



FORUM

delle Camere di Commercio dell'Adriatico e dello Ionio
of the Adriatic and Ionian Chambers of Commerce
Gospodarskih Komora Jadransko-jonskog područja



**CAMERA DI COMMERCIO
DELLE MARCHE**

MARITIME TRAFFIC IN THE ADRIATIC AND IONIAN MACRO REGION

Report 2019

ANDREA MOSCONI

CHAMBER OF COMMERCE OF MARCHE REGION



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Methodology

The report about Maritime traffic in the Adriatic and Ionian area has been produced by the Chamber of Commerce of Ancona (now merged into the Chamber of Commerce of Marche Region) since 15 years during various editions of the Forum of A-I Chambers of Commerce.

Data are collected from the Port Authorities of the Macro Region, focusing on both passengers and freights flows. The aim is to point out tendencies about international movements of container, ferry, cruise, tir and trailer; ferry domestic routes aren't included in the analysis.

Current analysis contains data from all the ports of Adriatic and Ionian Macro Region, including minor ports with relevant cruise movements.

All the assessments refer to 2019 and do not take into account what has happened since March 2020. The future, post-emergency dynamics are completely indecipherable and will take a few years to emerge clearly.



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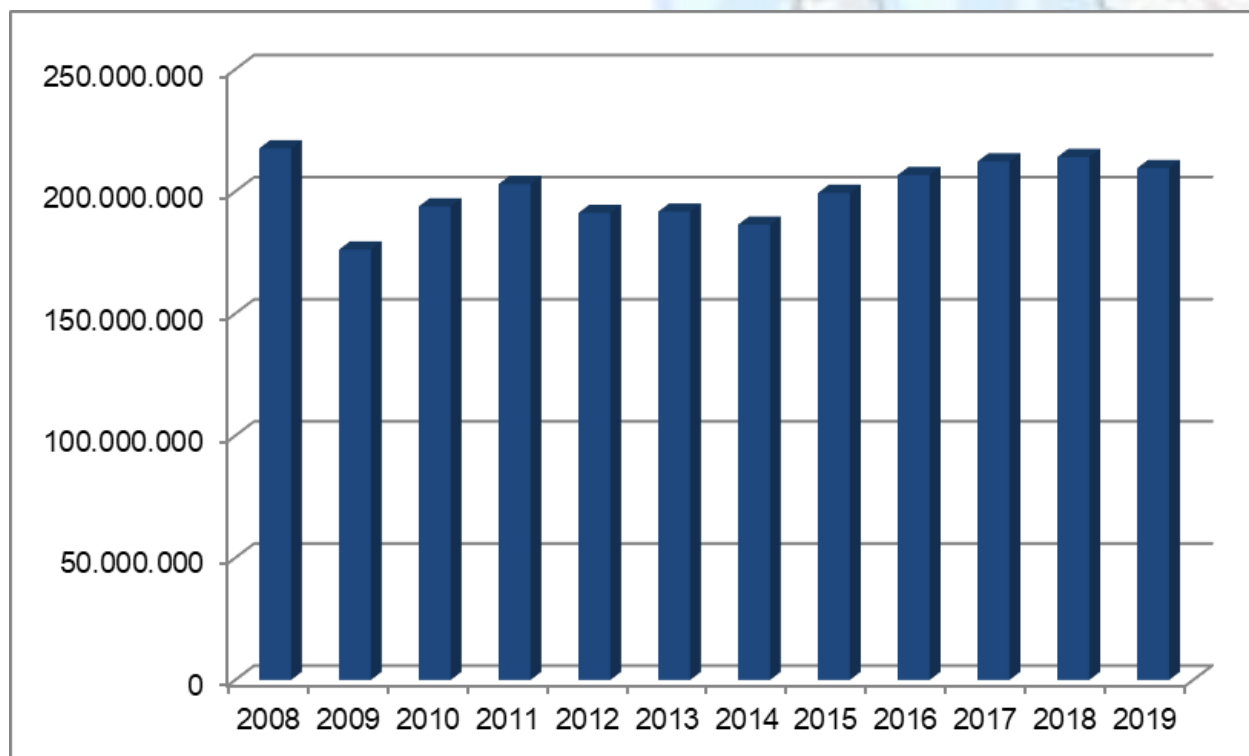
FREIGHT TRAFFIC



Freight traffic in the AIM ports

AIM Freight traffic in 2019 seemed to be almost stationary, 209,5 Mln tons compared to 214 Mln tons in 2018 (-2,1%).

The AI Macroregion scored a High rate of growth until 2007 and a relevant fall in 2008; despite years of growth, current results haven't regained pre crisis levels .



