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Inspire Policy Making with Territorial Evidence

ESPON ERMES

European Research for Maritime Eco(nomic) clusters governance
Strategy

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// European Research for Maritime Eco(nomic) clusters governance Strategy (ERMES)

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What is ERMES?



The future of urban-maritime port regions

The main challenge that urban-maritime port regions will face in the upcoming 10 years:

- How to guarantee economic growth while minimising negative impacts on the environment?

This challenge requires regional stakeholders from industries, government and academia to join forces.



ESPON ERMES targeted analysis addresses the question:

- How can effective (eco)clusters be developed in urban-maritime regions?

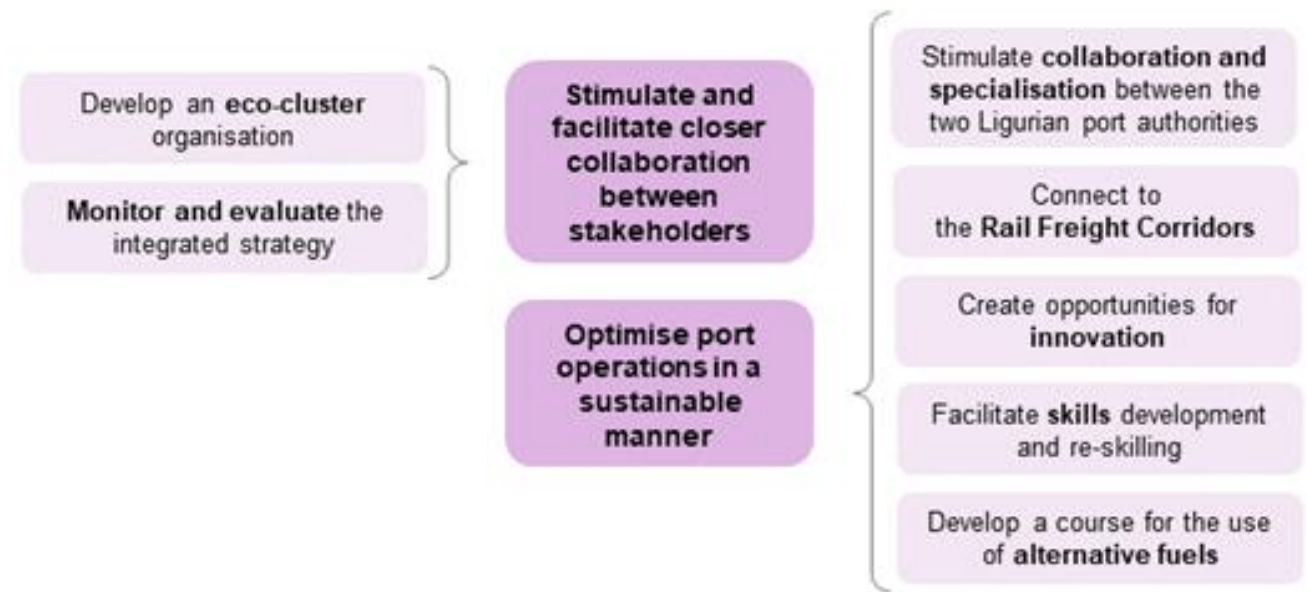
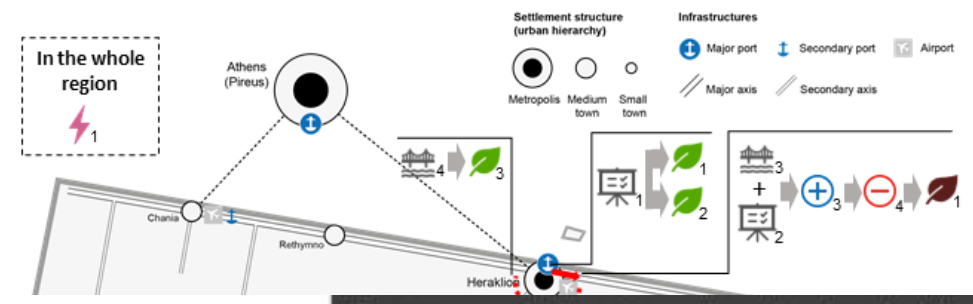
Maritime/port eco-clusters

- Definition used in ERMES:

‘a geographic concentration of interconnected economic activities and related institutions that cooperate and compete to achieve (environmentally) sustainable economic development in the ports/maritime domain’

Research goals

1. To define **regional-specific urban-maritime spatial planning scenarios**, involving triple helix actors, policy-makers and city-port authorities.
2. To provide **policy recommendations** for the elaboration of strategies for urban maritime regions.
3. To contribute to the production of an **Atlas/Roadmap** on future polycentric urban-maritime port regions in Europe.



