Tangier Med Port: What role for the Moroccan Economy and the International Trade?

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Abstract: The accelerated pace of the global economy and the consequences puts Morocco in a very critical situation, getting them to take all measures available to promote its economy. Nevertheless, Morocco spares no opportunity granted and all these efforts in the development of its maritime networks. The port of Tangier Med, tool for growth and creator of value added and employment for Morocco and presents a very powerful tool of global maritime logistics especially it is located in the strait connecting the Mediterranean, Africa, Europe, Asia and America. It is also unifying the different links of the supply chain to converge to a better performance; it is also a key player in the positioning of the Kingdom as a logistics platform in the Mediterranean. The purpose of this article is to contribute to improving logistics performance of Tangier Med port with a view to make it more competitive at international level.

To do this, this article proposes an analysis of the international shipping market, a presentation of the port and maritime sector in Morocco. This will allow a deeper understanding of its vital role and contribution to the national economy and international trade.

Keywords: Tangier Med Port, Economic Attractiveness, Competitiveness, Moroccan Economy, International Trade.

I. INTRODUCTION

Within a few years, Morocco has moved from 84th to 16th place worldwide in the field of port and maritime operations. This was affirmed UNCTAD (United Nations body responsible for international trade). Improving instead of Morocco in the space of a few years is related to the establishment of Tangier Med Port. This allows channeling international flows which are not destined for Morocco. In other words, thanks to its main activity of transshipment and import / export, the Tangier Med port complex hosts high-capacity vessels carrying goods intended in particular to Africa, Europe, America thoughtfulness in the Asian continent and vice versa.

The issue of the role of Tangier Med port in strengthening Morocco’s international competitiveness requires a growing interest by researchers, has become a major concern for the country aware of the importance of the role of port cities in the growth of their economies, particularly in the current context marked picture of the global economic recession, aggressive competition ... etc.

Morocco remains a non-deviated from the international economic crisis and its influences which encouraged him to develop his abilities and potentialities to face the effects of the accelerated pace of shipping countries worldwide.

Governments face a number of global constraints to the development of its logistics activities, something that could be a serious handicap for the passage of containers. These constraints, heavy judged by the operators, are from the complexity of import and export procedures and can have a negative impact on the security of the supply chain. Another aspect to be noted concerns lengthening of free time goods within the port area which delays the release of the goods from the port and generates additional costs borne by operators.

In this context this research is to analyze the role of the port of Tangier Med and its impact on strengthening the national economy and international trade, in order to detect weaknesses that hinder its development and to propose improvements and adjustments to the Tangier Med port Authorities who wants to reach its capacity of container traffic and on the other hand to foster the relationship between the university and its socioeconomic environment.
Issues

Thanks to the good performance in 2014, the Tangier Med port has been ranked at the 46th spot in the world by the British magazine "Container Management". It is thus the fifth Mediterranean Port. He won 9 seats between 2013 and 2014. The site continues to strengthen thanks to the performance of all operators and the strong involvement of the shipowners and the port management.

The operating port terminal in Tangier Med container began in November 2010, after the transfer of the activity of the ancient port city of Tangier Port of Tangier Med. This site helps foster the country’s economic development but also to open up new prospects for Moroccan operators and improve their performance.

In this context, our problem for communication to see how public authorities can contribute to the positioning of Morocco in the world by improving the international competitiveness of the port of Tangier Med. It covers the following areas:

- The international market for port and maritime transport;
- The port and maritime sector in Morocco;
- The Role of the Tangier Med port;

In this context this communication is part, an attempt to the role of the Tangier Med Port for the national economy and the international trade.

The International Market for Port and Maritime Transport

Maritime transport by its possibilities of massification of freight transport has facilitated the growth of trade in the world, becoming a key player in the globalization. This is a mode of transport which is suitable both for the delivery of goods tonnage over long distances, for small batches and short distances. Maritime transport is thus the most important mode to transport Goods: it is estimated that about 80% of world trade volume is transported by sea.

Reflecting economic growth and globalization, transport Marine has grown steadily over the last 40 years. This is due by the strong economic growth of some Asian countries which boosted trade World and was facilitated by several factors that contributed to the dynamism and modernization of the sector, such as the liberalization of transport, modernizing logistics, and the development of containerization.

