export, added value, port and logistic traffic and many others; and obviously it has had devastating effects on the health systems of various countries, including Italy, one of the first to be affected.

On the one hand, the virus has brought negative numbers and problems of various kinds to be faced, while on the other, it has made Italy more aware of the importance of having an efficient logistics system: logistics has been recognized as an “essential sector” that cannot be stopped; it is the enemy of pandemics as it means digitalization of processes, organization, tracking and smoothness of the passage of goods, all principles that go against the spread of contagion, one of the main problems (if not the main one) that we had to face.

The principle is clear: the more logistically performing a country is and the better it deals with economic shocks, the more efficient and effective its infrastructure is and the better it is able to cushion the impacts of phenomena like this one we are experiencing.

This is the dogma that the report wants to bring to the attention and, to tell the truth, it is the idea that SRM has been highlighting for years now, showing and analysing phenomena such as naval gigantism, strategic naval alliances, the Belt & Road, the North African Ports. All of these can be faced only if we give a great competitive impetus to our ports, our shipping sector and our maritime logistics, the mainstays of our economy.

Unfortunately, I must point out that the publication contains a lot of negative data and analyses with dark considerations for our short-term future, but it also shows that on the horizon we could embark on a new path of growth by creating new port and logistical models and we could also introduce mechanisms that allow us to have a system that is more resilient to shocks of this kind.

The research also proposes and explores in depth what the drivers on which the growth of our ports, first and foremost intermodality, could be based.

It is significant that work on these issues is hosted and authored by the Presidents of the Port Network Authority of the Central Tyrrhenian Sea (ports of Naples, Salerno, Castellammare), the Port Network Authority of the Northern Adriatic Sea (Venice, Chioggia) and the Port Network Authority of the Ionian Sea, as well as the University of Hamburg, which has been collaborating with us for some time in the drafting of the volume.

These players, together with the Observatory’s partners who are always present and active, accompany us on our growth path, offering ideas, reflections and analyses and allowing our researchers to carry out important scientific missions during which they can find out more about port models, traffic routes, problems and emerging and prospective maritime phenomena.

SRM’s Observatory, therefore, continues its activities whilst constantly and closely monitoring the dynamics and phenomena that characterise the Mediterranean in the global maritime scenario.

The current moment is difficult but we will be able to get out of it because Italy has an industrial system that has its own strength as well as important maritime and logistic infrastructures on which we will have to work, above all for the future, so that emergencies like this do not catch us unprepared but rather reactive and resilient.

A special thanks goes to the Director, to all the researchers, and to the communication staff of SRM who have worked from home overcoming many operational difficulties and who very much wanted the Report to be published ensuring that the quality of the analysis and the development of contents be always up to date and of interest. These contribute to understanding how significant and important this sector is for Italy, as well as protagonist role that Southern Italy can play in this context.

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This year's Report devotes much of its analyses to the impacts of the Covid-19 pandemic on ports and maritime logistics. The phenomenon, in fact, has had considerable negative effects on all the indicators that measure the state of health of the sea economy and the economy in general.

The scenarios drawn are characterized by a decrease in the volumes of goods moved, caused by the closure of companies as a result of the various lockdowns that have occurred in different countries, which has resulted in a substantial negative impact on the main economic parameters such as import-export, value added, goods traffic and employment.

In this volume, SRM has carried out a detailed analysis of the various aspects with which the phenomenon is manifesting itself and has also tried, with reasoned estimates, to gauge the impact of the Coronavirus on our logistic system at a national level. In the first part of the volume, important events such as blank sailing, the reduction of the Suez Canal passages and the new configuration of world traffic have been monitored whilst providing an overview of the most recent trends of international trade maritime flows.

In addition, a specific analysis is dedicated to providing a strategic vision on what could give our infrastructure more resilience to economic and health shocks in terms of drivers and port models for the future such as intermodality and sustainability, on which the second part of the research is focused. The third part, on the other hand, offers a focus of perspective, dedicated to a topic of great interest that is gradually rising to the forefront given the phenomenon of climate change: the Arctic sea route. This analysis has been carried out by SRM and Intesa Sanpaolo, with the collaboration of prestigious international study centers such as the University of Antwerp and the Shanghai International Shipping Institute.

Ultimately, SRM intended to offer a contribution of analysis and knowledge of all the components that make up a maritime world destined to change in some of its aspects: more digitalisation and more investments in improving the efficiency of our logistics seem to have become strategic imperatives for Italy. The challenge is open.

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Study Centre based in Naples, connected to the Intesa Sanpaolo Group, originally an intellectual and scientific safeguard, has the objective to improve the knowledge about Italy's territory in terms of infrastructural, productive and social assets with a European and Mediterranean vision in mind. Specialized in the analysis of regional dynamics, and with a particular eye on the Southern Italy, it runs two research observatories monitoring maritime transport, logistics and energy.

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