1 Improving port operations

2 Development of interactions between cruise/city tourism

3 New technologies: awareness raising / shared understanding

Capacity building

1 Upskilling employees to use new technologies

Networking

1 Cluster development / new networks

5 for other regional ports

Environmental

1 Utilisation of renewable and new energy resources (green fuel) / decarbonation

2 Biodiversity / water restoration

3 Less traffic inside the city

1 Overcrowding city with tourists

Cooperation / conflicts

1 Multi-actor governance (port-municipality-region)

2 Increased participation and ownership

1 Disjunction: daily decisions vs. long term planning

Actions to be developed are located in red on the map

2

Results



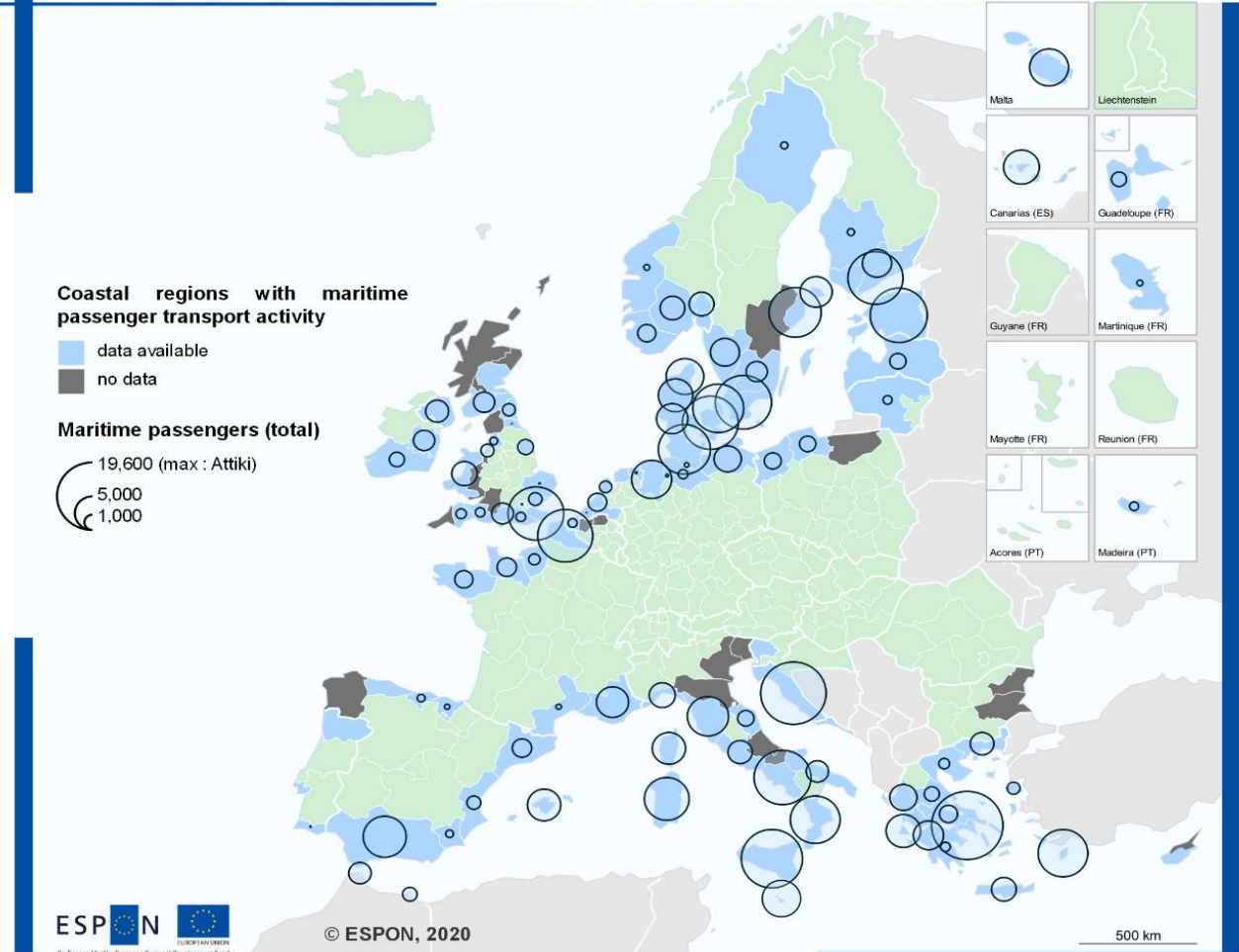
Mapping European port developments

Maritime transport of passengers

- **Maritime transport of passengers** decreased 5.6% between 2017 and 2018
- The Netherlands largest volumes of sea borne freight in passenger country, followed by Greece