Alongside this globalization trend has also developed a regionalization trade: trade within the same area (Europe, Asia, etc.) strongly increased. Maritime transport carries the bulk of raw materials (oil and products petroleum, coal, iron ore, grain, bauxite, etc.); these bulk shipping performed by specialized vessels called bulk carriers. Maritime transport covers also transport products previously packaged as pallets, cartons, boxes, drums, called general cargo transported by ships called conventional. Since the sixties, a new market has developed for the transportation of various goods and has experienced tremendous growth: that the containerization. The container,
"box" of a standardized format, has upset both the mode of transport but also the entire supply chain from supplier to final recipient.

The road, river and rail transport have adapted to these boxes a "unit intermodal transport ". The goods, once potted container, no longer suffer other handling to final customer. Only the container is handled, minimizing and ruptures charges (Focus sur le transport maritime). Reflecting the sluggish growth of the world economy, world seaborne trade increased by an average of just 3.8% in 2013, with a total volume of goods reached almost 9.6 billion tonnes, reveals UNCTAD in the Review of maritime Transport 20141. Maritime trade is this increase mainly to a 5.6% increase flows of dry freight, particularly bulk goods.

![Figure 2: Container port traffic in the world](image)

At the same time, it is estimated that the container port traffic, too, rose 5.6% worldwide to $ 651.1 million of 20 feet equivalent units (TEUs) in 2013. N(United Nations Conference on Trade and Development in 2013 Report 2013).

The global container port traffic is increasing in 2013, globally, recorded a 5.6% estimated annual growth, reaching 651.1 million TEUs, the share of developing countries in port traffic has increased by about 7.2%, an increase higher than the previous year, which was estimated at 5.2%. Asian ports continue to dominate the rankings in port traffic and terminal efficiency.

According to UNCTAD, despite the relatively low growth relative to trends before the economic crisis, the mining sector port terminals are very active. Several global terminal operators, including closely related to shipping lines companies sold some of their activities to streamline and refocus their operations. Traditional operators such as DP World and Stevedoring Services of America, have, for their part, sought to strengthen their position by giving priority to investment1.

![Figure 3: Exports of goods and services in the world](image)

1 Données LPI (indicateurs de performance logistique) qui sont inclus dont le rapport intitulé « connecting to complete 2014 : trade logistics in the global economy »
In its new report, UNCTAD also indicates that the world fleet reached a total capacity of 1.69 billion tons of deadweight in January 2014, after rising 4.1% in 2013. Bulk carriers represented 42.9% of total tonnage, followed by oil (28.5%) and container ships (12.8%). The shipping industry, has always been for Morocco a major issue, not only because of its strategic location on major sea routes of world trade, but also for the need for it to have its own merchant fleet enabling it to cover a portion of its foreign trade is carried out more than 95% by sea.

The port and maritime sector in Morocco

In Morocco, Public authorities undertook in 2006 a critical analysis of the situation in this sector (World Bank, on 2006). On the basis of the noticed strengths, reported and identified expectations failures, the sector has experienced a change in order to «fit the one hand, socio-economic changes characterized by internal development requirements in the country, by the country’s liabilities in the agreements of free trade and the new contexts of globalization and the globalization of trade and, secondly, the new constraints and economic developments institutional, technological and environmental and maritime transport »2.

Seen the importance on behalf of the trade of the country which pass in transit by sea route 98 % and as Morocco has twelve commercial ports on littoral and the Mediterranean3. The reducing port transit costs, is one of the keys to the improvement cost.

In the Kingdom, the aim of opening up port operators has been translated into the preamble of the 15-02 law: “it has become essential to equip the port sector of a legislative and regulatory framework to future developments, in line with treaties and various agreements to which Morocco subscribed able to encourage private initiatives and to port operators and operators in a competitive situation.”

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2 D'après le livre HATIER, concours PE1-PE2 Biologie Géologie, Madeleine Paccaud et Josiane Vuala.
As host country, Morocco is an urgent need to modernize its infrastructure and ports learn the new port terminal management techniques. He therefore resorted in recent years to international tenders for the largest port operators globally, tenders which mainly concerned the Tanger-Med port complex. (Najih Nabil).

