



***Defining 'capabilities for sustainable port development'***

Professor HE Haralambides  
Dalian Maritime University  
Erasmus University Rotterdam

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# Defining the '*capability for sustainable port development*'

- Axis 1: Operational capabilities of the port
- Axis 2: Economic well-being of the port-city and its territory
- Axis 3: Environmental performance of the port-city
- Axis 4: Human capital and technology development



# The Belt & Road Initiative takes shape

With researchers at the Dalian Maritime University, China, we have established the ports which would make meaningful economic sense for inclusion in the BRI network in West Africa; along the Yangtze river; and along the '**Maritime Silk Road**' from Valencia-Genova-Trieste-Piraeus to East China. In the same research, we are also looking at Chinese industry relocation due to port development along the BRI.

In (Mediterranean) Europe in particular, our recent research is proposing ways to link BRI plans with the to-be-revised TEN-T Networks, particularly as EU economic activity is moving eastwards (central and eastern Europe) and our new, revised, TEN-T will have to be “very different” from the existing one.

## Chinese ports on BRI

In March 2015, with the authorization of the State Council of China, China's National Development and Reform Commission, the Ministry of Foreign Affairs and the Ministry of Commerce jointly released Visions and Actions on Jointly Building Silk Road Economic Belt and the 21st-Century Maritime Silk Road. The document clearly emphasized the construction of 15 coastal ports, namely, Shanghai, Tianjin, Ningbo, Guangzhou, Shenzhen, Zhanjiang, Shantou, Qingdao, Yantai, Dalian, Fuzhou, Xiamen, Quanzhou, Haikou, and Sanya.

Our research has assessed the “capability for sustainable development” of the above ports, and on the basis of this, we have divided them in 4 categories:



International hub port (Shanghai)



Regional hub port (Tianjin, Guanzhou, Shenzhen, Dalian, Ningbo, Qingdao)



Node port (Yantai, Quanzhou, Fuzhou, Shantou)



Local interest port (Xiamen, Haikou, Sanya)



# Trade and traffic flows along BRI countries

- The Chinese government has identified –so far ‘informally’- 65 countries of interest along the BRI.
- We have tabulated Origin-Destination (O/D) matrices between the 15 Chinese (BRI) ports and the 65 countries/ports of “BRI interest”.
- Our data comprises all types of traffic: Bulk; General Cargo; Containerized Cargo.
- This data will become publicly available soon so as to enable “meaningful port partnerships” between China and the rest of the world, as well as meaningful ‘visits’ of port managers to China!



**THANK YOU**