Import and export in European major ports

Maritime transport of passengers - embarked and disembarked (2018)



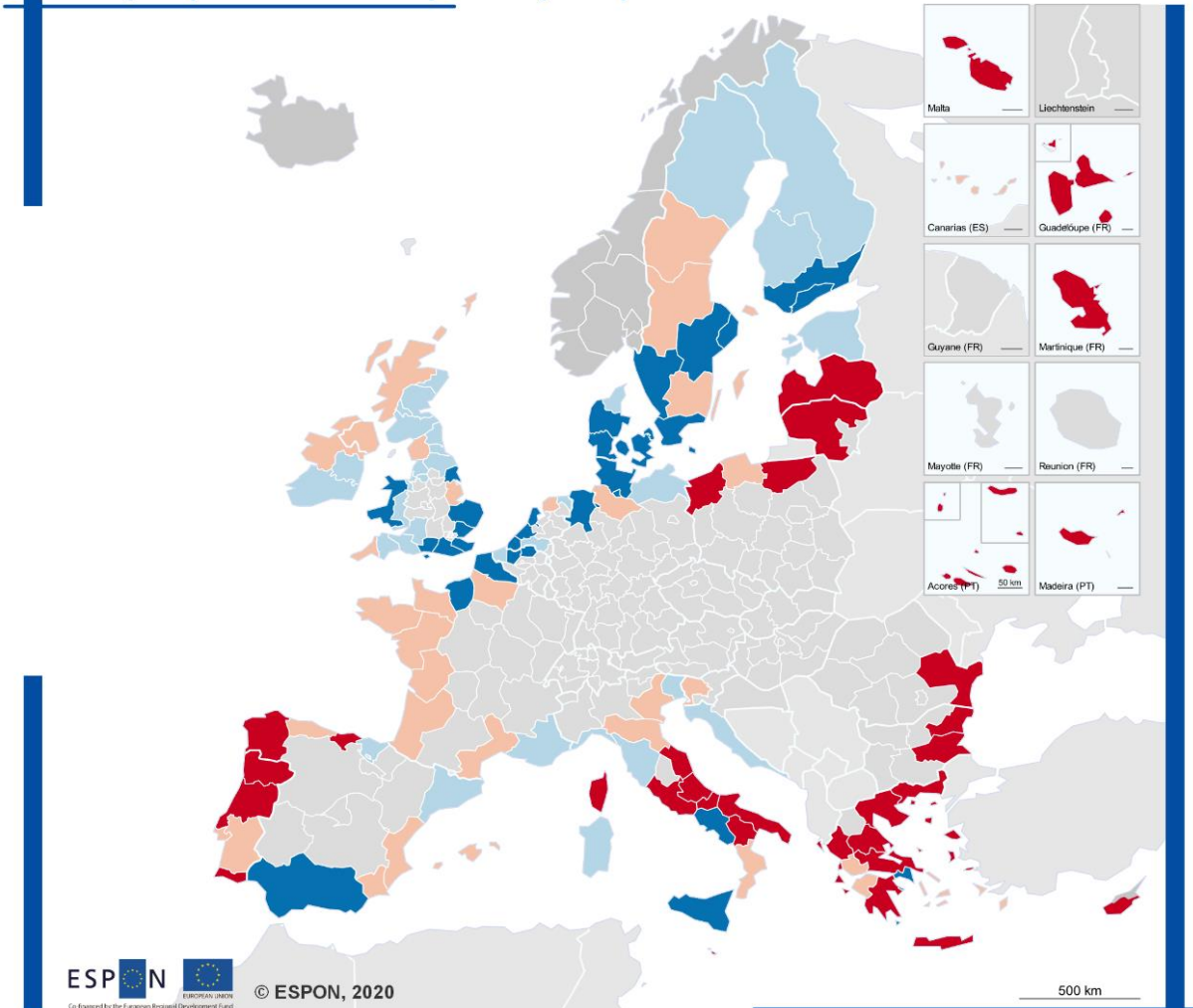
Regional level: NUTS 2 (2016)
 Source: ESPON ERMES, 2020
 Origin of data: Eurostat (tran_f_mapa), 2020
 © UMS RIATE for administrative boundaries

Cluster readiness

The typology has been built on four sub-indices:

- Basic: includes institutions, macroeconomic stability (weight: 10%);
- Efficiency: includes basic education and labour market efficiency (weight: 20%);
- Innovations: includes technological readiness and business sophistication (weight: 35%);
- Port performance: includes throughput freight and port efficiency (weight: 35%).