The port sector in the North is taking the magnitude deserves the area. Tangier with its historic harbor ensured somehow as an interface between Europe and the rest of the country. With the launch in 2004 of the Tangier project Med is a revolution that Morocco has begun for connecting and securing to Europe and the rest of the world. The revolution was above all in the strategy with a real opening on the private, a strategy that is the basis of the port vision of the country. Initially, it was a deep water port for transhipment, but the vision has evolved according to the needs to the establishment of an integrated port platform with various components including transhipment first, but also passenger and ro-ro port. Lately, it is a new activity that is encouraged, that of transport vehicles (see box), following the entry into the Renault plant in service Melloussa in February.

Due to its strategic position, Tangier Med is a real window to Morocco on a rich deposit, the Strait of Gibraltar. For the latter, channeled 20% of world maritime traffic, an average of 100,000 vessels per year. These can anchor in its waters through Tangier Med without being deflected from their path, a great advantage compared to other ports in the region.

The Role of the Tangier Med port

In this section we try to present the exact role of the Tangier Med port for the Moroccan economy and the international trade in the perspective to know its current status.

Tangier Med port infrastructures

The Tangier Med port, tool for growth and creator of value added and employment for Morocco is a catalyst for competitiveness of the national economy and is an attractive port for the automotive industry installed at the Casa-axis Kenitra- Tangier. It is also unifying the different links of the supply chain to converge to a better performance; it is also a key player in the positioning of the Kingdom as a logistics platform in the Mediterranean. The purpose of this article is to contribute to improving logistics performance of Tangier Med port with a view to make it more competitive at international level.

On the other hand, Tangier Med has linked Morocco to more effectively Europe's freight transport. Whether by containers or TIR trailers, Morocco's trade with the Old Continent take place in better conditions. A broader offer, but also with more fluidity and a net reduction of delays, all made possible by a direct service from Tangier Med by large container ships.

The port Tangier Med I has two container terminals with a total rated capacity of 3 million TEUs. With 1600 m linear quay, 80 hectares of quay and a depth (level mzh) varying between -12 and -18m, the port receives the largest container doors of the world (400 m LOA, 18,000 TEU) with the implementation of the TC1service in 2007 and that of the second terminal TC2 containers a year later, the port Tangier Med I has forged its place as a container transhipment platform in the west of the Mediterranean. This site continues to consolidate due to the good

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4 Les données statistiques de cette section sont issues du rapport provisoire sur le commerce extérieur du Maroc édité par l’Office des Change, correspondant à l’année 2014.
performance of major shippers operating at container terminals namely Maersk Line, CMA-CGM / Delmas, Hamburg Sud, Hapag Lloyd, ARKAS, etc.

In addition to its role as a strategic platform container transshipment on East / West axes (Asia / Europe) and North / South (Europe / Africa), the port Tanger Med I plays a key role of connectivity for the promotion and development traffic Import / Export Morocco. Tanger Med I is still an outstanding opportunity to increase the share of rail in supporting the development of Morocco / World trade.

**Tanger Med port terminals**

**TC1 : APM Terminals Tangier**

The first container terminal (TC1) is operated as part of a 30-year concession granted in 2005 to APM Terminals Tangier, a subsidiary of APM Terminals Group, one of the world leaders in the management of container terminals, and AKWA Group, leader in Morocco in the distribution of fuels, gases and fluids.

Terminal TC1 has 8 gantries Super Post Panamax quay (lifting capacity of 61T), 28 portals wheel, 27 trucks like Kalmar, 37 trucks like ATT, 34 frames 40 ' and container storage gantries refrigerated. More Reach Stacker 2 and 5 Empty Handler. Investment in TC1 superstructure and equipment amounted to more than EUR 140 million. Dredging made late September 2012 on the platform of the container terminal TC1 brought the draft to 8m. This achievement allowed the terminal to receive dice 2013 Triple E class vessels Maersk line.

TC1 performs since 2008 on international high standard productivity levels (30+ movements / hour / portal) with non-stop operations in 24h / 365d, enabling TC1 to ensure an equal level of annual processing capacity or above 1.3 Mil TEUs.