Var. 18/19

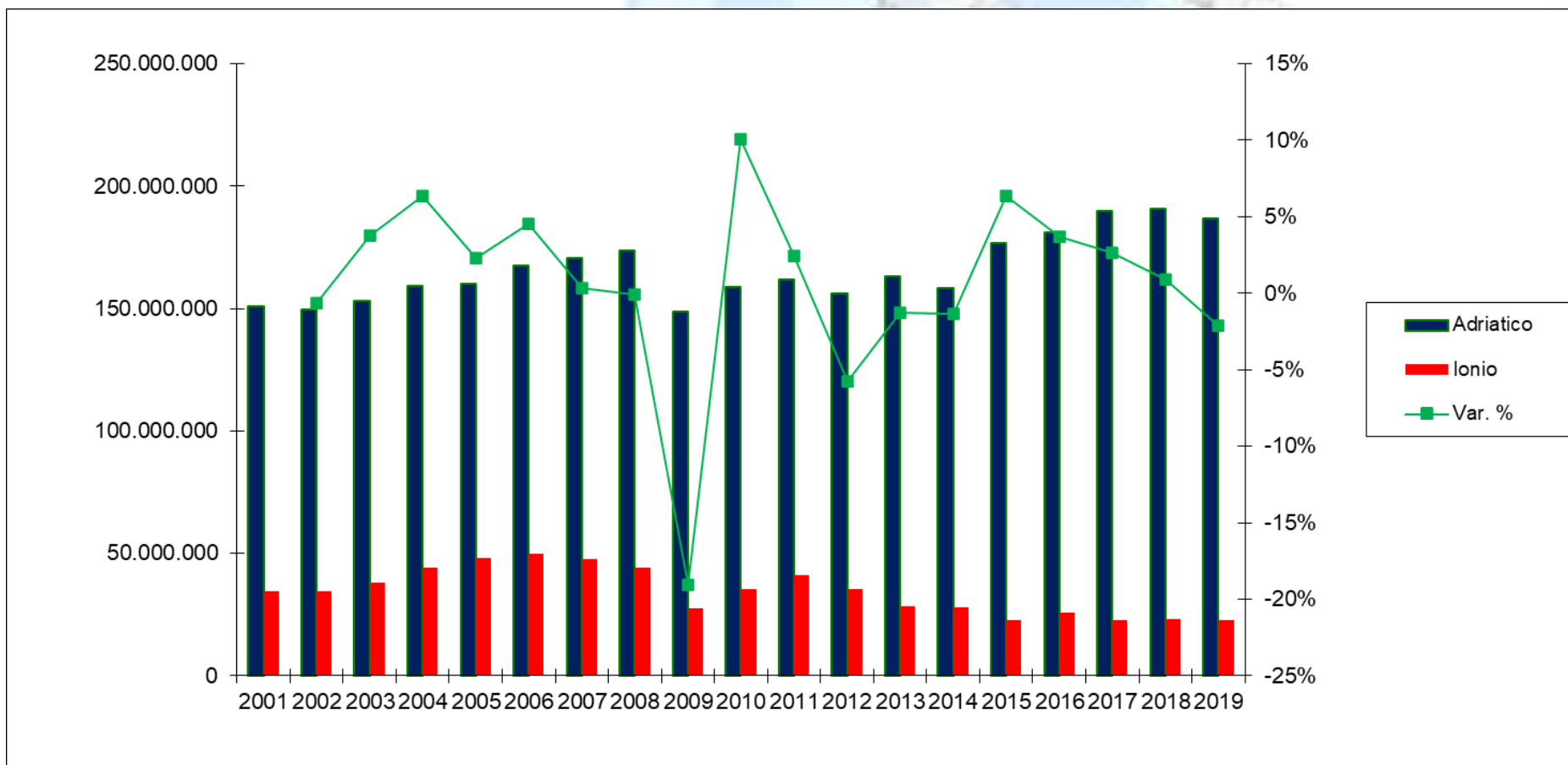
-2,1%

Var. 08/19

-3,7%

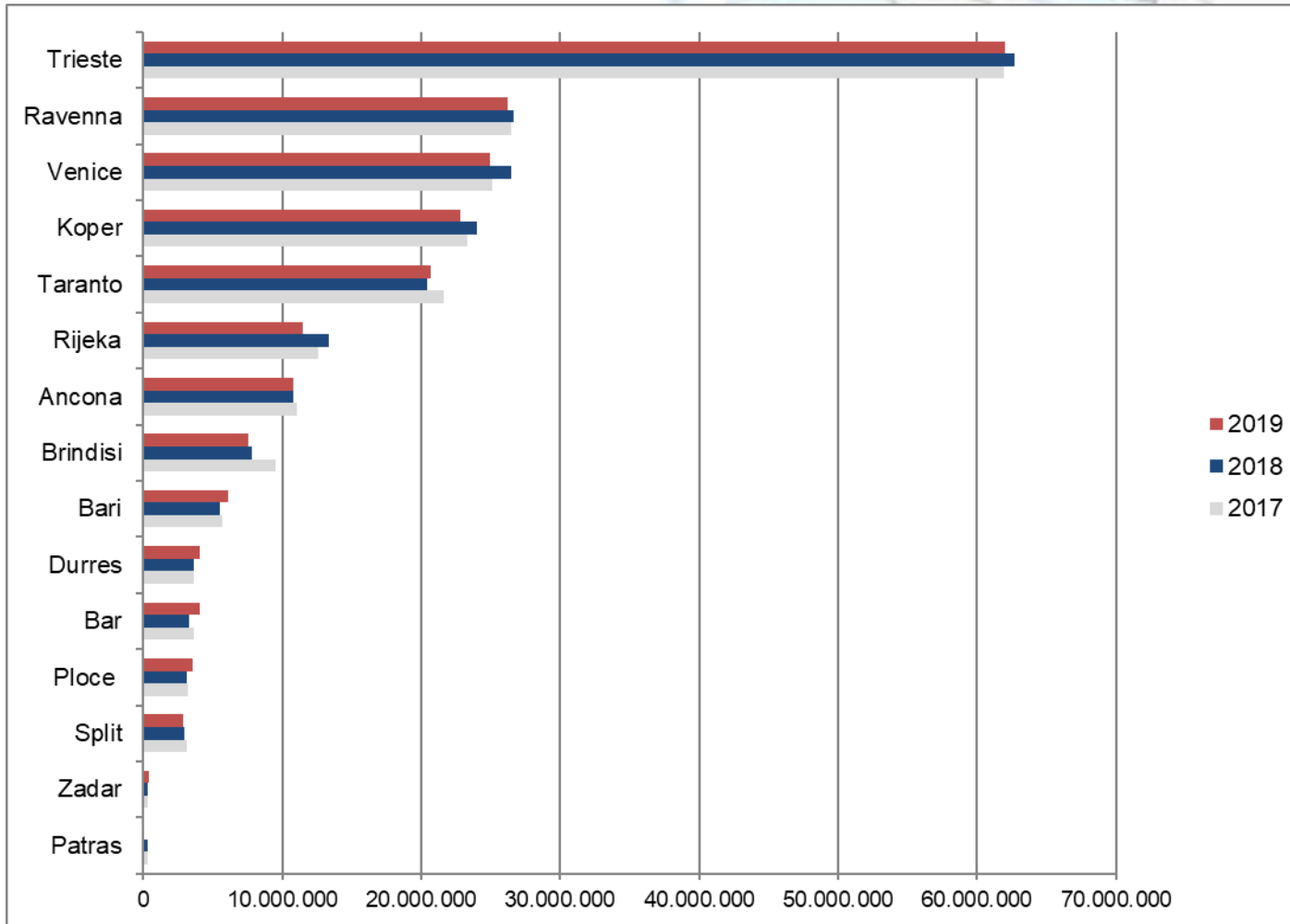
Freight traffic in the AIM ports: trends and geographic partition

Division among Adriatic and Ionian ports (Taranto and Greek ports): the share of Ionian ports have been significantly reduced by the disputes in Taranto (with a relevant shift in the segment of container movements).



Freight movements in the AIM ports

North Adriatic ports have a basic and increasing role in the movements of goods coming from the South East Europe (tons).

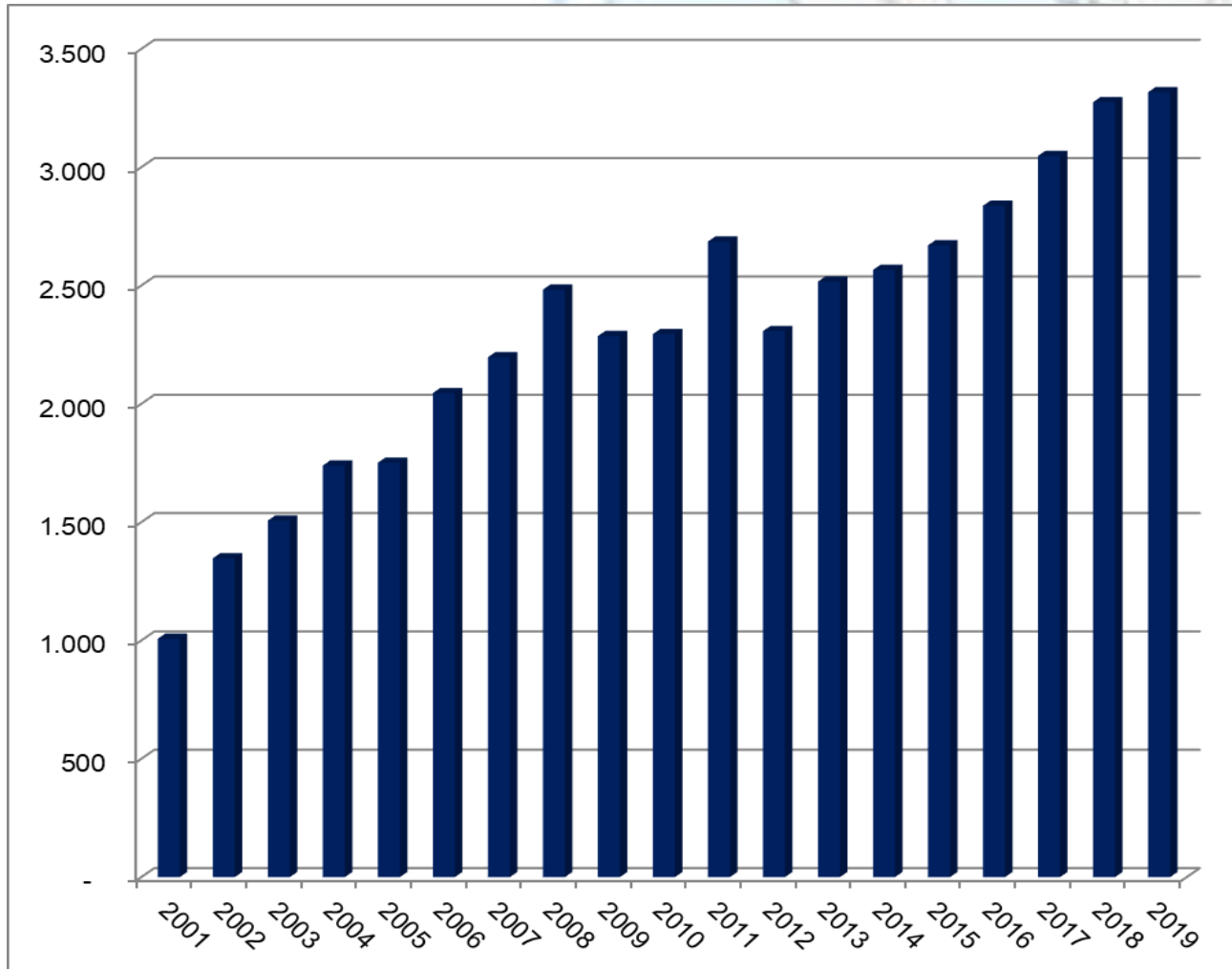


Positive trend:
Taranto, Bari,
Durres and Bar

Negative trend:
Venice, Koper,
Rijeka and
Brindisi.