Territorial and economic readiness for (eco)cluster development (2020)



Territorial and economic readiness for (eco)cluster development, 2020

- Low [first quartile]
- Medium [second quartile]
- Medium high [third quartile]
- High [fourth quartile]
- No data
- Not a maritime region

Regional level: NUTS 2 (version 2016)
 Source: Spatial Foresight, 2020
 Origin of data: ESPON ERMES, 2020
 © UMS R/ATE for administrative boundaries

Urban-maritime scenarios developed via stakeholder dialogue and workshops

	Liguria	East Flanders	Malta	Crete
Trend 1) Optimisation of (port) operations	x		x	x
Trend 2) Port regionalisation and multimodality		x	x	
Trend 3) Innovation and digitalisation	x	x		x
Trend 4) Enhancement of sustainability	x	x	x	
Sector-specific trend				x

For Crete, tourism was added as a sector-specific trend.

Main lessons learned

1. Many similar challenges in the upcoming 10 years:
 - The transition to more sustainable practices in port operations, along with the use of alternative fuels;
 - Increasing development towards digitalisation, innovation and more efficient modes of operation;
 - The need for efficient and sustainable transport to/from the ports' hinterlands.
2. Despite facing similar challenges, each of the four stakeholder regions has a different starting position.
3. Their local context is determined by the nature of economic activities and the extent to which governance reforms have been implemented in the recent past
4. These challenges coexist and simultaneous development in these fields for all ports is a prerequisite for a successful future.
5. The collaboration between relevant actors through, for example (but not limited to) the effective development of eco-clusters, will for a large part contribute to the success of urban-maritime regions.

Islands and Insularity

- Challenges in transport and trade logistics
- Market accessibility and Economies of scale
- Geographic remoteness and economic dependencies
- Vulnerability to external shocks
- Access to funds
- Access to technology and know-how
- Social ties and strong community involvement: quick decision making possible, with engagement of people
- Often natural and cultural assets, tourism as a common competitive asset
- Risks of clientelism and conflicts of interest
- Rapid demographic changes may weaken social ties

Also important differences between islands

- Malta: all decision making in proximity
- Crete is –partly- dependant on ties with Greek mainland

