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PORTS AND SPATIAL PLANNING: AN EXPLORATORY STUDY IN THE MOROCCAN CONTEXT

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ABSTRACT: *The evolution of the relationship between the city and the port has always been a topical subject, inspiring various speakers considering the plethora of fields of interaction offered by this discipline. Several authors in different disciplines have proposed studies emphasizing this relationship, in terms of change of urban landscape, morphology of ports and spatial dissociation between port function and urban space. Following this logic comes our communication article where, through an exploratory quality study we have proposed a conceptual model mobilizing two key concepts from the literature, “maritime transport” and “spatial planning” in order to detect the logic behind the port-city relationship. To this end, most of the 22 respondents belonging to port stakeholders approved during the semi-structured interviews the existence of this relationship in the Moroccan context.*

KEYWORDS: *Maritime systems, Urban systems, Transportation systems, Port-city, Spatial planning.*

1 INTRODUCTION

The globalization of trade has largely contributed to increase the role of cities, by developing a phenomenon called “metropolization” so much so that globalization rhymes with metropolization (Veltz, 1996). Globalization is undeniably reflected in the connection between the different points of the planet and their interdependence (Dollfus, 1997). Since they are places of decision-making, metropolises are the privileged places where this connection is made through several types of flows (Frémont, 2019). For instance, we mention information and financial exchanges and the mobility of travelers for tourism or business between cities as inhibitors behind the development of cities (Sassen, 2000).

Less studied, interactions are also strongly significant between international flows of goods and metropolitan areas (Hesse, 2008). Important centers of consumption and production but also ensuring a role of redistribution of these goods towards their hinterland (Hall et al., 2012), metropolises are places of polarization on a world scale of these international flows (Ducruet and Jo, 2007). In the service of these latter, maritime transport, as well as air transport, are themselves industries whose development is already well advanced. Indeed, at the interface between metropolization, international trade flows, and international transport is the gateway to metropolitan areas (Slack et al., 1996). They are notably made up of seaports and airports which form, inside the metropolitan area, vast industrial and logistics areas in which tens of thousands of people work. On a world scale, it is through these gateways that the metropolises are brought into contact with one another for the flow of goods in an extended hinterland. In other words, these gateways are the

main nodes and means of import, export and distribution of goods flows in the hinterlands of metropolitan areas (Fageda, 2000). However, this requires a specific organization of the gateway in close independence from that of international transport, which shape the morphology of metropolitan areas, its urban landscape and its relationship with its hinterland (Dablanc, 2017).

Consequently, this is the logic behind the development of our article, where we are trying to distinguish the port-city relationship, a factor of increasing importance in the organization of the supply chains of shippers and logistics service providers. In order to accomplish this, we relied on the concept of the maritime gateways precisely the container ports and their impact on the metropolization of hinterlands through the apprehension of spatial planning. Thus, we first mobilized a multidisciplinary literature in order to identify the hypothetical relationships that link them and lead to a theoretical model. Subsequently, this model has been contextualized qualitatively through an exploratory study with a sample of stakeholders and specialists in the maritime and spatial domain targeted by our problematic, taking into account the specificities of the Moroccan national context.

The remainder of this paper is introduced in four sections. The following section presents a theoretical background related to maritime transport and port-city concepts. Next, comes the methodology used for the exploratory study in section 3. Then finally, comes the discussion of the results and the conclusion in section 4.

2 THEORETICAL BACKGROUND

2.1 Ports and maritime transport

More than 80% of world economic merchandise trade takes place by sea (Rezaei et al., 2019). Seaports play a key role in the global economy (Frémont, 2012). They represent the contact points between the global circulation of goods and the continental consumer markets. This function was formalized by Vigarié (1979) under the title of the port triptych associating the foreland, determined by all the calls of the ships serving the port, and the hinterland or hinterland which corresponds the location of the main continental customers of the port.

In addition, technological advances have significantly increased the efficiency of this mode of transport. For example, containerization of goods has played an important role in the development of international intermodal (Frémont, 2005) transportation networks. Indeed, with the arrival of the container, a large international transport network based on the use of a standard cargo format has developed; over 60% of general cargo transported by ship is now containerized, with some routes between industrialized countries reaching a rate of 100% (Steenken et al. 2004). This standardization has accelerated the transfer of goods from one mode of transport to another, even if the first regular service only dates back to 1961 (Steenken et al. 2004). Even today, transfer operations from one mode of transport to another remain the key element of an efficient transport system subject to continuous development and research.

The development of these networks has had a huge impact on international transport. Indeed, the ports which have been chosen as transfer points (hubs) by the major shipping lines have faced considerable and rapid increases in the volume of containers handled (Insight, 2005). In addition, the search for economies of scale has led to a high concentration of international traffic. This explains why ports are often identified as the bottleneck in international intermodal transport networks. In order to remain competitive, container port terminals must therefore rely on the efficiency and attractiveness of transshipment operations which result in the measurement and achievement of performance. The latter is considered a well-established segment in the academic literature on ports in terms of number of publications (Pallis et al., 2011; Woo et al., 2011).