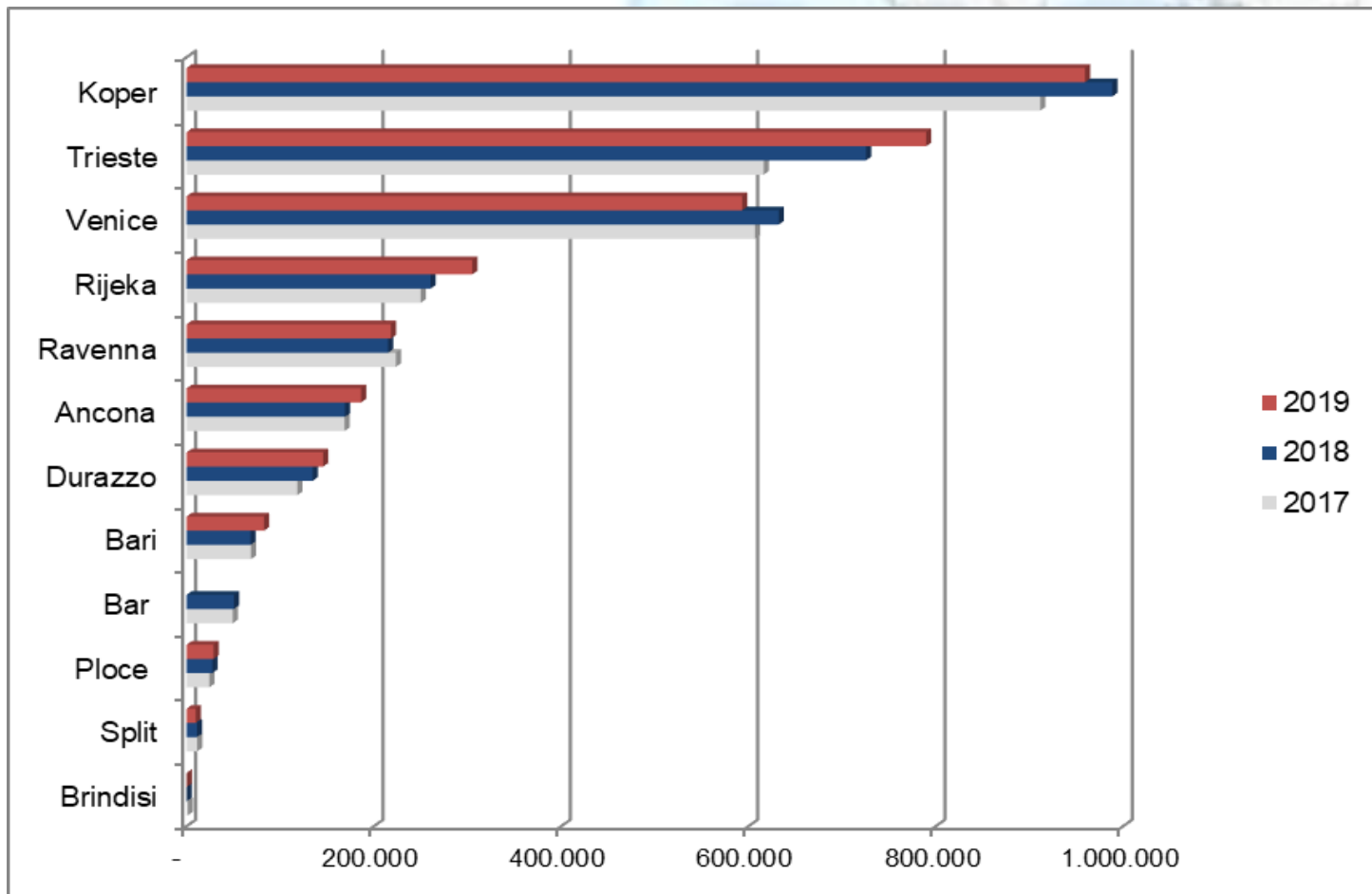
Container movements in the AIM ports (thousand TEUS)

It is a segment that has constantly increased since 2001, from 1 million to 3,3 million TEUS. Last year growth rate has been 1,3%, from 2012 (last relevant drop) +44%.



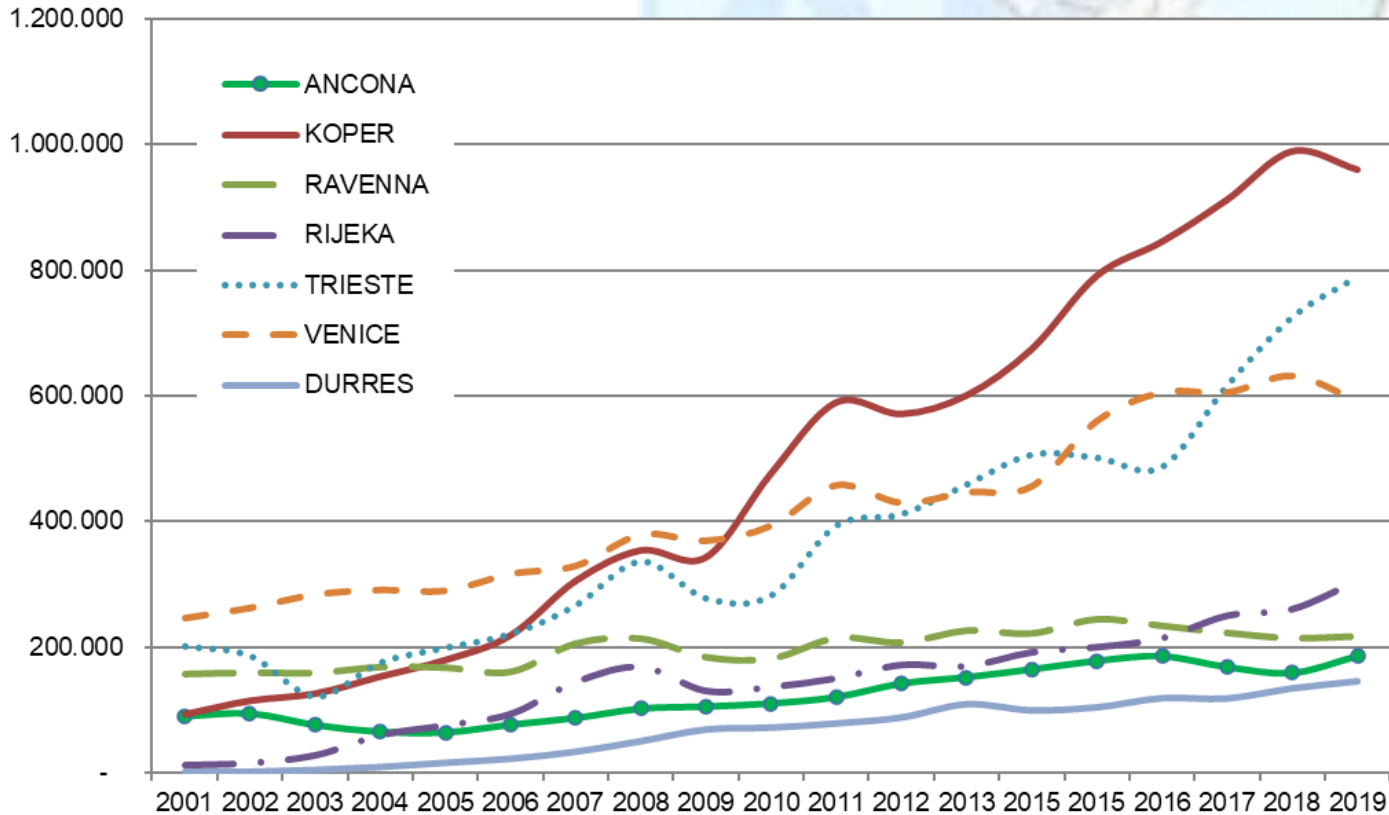
Container movements in the AIM ports

First 3 actors (Koper, Venice and Trieste) concentrate 73% of the overall container traffic in the AIM and they are quickly increasing. In 2019 Trieste had significant performances while Koper and Venice struggled. That is, again, the route from SEE to NE.



The history of container movements in the AIM ports

Concentration on the main relevant 3 North ports is not a “must” and at the beginning of the Adriatic and Ionian Initiative (2000) the situation was really different; those ports have gained competitive advantages based on their geographical position but have also worked (especially Koper) to become a gateway for the North Europe.





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PASSENGER TRAFFIC

- Ferry movements**
- Cruise sector**





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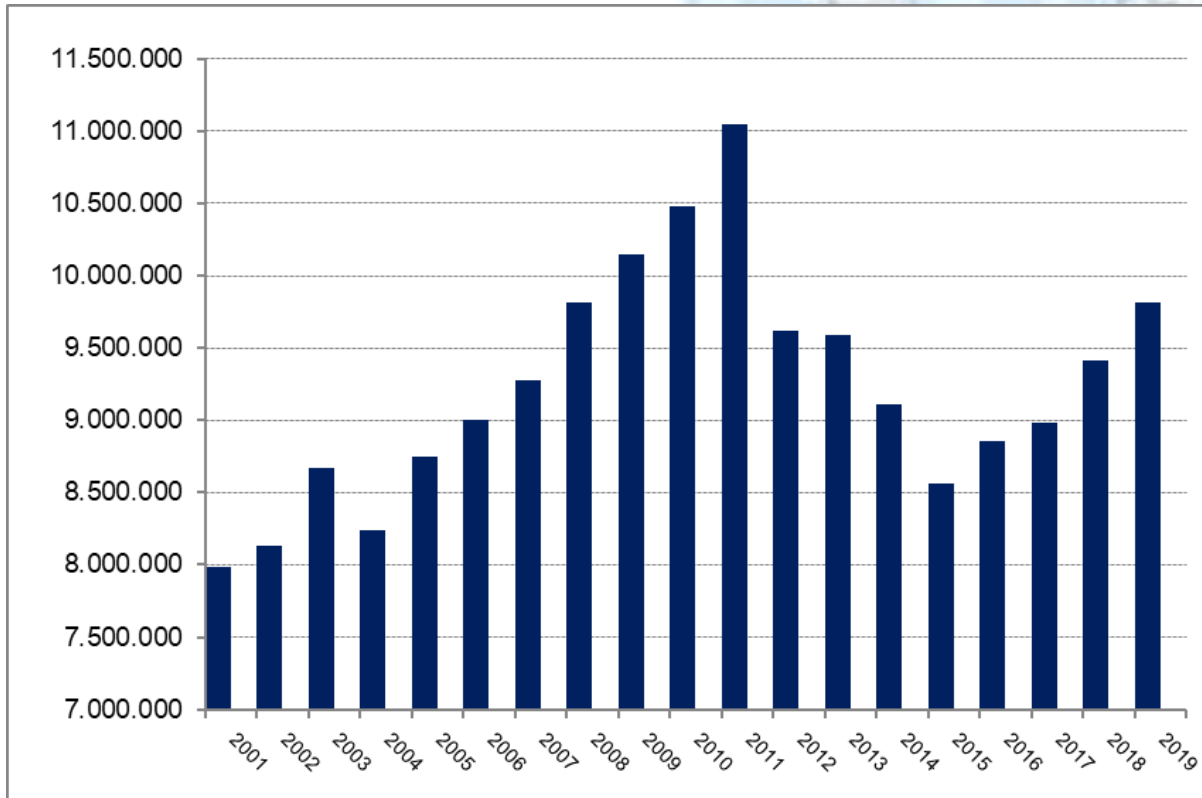
FERRY PASSENGERS

The history of passengers movements in the AIM ports (ferry+cruise)

9,8 million passengers in 2019 on ferry international routes between the two Adriatic and Ionian coasts and on cruise travels.