3

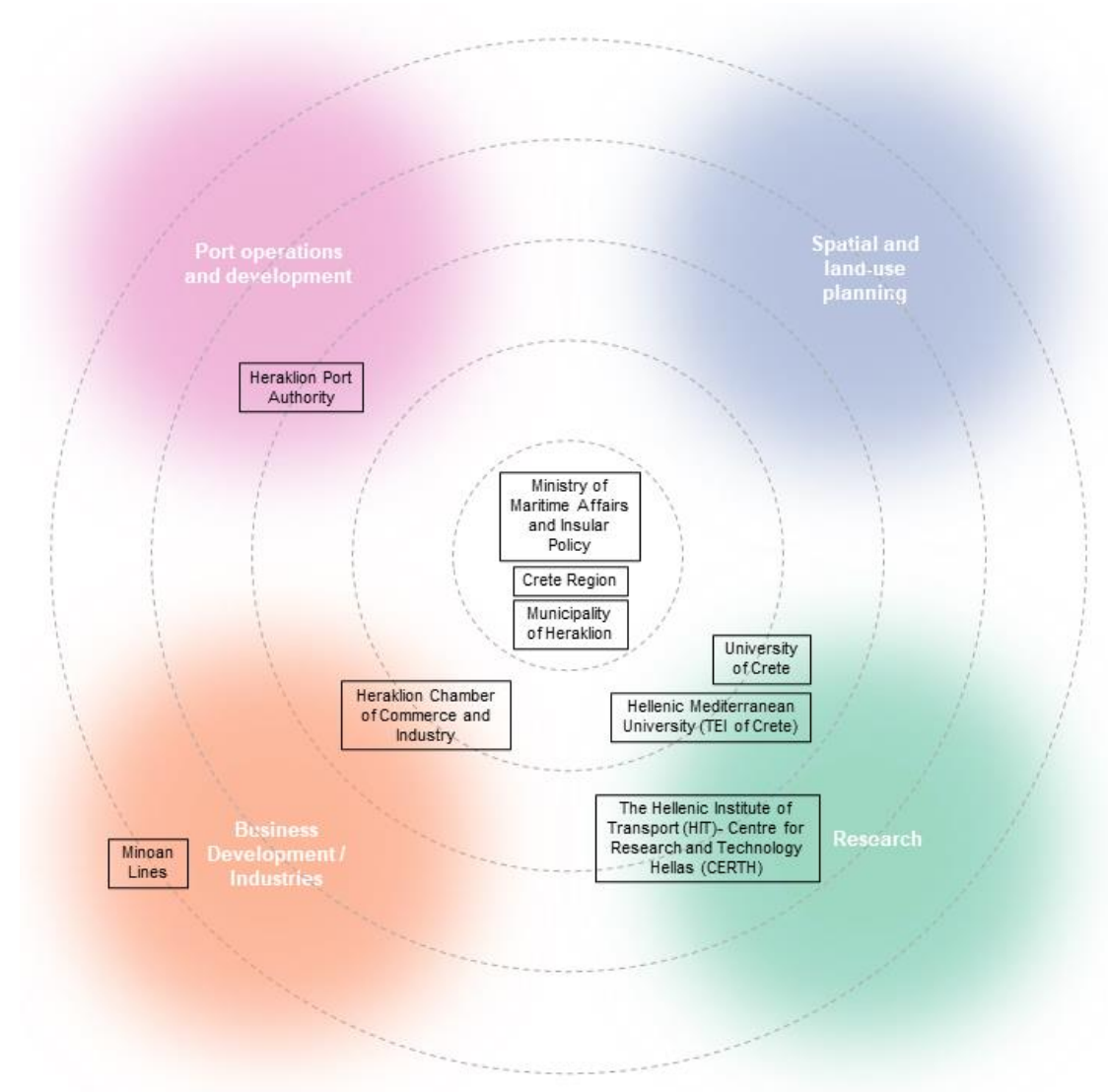
4 Case studies

**some highlights for Crete
and Malta**



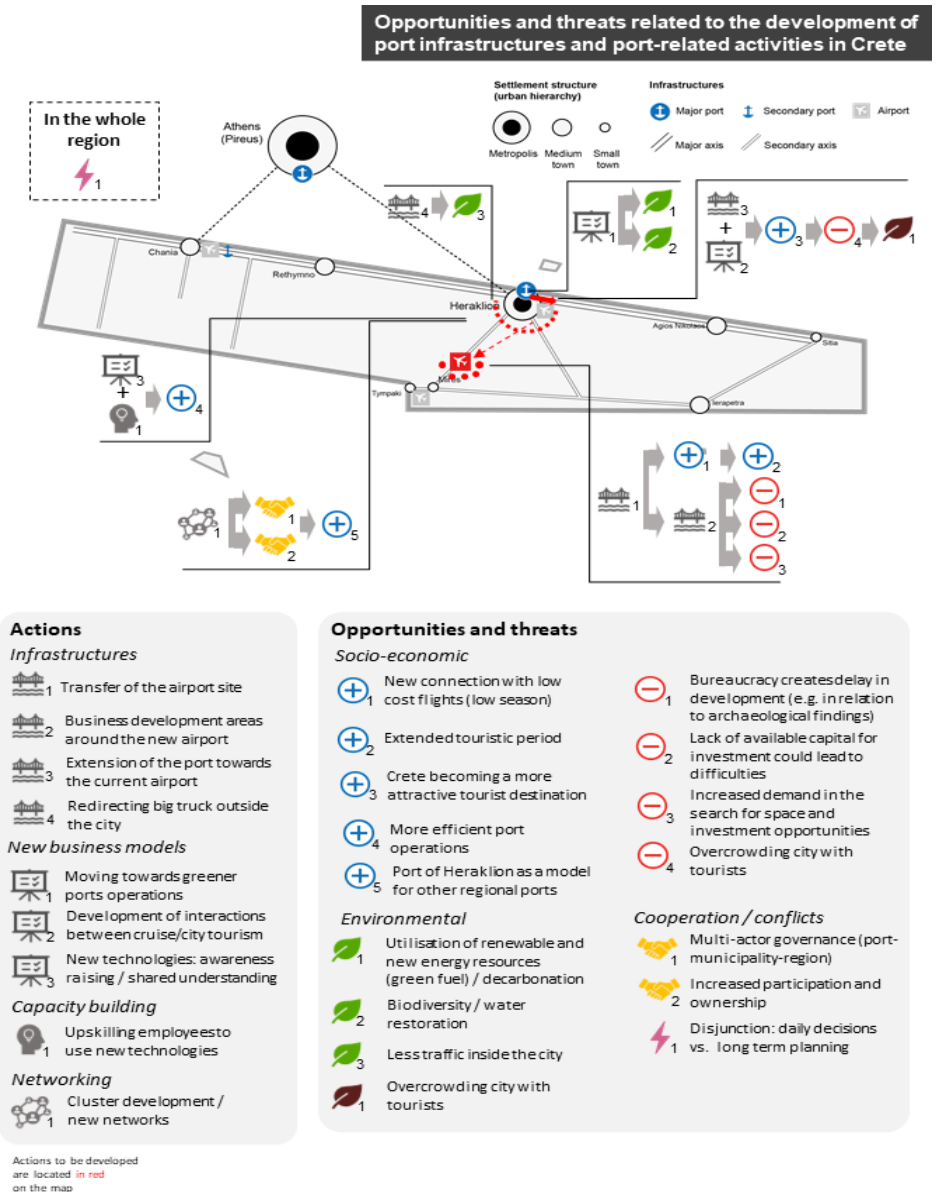
Crete

- Located around 160 km from the Greek mainland, the economy is predominantly based on services and tourism, with agriculture also playing an important role.
- The Port of Heraklion is located in the central Crete, serving around 2 million passengers per year. Hinterland connections are limited to road and short sea shipping.
- The seaport stakeholders in Crete are looking to develop a strategy for the forthcoming 10 years which aims to:
 - Transform the port of Heraklion into an important hub for maritime transport and tourism throughout the eastern Mediterranean (within the framework of the trans-European transport networks);