**TC2 : EUROGATE Tangier**

The second container terminal (TC2) is operated as part of a 30-year concession granted in 2006 to the consortium EUROGATE TANGER, Contship Italia, Europe's largest port operator and leader and shipping lines MSC and CMA-CGM, respectively 2nd and 3rd global carriers containers. Entered service in July 2008, the second container terminal (TC2) is operated by Eurogate Tanger. The terminal TC2 is multi users and receives the biggest shippers CMA CGM / Delmas, Hamburg Sud, Hapag Lloyd, akars, Xpress Line Feeders, EMES, DAL, etc.

Besides a draft of up to 18m, allowing the terminal to receive ships generation CMA CGM Marco Polo, the second container terminal TC2 is equipped with 8 Super Post Panamax gantries type of dock (lifting capacity of 61T) 21 gantry wheel trucks 36, 36 frame 40 ' as well as storage of refrigerated containers gantry. More Reach Stacker 4, 1 Empty Handler, and a mobile crane. Investment in TC2 superstructure and equipment amounted to more than EUR 140 million.

TC2 performs on international standard levels of productivity ensures operations in 24h / 365d. The nominal capacity of the terminal is about 1.3 Mil TEUs.

**Merchandise trade activity**

**Import / Export**

The general cargo terminal is dedicated to the processing of import / export traffic mainly due to the activities of industrial firms located in the northern region. In a total area of 5 hectares of which 2 hectares of quayside and 3 hectares of storage, the terminal has a key length of 500 meters and a draft of water permissible between 10.8 and 13, 5 meters to accommodate Panamax, Handymax and handysize. The general cargo terminal became operational in October 2010. The port authority has outsourced the handling activities in port operator MARSA Maroc. Today, the general cargo terminal is equipped with two quayside unloading crane having successive capacity of 63 tons and 45, in addition to the various means necessary for ground handling of goods, all this equipment can treat two ships simultaneously. Currently, the general cargo terminal can process the following goods: project cargo, grain, sheet metal coils, scrap metal, wood, goods in bags or big bags, heavy lifts, cement, etc. for a total of more than 350,000.

**Temporary holding area of import containers**

The waiting area of import containers was commissioned 22 October 2013, it is temporarily located in the east side of the railway terminal. This is an area that is dedicated to the storage of import containers in need of time to obtain the results of analyzes of samples taken by the various governments. The area also meets the demands of customers who wish to have an additional storage time prior to discharge its duties. Traffic distribution shows a predominance of export activities of fruits and vegetables and headed citrus and vegetables, with nearly 26% of units with TIR through the port Tanger Med.

For imports, the volume of traffic reached 47,153 units TIR. Much of the TIR units through the port Tanger Med for import are returns, following export operations. The TIR export traffic through the port Tanger Med has reached 52,365 units in 2010 TIR. The new import containers of visiting area aims to facilitate the processing of import containers at the port of Tanger Med operations. It is dedicated to import containers in need of time to obtain

the results of analyzes of samples taken by the various governments. The new TC import business area is spread over an area of 18,000 m² and has a storage capacity of 600 containers in 3 levels on land and shelter visit containers by Customs 1000 m2 and capacity of 20 containers.

**Tangier Med port connectivity**

The Tangier Med port infrastructure have developed a logistics network capable of connecting Morocco not only with Mediterranean countries, but also Africa, Europe, Asia and America. The huge volume of goods to Europe and Asia passing through this port confirms their importance: agricultural products, Cereals, clothing from the Far East and Middle East, electronic equipment are the most important products that are routed through the port Tangier Med. Finally, the Tangier Med Port plays a key role in international trade Because of the maritime connectivity.

![Figure 9: Ports connected to Tangier Med](source: Tangier Med port Report activity 2015)

**Tangier Med Port 2**

The construction of the Tanger Med 2 began in May 2010 and in accordance with the provisions of the construction contract, signed June 17, 2009 during the official launch of the port Tanger Med 2 work. With a total design capacity of approximately 5.2 million TEUs, the port Tanger Med 2 will bring the total capacity of the container terminal of Tanger Med complex to 8.2 million TEUs, making one Tanger Med the most important transhipment hubs in the Atlantic and Mediterranean. The Tanger Med port 2 includes 4.8 kilometers of dikes, a basin with an area of 160 hectares and 160 hectares of platforms entirely reclaimed from the sea. Dockside reception capacity of 7 mega-holder containers, port forward will total 2.8 km of container quays with drafts between -16 and -18 meters. The Tanger Med port 2 will contain two container terminals. Marsa Morocco is the container terminal at the dealer (TC4). This terminal is characterized by a linear quay 1200 m and an area of medians of 60 hectares. The nominal capacity of the terminal is 2.5 million TEUs. The start of operations is planned for early 2015.