Four year in a row of growth, last year +4,2% compared to the previous one.

Results of the “golden years” (more than 11 millions passengers) seems to be unattainable due to the different way of travelling and to the growing competition of the low cost fly companies.



HIGH

2011: 11 Mln

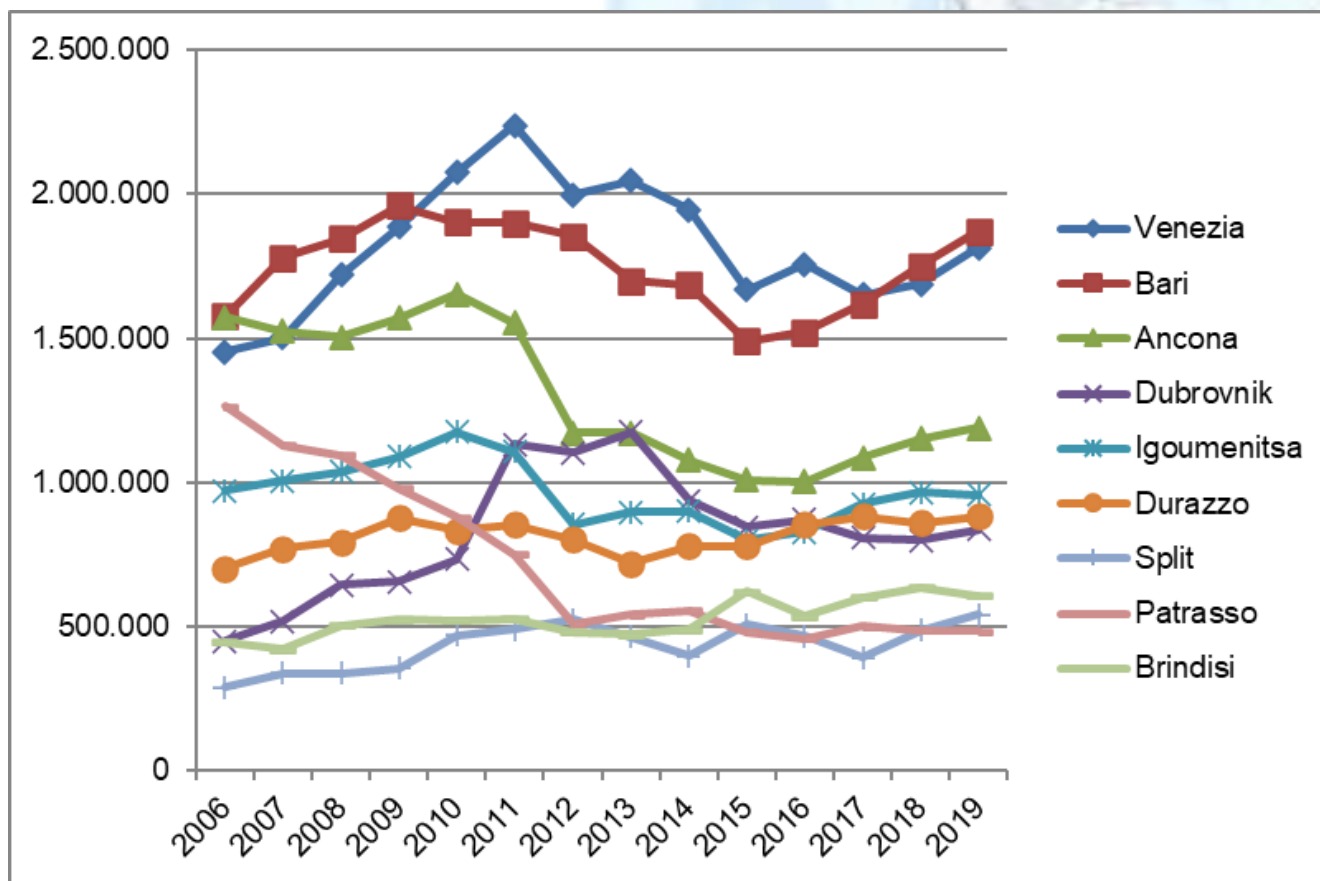
LOW

2001: 8 Mln

2015: 8,7 Mln

Passengers movements in the AIM ports (Ferry + Cruise)

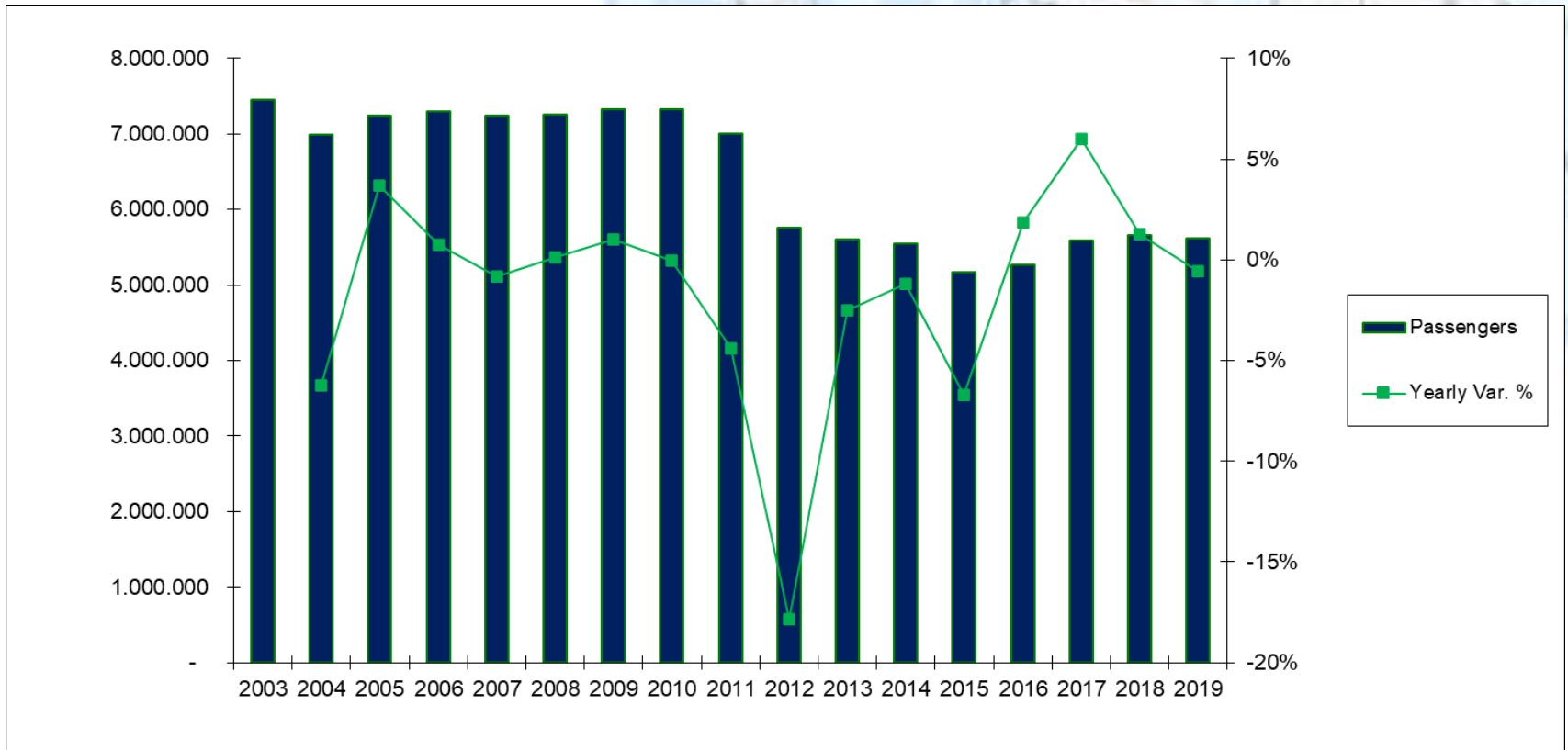
Venice and Bari are the Italian biggest ports while Ancona has lost part of its role of connection with the Eastern coast. On the other side, Croatian ports have other types of organisation on which international ferry connections are only a segment of their activity. Greek ports have reduced their passenger traffic in recent years.



Ferry passengers movements in the AIM ports

Movements on ferry routes collapsed after 2011, falling from 7,3 to 5,1 million in 2015 (-29%). General negative trend is determined by ferry segment, while in the same period cruise segment has constantly grown.