 - Make the port more competitive by offering high quality services and experiences.



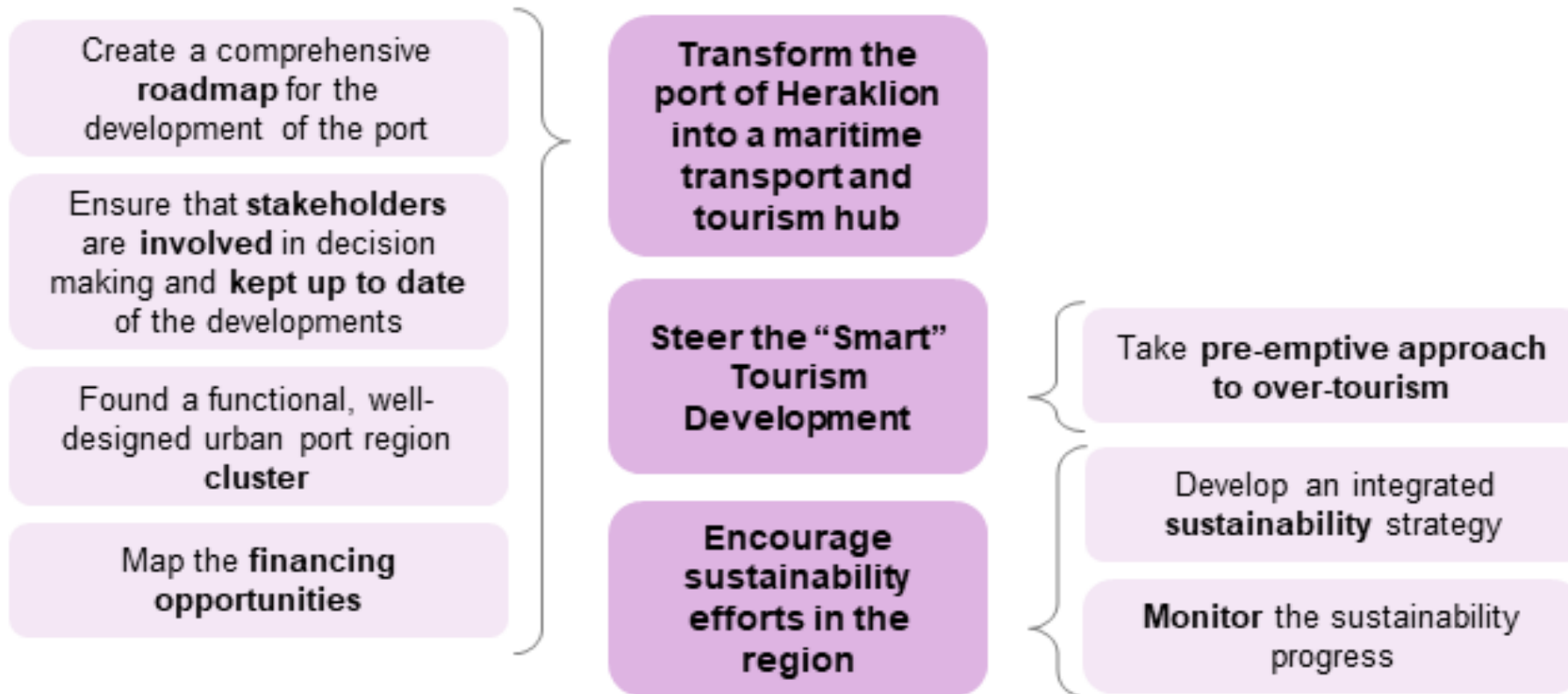
Crete results scenario analysis and workshop

- Steer the 'Smart' Tourism Development (STD);
- Support and enhance innovation and digitalisation in the region (including the improvement of port operations, their digitalization, capacity optimization and efficiency as well as aim to enhance sustainability practices);
- Encourage sustainability efforts in the region (including the use of greener fuels, urban planning regeneration efforts and smart green ports development efforts);
- Support and improve the connectivity at the region (including infrastructural developments, better integration measures and support for risk management and emergency situations).



