



## Port and Terminal Developments

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### Abstract

Historically, merchant ships have been commandeered to enforce the military power of a nation in times of crisis. With the globalization of production and consumption, ports play an increasingly vital part in facilitating the world-wide movement of cargoes.

Globalisation, deregulation, logistics integration and containerisation have reshaped the port and shipping industry. Port and maritime companies are challenged to redefine their functional role in the value chain for the sake of creating customer value and of ensuring the survival and growth of the company.

The introduction of the Marco Polo Program since 2003 following the Pilot Actions for Combine Transport ended in 2001 encourages the trade shifting to the maritime and inland waterway's transport modes.

The history shows that the major shifts in international trade centres and poles with new revolutionary developments in maritime industry dictate the trends of maritime shipping and in doing so dictate the future of ports. Venice and Genoa in Italy with Daniette and Rosetta in Egypt used to be the Mediterranean world ports in the Medieval age. But with the discovery of Cape Hope route to the East, the weigh shifted to Spanish and Portuguese ports and then to the channel ports.

With the shift to containers and the European hunger for LNG and oil, we can predict that some ports are going to decline in the Mediterranean to new range ports such as Tangier Mediterranean port. The trade between China, Far East and Europe increased enormously in the last 10 years pushing notably Mediterranean Ports to be completely prepared to face this increase in term of infrastructure and hinterland network facilities, equipments and human resource developments.

With the emergence of mega ships and the development of Hub and Spoke network the productivity of ports will depend more and more upon the efficiency of its stevedoring activity and logistics chain to deliver Just In Time the goods to the second mean of transportation. Ports and terminals have to meet their costumer's needs notably in term of ship's turn-around, cargo dwell time and other relevant terminal and hinterland facilities.

Increasingly, intense global competition is forcing changes in the way all stakeholders in the international logistics chain, including ports, do business in the future. Innovative systems and new technology are radically changing requirements for port facilities and increasing the degree of specialization, raising the financial stakes of port investments and the need for a highly qualified workforce.

Environmental and safety concerns are forcing on ports the requirement to impose regulations (MarPol 73/78, Customs & Trade Partnership Against Terrorism, Container Security Initiative, International Ships and Port Facilities Code ...) and provide facilities that have an additional commercial return on investment.

The three last decades are seeing radical changes in the business base underlying port. The globalization of the shipping and trade business is pressing ports to reduce terminal cost and improve operational efficiency. Consequently, ports have not just become a transfer point of merchandise between different modes of transportation, but an integrated logistics centre in a seamless transport chain.