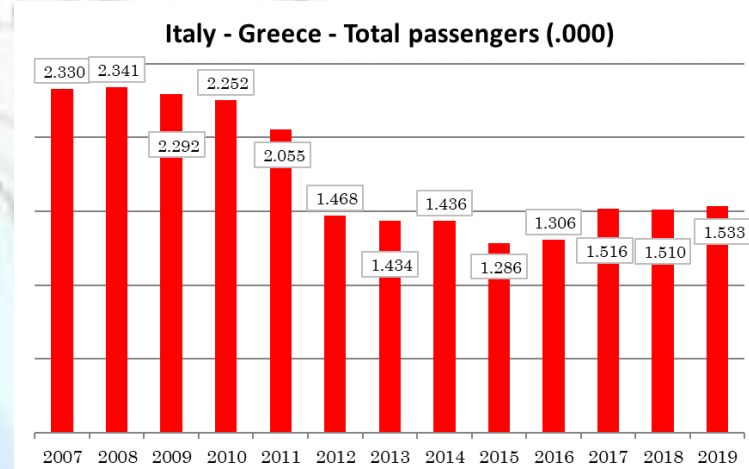
After 3 positive years, in 2019 the number of passengers on ferry routes decreased at a rate of 0,5% (5,6 millions).



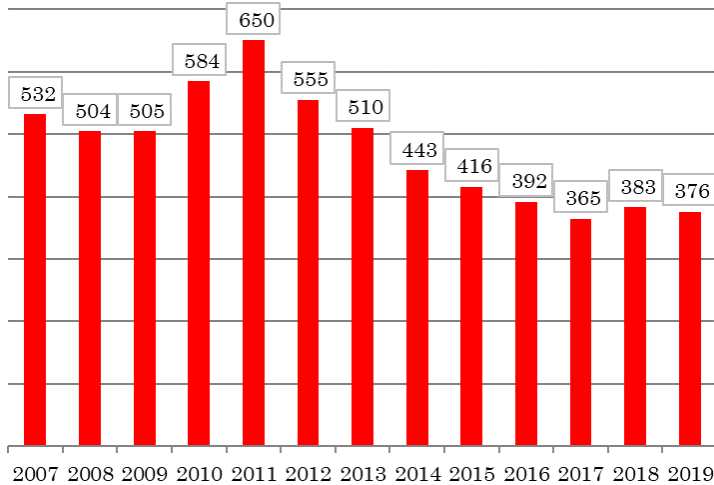
FERRY PASSENGERS

ITALY to GREECE

Ancona 50%
Brindisi 22%
Bari 21%



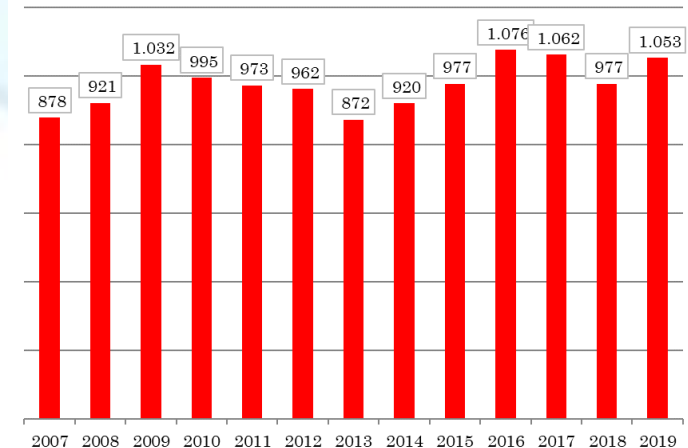
Italy - Croatia - Total passengers (.000)



ITALY to CROATIA

Ancona 58%
Venice 25%
Bari 17%

Italy - Albania - Total passengers (.000)



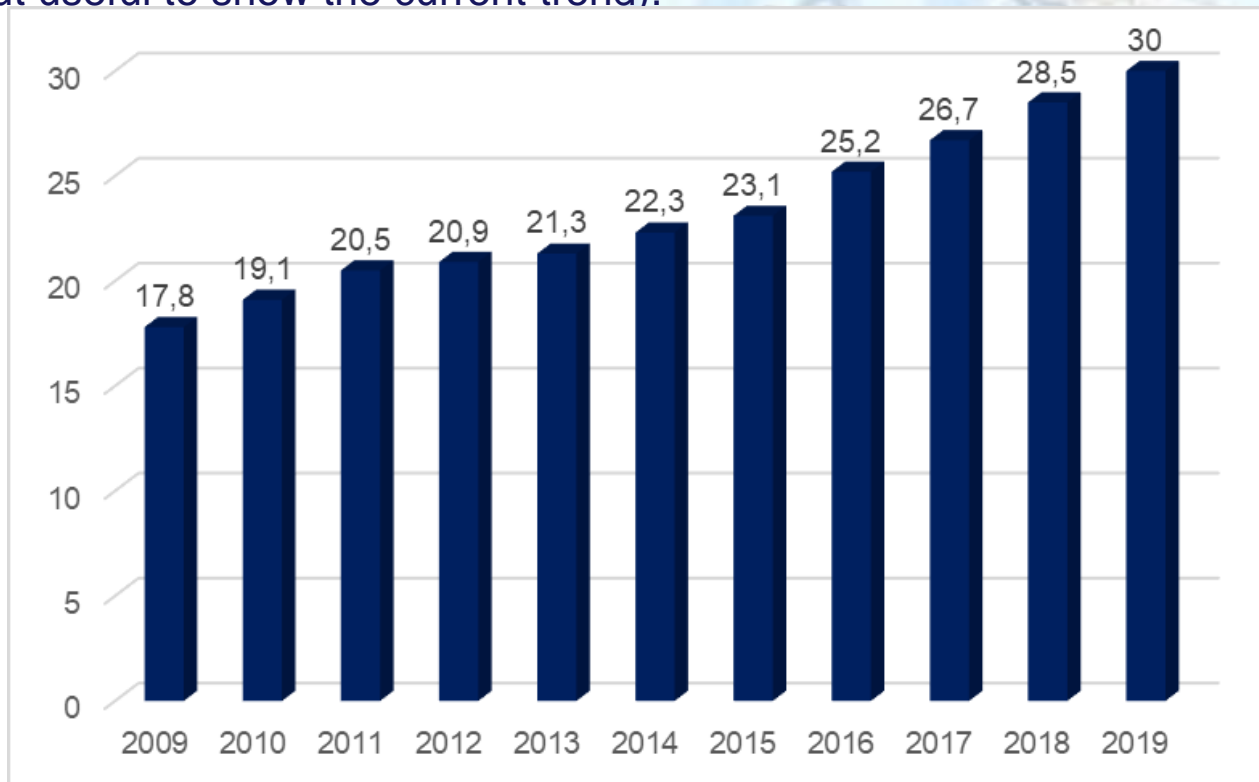
ITALY to ALBANIA

Bari 74%
Brindisi 17%
Ancona 9%

World Cruise Passengers (Million of pax)

World cruise traffic had increased constantly since 2009 and in 2019 it reached 30 millions, +5,6% compared to the previous year; analysts expected a faster growth in 2020 but Covid19 emergency has twisted the context and every forecasts for the future, at the moment, lack of solid bases.

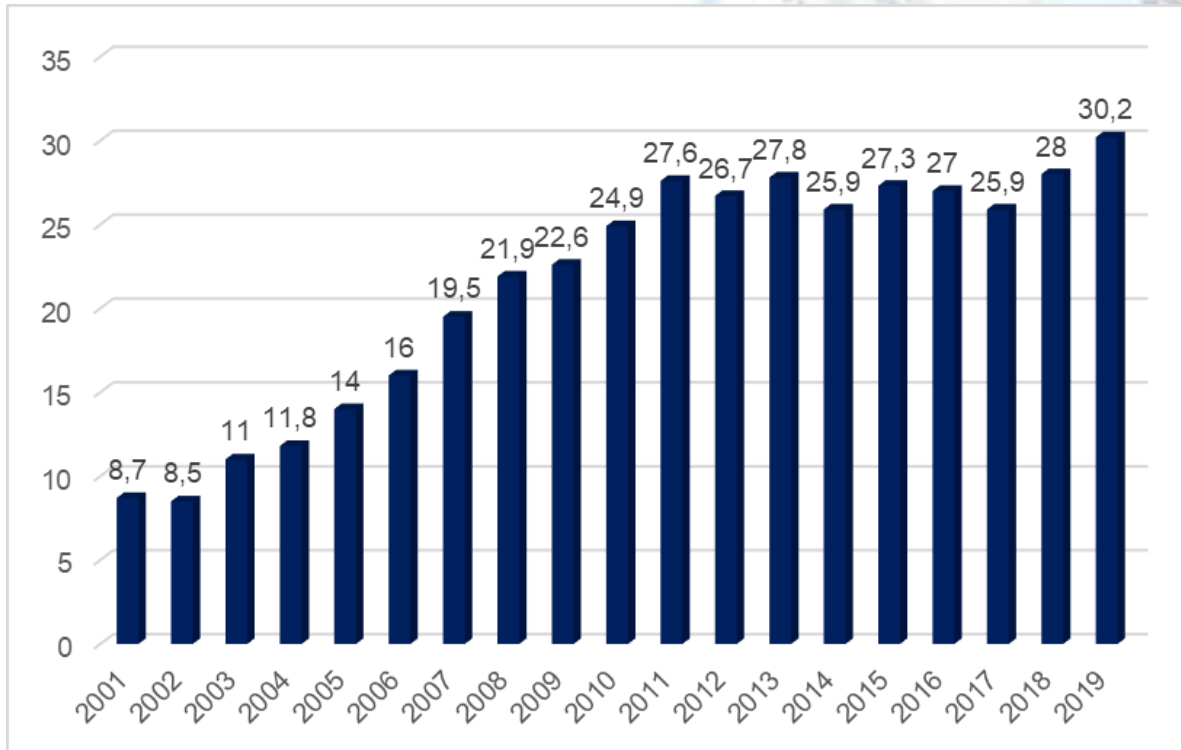
(Data are given by companies that are members of CLIA then they aren't exhaustive but useful to show the current trend).