7 ERMES Recommendations for Crete

Recommendations to regional actors
in Crete and the port of Heraklion



Comparison between Crete and Malta

- In many aspects comparable, with similar challenges
- Both islands can improve on Regional competitiveness and in the score on the Maritime cluster typology

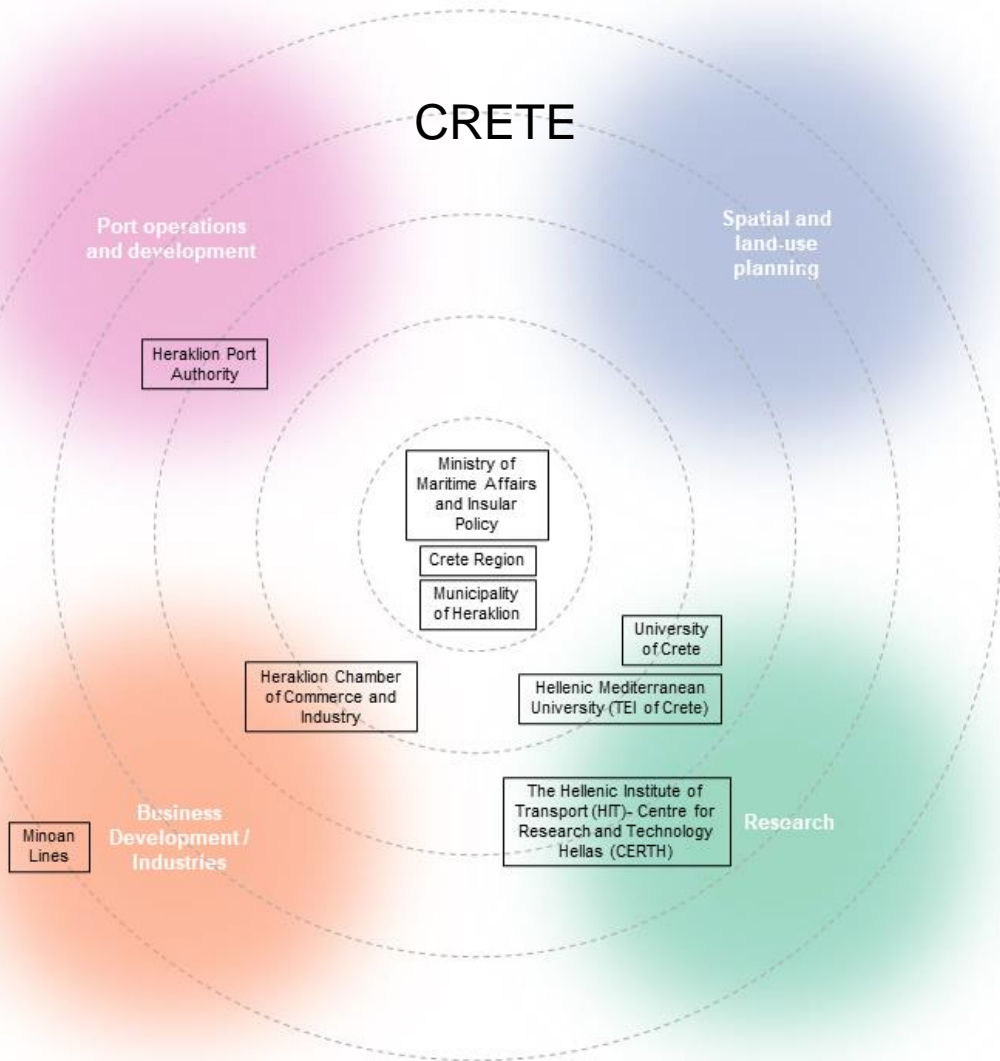
Main differences:

- Freeport Marsaxlokk
- Malta is a State, Crete a Greek region
- Malta has advantage of proximity of all necessary decision making entities
- Speedier alignment of policies, stronger ties