2.2 Port-city concept

The evolution of maritime transport over time has therefore changed the organization of all of the logistics chains spanning the land side (hinterland) which juxtaposes the ports (Jebrane and Ouariti, 2020). Indeed, located on the front line, the port cities have accompanied these changes, whether in their economic and social fabric, in the distribution of the spatial holdings of the various urban and port functions or even in their mode of

governance (Lévêque, 2014 ; Xiao and Lam, 2017). The analysis of port-city relations has a double objective (Ducruet, 2008). On the one hand, it aims to understand and assess the interdependence between the host city and its port, and to characterize the morphological and functional links between the two, especially at the interface (Dablanç and Frémont, 2015). On the other hand, it seeks to assess and improve competitiveness, inter-city and inter-port, but also of the port-city couple. In particular, the question of knowing if the port considered as a gateway is an engine of economic development for the city is an old problem and constantly renewed according to the changes of paradigms (Ducruet and Lee, 2006). To better understand this relationship, it is important to quote the main studies that have dealt with the concept of port-city (table 1) :

Model	Definition
Anyport model (Bird, 1963)	This model analyses port developments over time, up to the containerization revolution witnessed by the author. We can observe the gradual departure from port functions of the urban territory and its relocation to the periphery, on large land holdings better suited to the large infrastructures necessary for containerization.
Port-city model (Hoyle, 1997)	The concept of Port-city was born from the idea of the close association between the city and the port which has prevailed for so long, and which is akin to a symbiosis. The dimensions are multiple: spatial and economic in the first place, but also social and political, for joint planning and management.
Interface model (Hayuth, 1982)	The degree of spatial association between the city and the port was studied by Hayuth (1982), who introduced the concept of interface. According to this author, this materializes two major components of the Port-city's contact zone and interactions: on the one hand, a spatial and economic system, derived from the use of the land in contact between the city and the port, which corresponds to the morphological and functional analysis of the interface. On the other hand, an ecological system, centred on the quality of air, water and the landscape, as well as on the quality of life at the interface.
Port-city competition (Norcliffe et al., 1996)	The notion of interface (Hayuth 1982) has been used to analyze the spatial competition between the city and the port. This manifests itself in the competition between economic activities at the interface. They analyze economic activities, port and non-port and determine two preponderant criteria of location: the quantity of labor and that of available land necessary.
Updated Port-city Model (Hoyle, 1989)	By synthesizing the spatial analysis of Bird (1963) and the interface of Hayuth (1982). The author conceptualizes the port-city model that is currently the most followed, at the local level, both in port studies and in urban studies. It updates the Anyport model (Bird 1963) according to the most recent maritime technological evolutions, which push the ports in urban periphery. He integrated the functional and environmental interface of Hayuth (1982) into it.

Table 1: Evolution of port-city concept

2.3 Impact of port on cities

The literature agrees that the positive local impacts of port activity are essentially linked to the economic bene-

fits for the city and its inhabitants (Jugie, 2018). Merk Olaf, in the OECD synthesis report (2013), identifies four major roles of the port as the city's economic engine. First, the port is a trade facilitator, which can be thought of locally as regionally. As the main continental gateway, the port brings in and out most of the goods needed by the city. The port's competitiveness influences the volume of trade (Merk, 2013). Its gateway role is in competition with certain products by airports, but remains preponderant in very many cases. The local impact therefore remains despite the migration of logistics activities outside the city and the increase in transshipment activities at the port (Jugie, 2017). The port remains a key lever for international exports.

Second, the port's ability to attract high value-added goods greatly determines the importance of its role as an economic catalyst. The volume but also the nature of the freight are major factors; container traffic therefore generates more added value than bulk goods and the diversification of port activities attracts more than specialization. But unlike airports, (Jugie, 2018) considers that the ports attract little added business value, which, these days, limits their function of economic engine of the city. However, ports allow the retention and attraction of businesses in a major way and play an important role in the promotion of intermodal transport. Port performance also depends on its ability to agglomerate the development of goods in the urban space (Robinson, 2002). Thus, the presence of a port cluster in the city makes it possible to retain added value at the local level (De Langen, 2002). However, the multiplier effect of internal links, or cluster synergy effect, varies greatly from one port to another, depending on the local economic structure, as well as on governance (Notteboom and Rodrigue, 2007).