Source: "2020 State of the Industry Outlook", CLIA

Passenger movements in Med ports

Movements in each Med port (million of passengers).



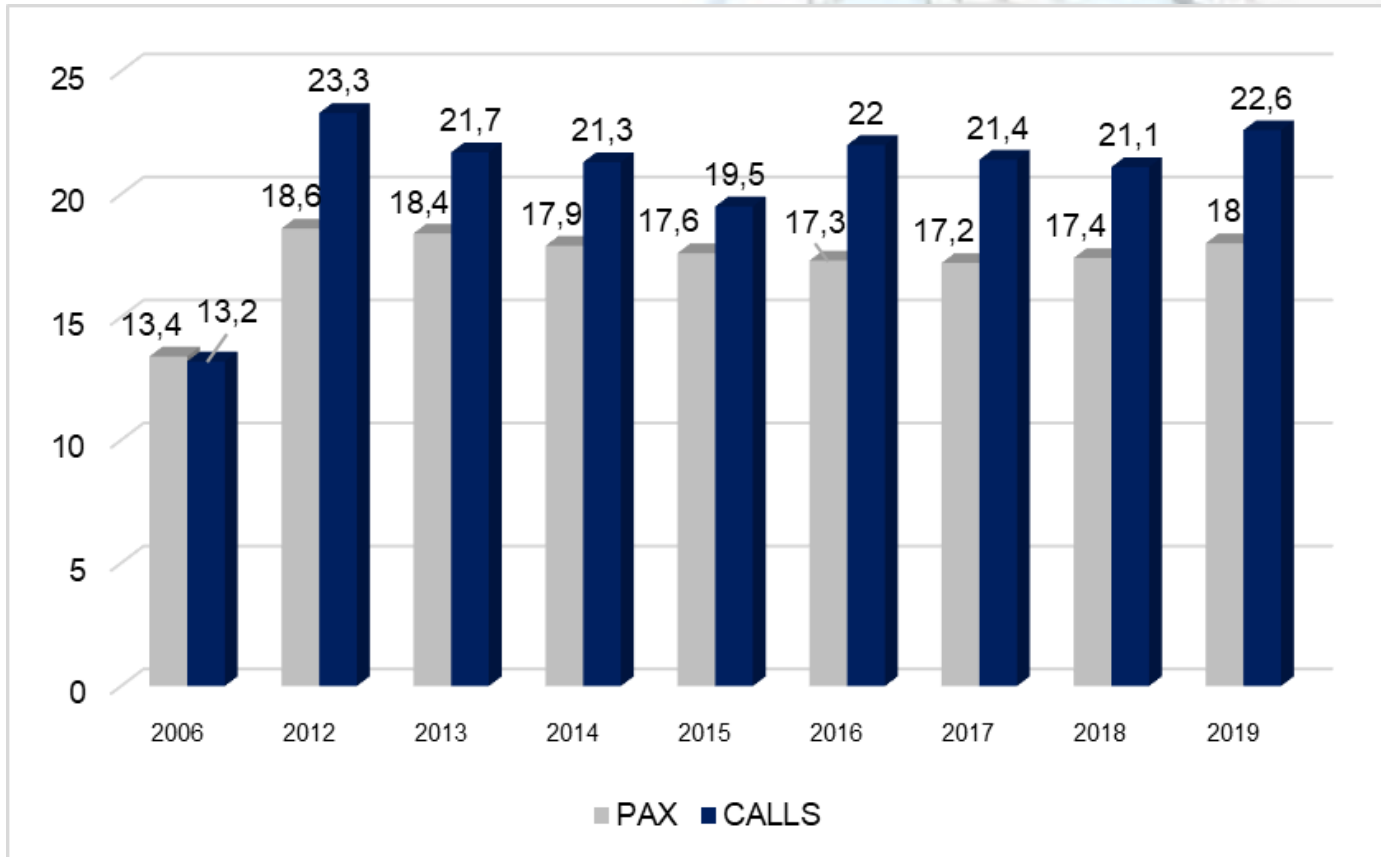
Source: MedCruise Statistic Report 2020

After a quick grow from 2000 to 2011 the trend has been steady with some positive and negative years; however last 2 years were really successful and movements attain a new record of 30,2 millions in 2019.

In terms of deployment of global cruise fleet, Med area is really significant and in 2019 a share of 16,8% of the world cruise fleet; Mediterranean stands as second biggest cruising region of the world, following Caribbean.

ADRIATIC AND IONIAN MACROREGION

AI Macroregion share in terms of MED passangers and calls



Source: "Medcruise statistics report 2020", MedCruise

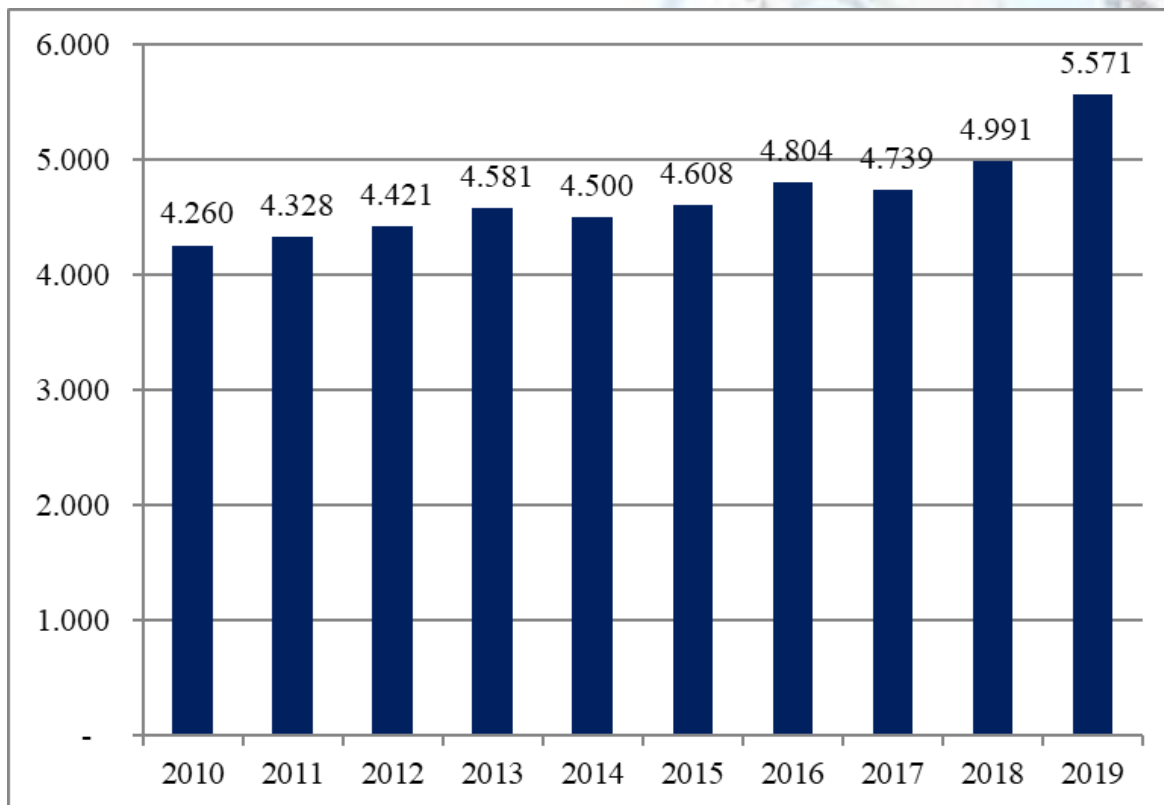


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ADRIATIC AND IONIAN MACROREGION