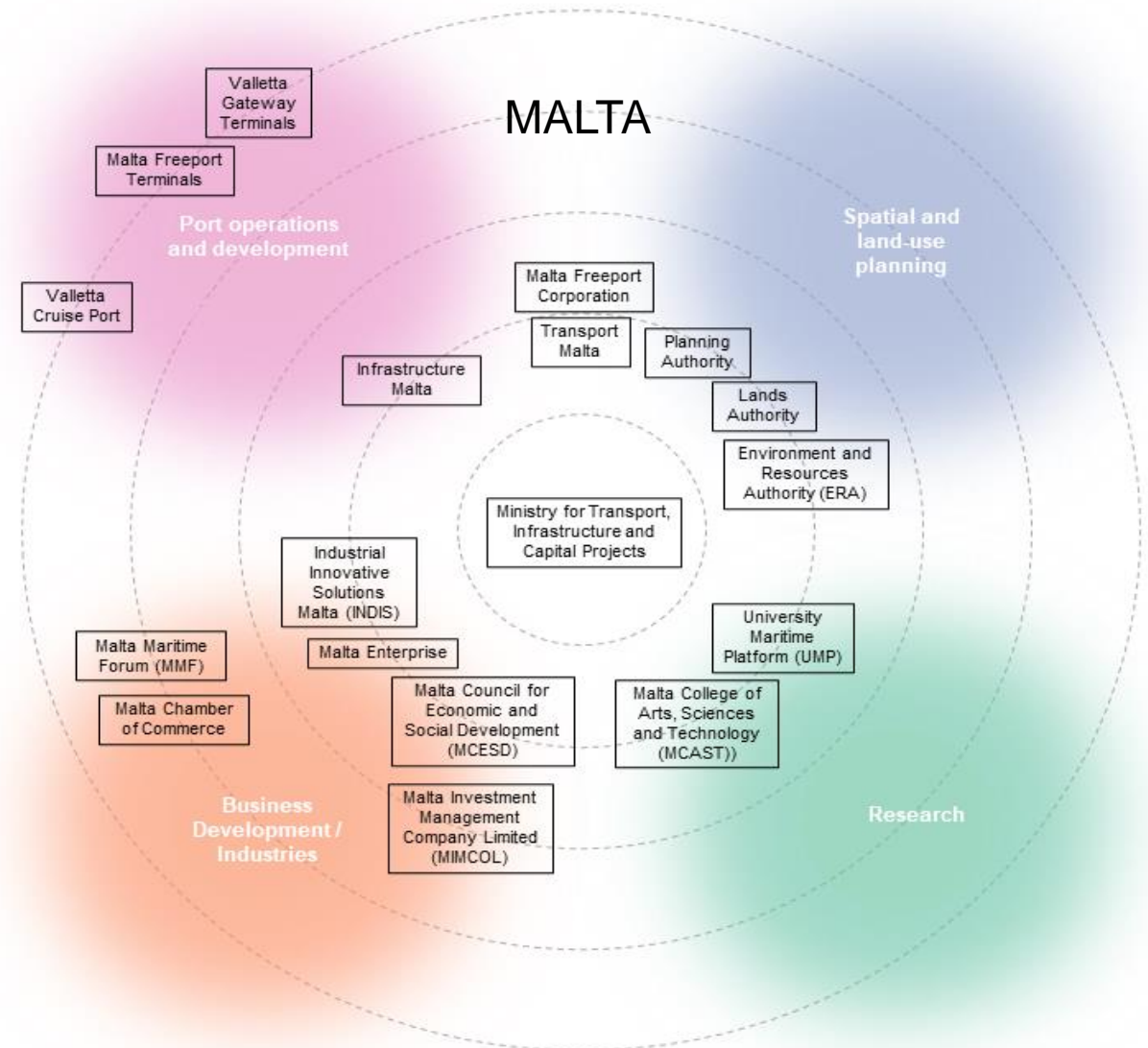
Variable	Malta	Crete
Main urban centres ^[1]	Valletta	Heraklion, Chania
Main ports	Valletta, Marsaxlokk	Heraklion, Chania
Hinterland description	Islands of Malta, Gozo and Comino. Marsaxlokk Freeport serves as a transshipment hub in the Mediterranean.	Island of Crete, with road and short sea shipping connections.
Economic size of the region (GDP) (2018)	€12.4 billion	€9.4 billion
Employment (2018)	260 000 people	249 000 people
Direct port related employment (2018)	23 000 people in the maritime sector	<i>Unknown</i>
Tonnes of cargo handled (2018)	2.2 million locally 27 million transshipment in Marsaxlokk Freeport	1.4 million
Yearly containerised trade in 'Twenty-foot Equivalent Unit' (TEU) (2018)	2.3 million TEU	20.000 TEU
Passenger transport (transit and ferry passengers) (2018)	1.6 million	1.7 million
Regional competitiveness index 2019	177 th place (of 268 th)	250 th (of 268 th)
Maritime cluster typology ^[2]	104 th place (of 134 th)	119 th place (of 134 th)

Comparison between the actor maps of Crete and Malta

CRETE



MALTA



4

Some horizontal recommendations



Horizontal recommendations





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// Thank you

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