**The impact of the Tangier Med Port**

**For the Moroccan economy**

The Tangier Med Port plays a key role in promoting economic development of the Kingdom and Africa. This distinguished port and logistics hub is one of the most remarkable economic achievements in Morocco, the Moroccan port and maritime harbors of enormous potential and strengths that need to be developed.

The city of Tangier is located on one of the most strategic parts of the world: the Strait of Gibraltar between Europe and Africa. The "Tangier Med 1", developed following from 1999 through the construction of a port complex to accommodate in the year up to 3 million TEUs (twenty-foot equivalent = 33 m³). These boxes of standardized goods are piling on huge container ships and tranship easily from one mode of transport to another, reducing costs and delivery time. With the Tangier-Med port and the various business areas and service Tangiers managed to position itself in Morocco. This large multimodal platform continues the development process "its connections with major ports and logistics platforms.

The Tangier Med port enjoys an exceptional situation. Indeed it is the cornerstone of an efficient multimodal platform thanks to its strategic location on the Strait of Gibraltar at the crossroads of major routes, its first class infrastructure and road and motorway connections. Integrated into an international logistics system, it will serve the current logistical and industrial areas and future and will boost the competitiveness of companies based in Morocco offering a degree of intercontinental connectivity unmatched in the region.
For the international trade

The Tangier Med port complex managed to gather around him the best providers in the shipping market. By installing the largest port complex global arms (Maersk, MSC, CMA-CGM) and port leaders such as Eurogate, Tangier Med enrolled in technical best practices, logistics and management of global economy.

The completion of the Port Terminals, which can accommodate the largest container ships in the world, the development of rail freight and the establishment of a full and diversified range of logistics services will complete the major role that the Tangier Med port complex is expected to play in the global maritime trade - especially compared to other major ports Mediterranean.

At this level the Tangier Med Port contributes to differentiate the Mediterranean. It nevertheless plays an essential hinge in the flow of the Mediterranean area and later the global maritime logistics.

II. DISCUSSION OF RESULTS

In this article we have tried presented the strengths and points to develop by the Tangier Med Port, in order to make it much more competitive internationally, while serving the Moroccan economy.

The Mediterranean basin plays an important role in world container traffic. Thus, port cities located on the trajectory of this longitudinal stream such as Tangier Med has gained prominence by becoming hubs and hub ports. The hubs of the Tangier Med Port receive containers that are then redistributed to other port cities such as Marseille or Genoa, located away of global flows.

The study we conducted on the Tangier Med port through this report we takes to learn that transport is an essential part of port and maritime distribution. And for the Tangier Med port is considered a transshipment port par excellence located on the busiest straits in the world, situated on the Range Europe-Africa, the Tangier Med port has powerful lifting equipment offering quality service and a large storage capacity, suitable for all types of traffic, allowing users to transit their goods in the best conditions on the port terminal. Due to its strategic position, Tangier harbor Meddoit face stiff competition from global port and maritime sector to attract a significant share of international trade flows in its way.

III. CONCLUSION

The development of transport and improving logistics performance are key issues for countries that wish to become more competitive in the international geo-economic scene. Good infrastructure, able to fluidifieres exchanges represent additional pledges for success international trade while providing local solutions to open up certain marginalized areas and to involve them in the national economy, is the case of Port Tangier Med in Morocco. Morocco spares no opportunity granted and all these efforts in the development of its maritime networks, Because of the strategically role of The Tangier Med port, the country is also well ranked worldwide in terms of port container throughput. In this context, the Tangier Med Port Contributes to economic and social development at both national and regional levels (International trade). This contribution is embodied in the provision of infrastructure, equipment and port services internationally, promoting opportunities and creating value to economic operators and citizens, in a responsible and sustainable environment.

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