Cruise passenger movements in Adriatic and Ionian ports



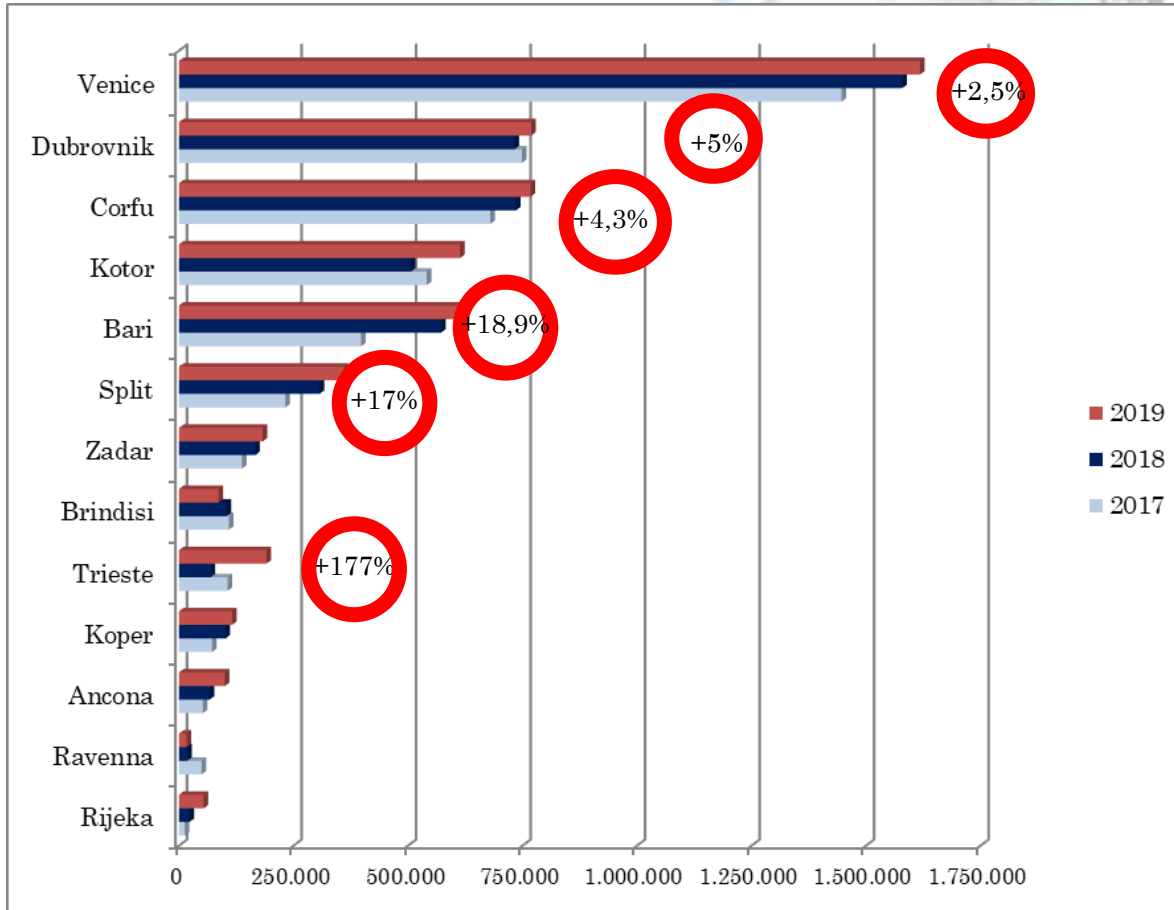
10/18
+58,3%

18/19
+11,6%

Source: Report of maritime traffic in the Adriatic and Ionian area, AIC Forum and Chamber of Commerce of Marche Region

ADRIATIC AND IONIAN MACROREGION

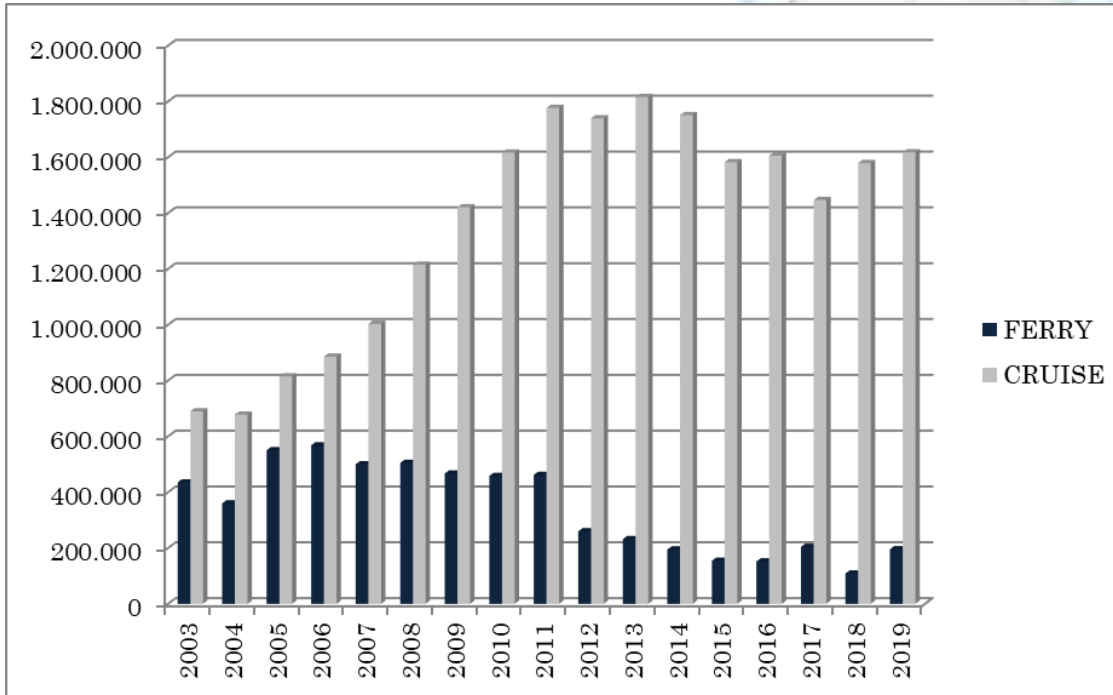
Cruise passenger movements in Adriatic And Ionian main ports



Source: Report of maritime traffic in the Adriatic and Ionian area, AIC Forum and Chamber of Commerce of Marche Region

Official data show that cruise traffic in A-I Macroregion has sharply increased in 2019 compared to 2018. Venice movements grew at a rate of 2,5%, Corfù 4% and good performances have been registered in Dubrovnik, Bari, Ancona, Split and Zadar. Trieste has almost doubled the number of its cruise passengers.

VENICE



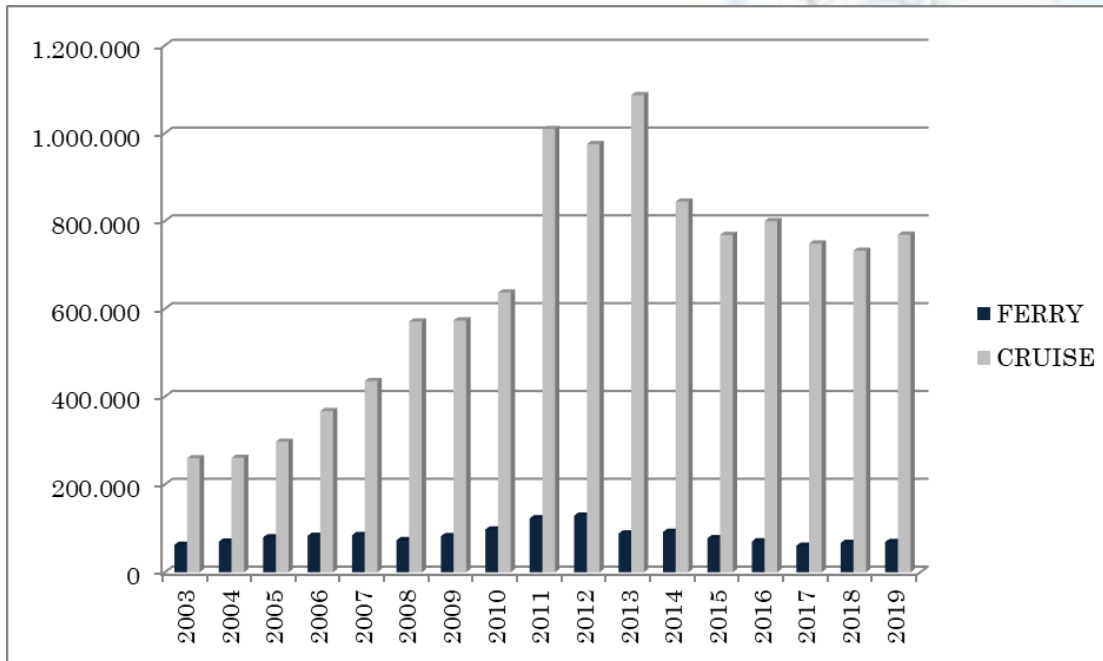
As major cruise destination in the AIM, Venice faces problem of overcrowding and a conflict between tourist and artistic heritage conservation exigencies.

Venice port is focused on cruise traffic with a slight decrease in last years; ferry connections are consistently less relevant.



AI PORTS MODELS OF BUSINESS

DUBROVNIK

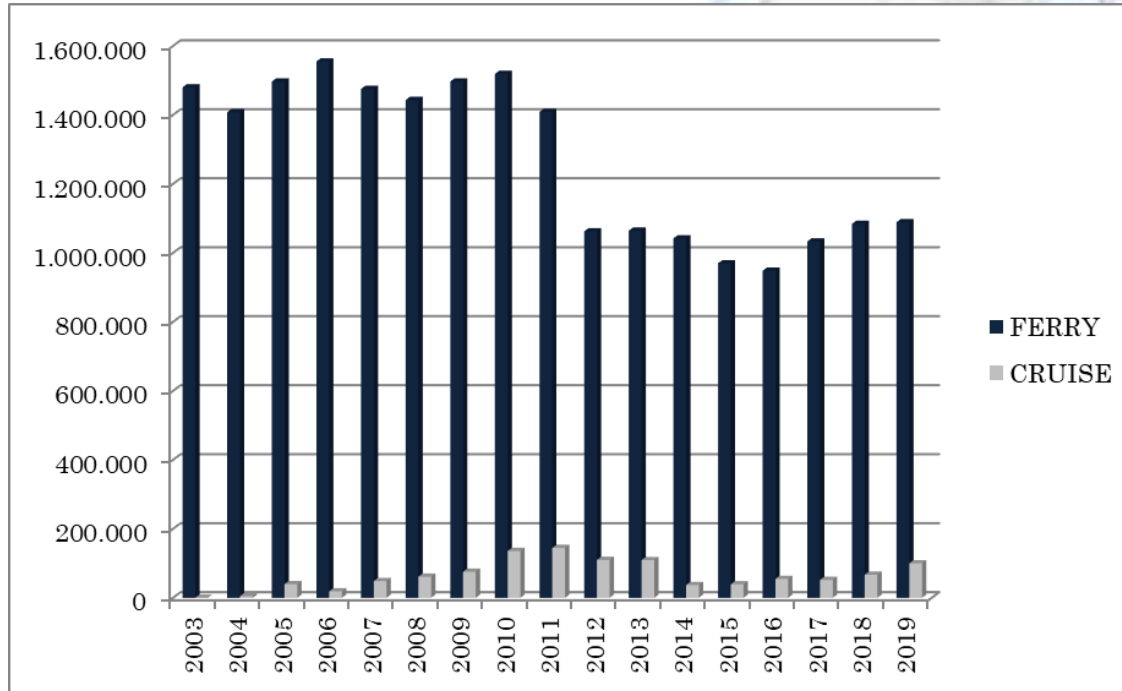


Similar to Venice, Dubrovnik has known a rapid growth of cruise movements and is facing the challenge to combine development of tourist activities and the protection of the historical heritage.

Strong focus on cruise and seasonal domestic ferry links, with a low weight of international ferry movements.



ANCONA

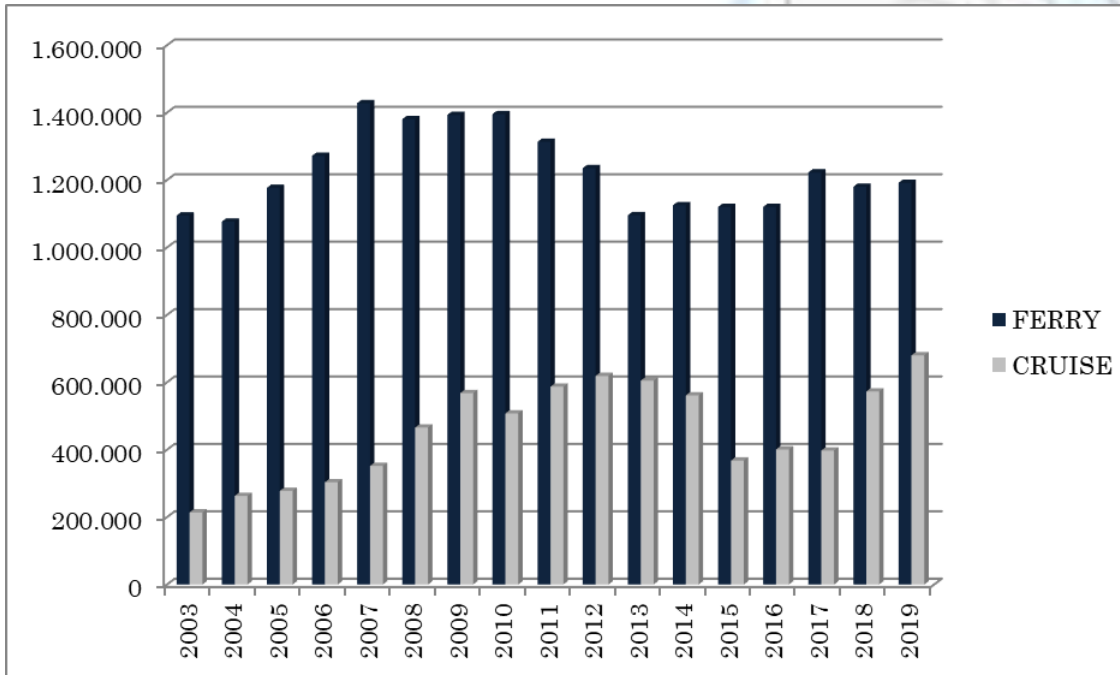


Ancona is a traditional port focused on ferry traffic that is trying to widen its market in the cruise segment even if at the moment the cruise share is narrow. As a minor cruise destination, Ancona depends on the strategic decision of the biggest cruise companies.



AI PORTS MODELS OF BUSINESS

BARI

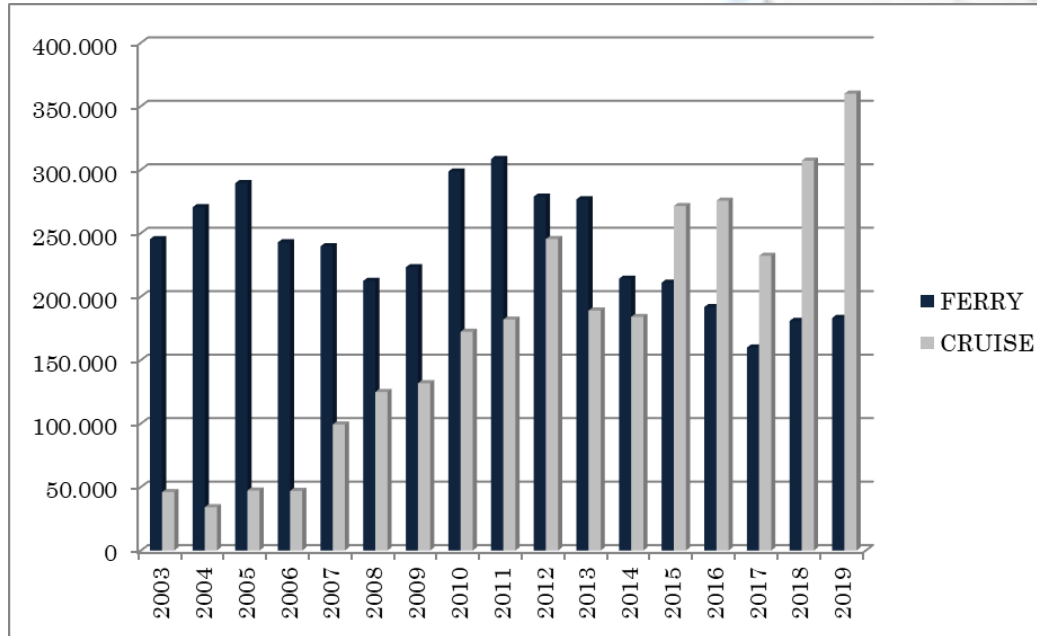


As Ancona, the port of Bari has a strong market share in the ferry connections among Adriatic and Ionian countries and it is making big efforts to affirm itself also as a relevant cruise destination. Results are encouraging and in 2019 680.000 cruise passengers disembarked in Bari, a new record for the port and further increases were expected in forthcoming years.



AI PORTS MODELS OF BUSINESS

SPLIT



While Dubrovnik seems to have reached a level of market saturation, other Eastern coast destination are growing: Zadar, Split and Koper.

The case of Split is really interesting while since now its port as been mainly a point of connection among international ferries and local routes to the islands. Today Split is a relevant and growing cruise destination and also the development of its touristic model of business has been shaped according the cruise passengers market.





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Wrap up about maritime traffic in AIM

The general overview about maritime traffic in 2019 shows how the AIM is undergoing a period of modest growth after some positive years. The not so brilliant economic performances of the coastal countries influence trends about freight traffic, while passenger movements depends also on other factors.

Freight traffic decreased for the first time after 4 years of (declining) growth, -2,1% compared to 2018. The principal ports are concentrated in the North Adriatic and all of them show signals of slowdown. Future strategies of growth for the Adriatic and Ionian area must consider the fact the current flow of good traffic is lower than the values reached before the 2009 crisis.

Containers represent the most dynamic segment in the area, TEUS grew from 1 million in 2001 to 3,3 millions in 2019, but last year's growth was lower than usual (+1,3%). Koper is still the principal container port of the AIM even if for the first time in 2019 its traffic decreased (-2,9%); same trend for Venice (-6,6%) and strong increase for Trieste (+8,8%).



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Wrap up about maritime traffic in AIM

On the passenger side, Adriatic and Ionian ports are investing on the cruise sector as a partial substitute of the ferry segment. In 2019 9,8 million passengers (ferry and cruise) boarded and disembarks in the AI ports, 4,2% more than the previous years, but segments' trends were really different: -0,5% for ferries and +11,6% for cruises.

All the three main cruise ports (Venice, Dubrovnik and Corfu) had positive performances in 2019 but the best results were those of Kotor (+21,2%), Bari (+18,9%) and Split (+17,2%) as a demonstration of the fact that tourists are looking for a wider range of destination in the AIM, not only Venice and Dubrovnik.

All these analysis based on usual condition forecasted a huge increase in the cruise sector for 2020 too and modest variations for all the other segments, both freights and passengers. The world emergency caused by the diffusion of the Covid 19 virus has changed everything and every forecasts seem to be, at the moment, more hopes than real perspectives.



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ANDREA MOSCONI

EU Funds Projects and International Networks

Chamber of Commerce of Marche Region

Email: andrea.mosconi@marche.camcom.it

Tel. +39 071 5898218



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