Third, the port is a major provider of jobs for the city, as a consequence of added value. However, if it is accepted that one million tons of freight leaving the port generates on average 800 direct and indirect jobs, the disparities between the ports are large (Merk, 2013). The nature of the freight and the economic profile of the city are two important criteria. The more the city is tertiary, the greater the added value and the numerous direct local jobs, but indirect, connected and catalyzed jobs are however often distant and difficult to assess (Merk, 2013). However, the definition of port jobs or jobs related to the port sector is increasingly difficult to define, and differs from one study to another (Merk, 2013); it is therefore difficult to qualify the evolution of the port's impact in terms of jobs. In addition, as more and more port activities leave the urban space, the role of providing local jobs is diminishing (Grossmann, 2008) in favor of regional and global jobs, especially those related to bulk. It seems undeniable that the port identity is largely fading (Oakley, 2011), but the real economic impact, particularly in terms of jobs and added value, remains largely to be reassessed. Jugie (2018) sees this as an important line of research, both for port studies and for urban studies.

Finally, the port is a provider of innovation for the city. Indeed, the port is by nature an agglomeration of activities which themselves attract research and development activities (Merk, 2013). The port therefore accumulates innovation opportunities on its territory and nearby, which is sought after for synergistic effects. It is therefore the city, much more than the regional or global territory, which benefits (Frémont and Ducret, 2005). This axis is still little studied in the literature. This role remains efficient at the local level, as well as, to a large extent, that of exchange facilitator. But the roles of provider of jobs and added value are increasingly escaping the urban framework. All of these elements impacted by ports (jobs, town planning, environment, etc.) can be understood by the concept of territorial development (Torre, 2015).

It is therefore clear that the literature has dealt significantly with the issue relating to the port-city relationship (table 2). In short, this phenomenon is explained by the major roles of the port as an economic engine of the city (Hamri et al., 2014). In other words, a port plays an important role in the transfer of economic wealth to cities. The port is thus considered both as the gateway to metropolitan areas and the main interface for the movement of goods flows. Logically the influence of ports on cities and their development mentioned above is therefore relative to the degrees of port performance. Hence the apprehension of the hypothesis below:

H1: Port performance influences positively spatial planning.

Authors	Country Case Studies
Iichenko et Glushko, 2017	Ukraine
Volkov, 2018	Russia
Metaxas, 2010	Spain
Daniele et Marani, 2011	Italy
Pallis, 2012	Nigeria
Galibaka et Kangoye, 2014	Sengal
Malyadi, 2010	Morocco
Cho et Ha, 2009	China

Table 2: Summary of empirical studies involving Port-city

3 METHODOLOGY

3.1 Objectives of the exploratory study

In order to consolidate and enrich the theoretical model described above, an exploratory study is being carried out. The literature highlights the importance of the mutual relationship between stakeholders in the port environment in order to better understand the city/port relationship. However, it has been studied very little empirically. This is the reason why it is necessary to approach the theory framing this axis namely the main seaport stakeholders groups as shown in figure 1 (Notteboom and Winkelmanns, 2002). Stakeholder theory refers to anyone whose usefulness is affected by the decisions of the organization. The interveners refer to a

group or individual who can affect or be affected by the achievement of the organization's objectives (Freeman and Reed, 1983).

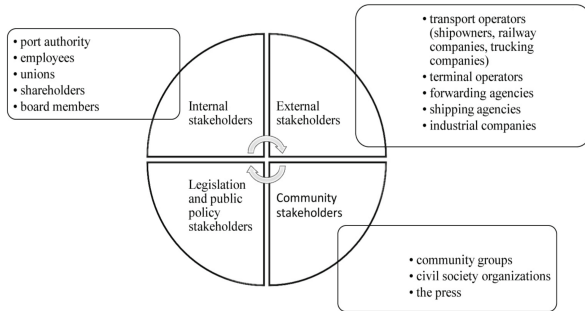


Figure 1: The main seaport stakeholders groups.

3.2 Methodological Choices - Data Collection

This exploratory study aims to collect the perceptions of port stakeholders on port performance and its impact on the city. As part of this research, direct semi-structured interviews and focus groups were the most appropriate (Bengtsson, 2016). This approach made it possible to confirm certain relationships between different variables already tested empirically in the literature, but also to find new research perspectives in the Moroccan context. An interview guide, made up of two themes (Port performance and spatial planning) was produced based on the research objectives, making it possible to follow a common pattern for all the interviews. We therefore asked our participants (table 3) to describe according to their own opinions how they perceive port performance and how to it affect the spatial planning around them..

3.3 Description Of The Study Area

Our field of study included a set of port stakeholders distributed mainly between Tangier, Casablanca and Agadir. The choice of these ports is largely due to their importance in the national container traffic (including transshipment), distributed successively between 43%, 20% and 3% according to the National Ports Agency (ANP). We have also included other stakeholders who participate indirectly in port governance mainly located in Rabat to better detect the complexity that lies in identifying the determinants of port performance.

3.4 Conduct of interviews

It took us three months to collect data, contact the participants, set dates and conduct the interviews, starting from November 2019 to Mars 2020. While most of the interviews were made through Skype conferences or telephone conversations, few of the interviews were face-to-face meetings at the participants location some of them were recorded depending on the willingness of the respondents, others were transcribed. Therefore, in order to have a full representativeness of the four types of stakeholders (Notteboom and Winkelmanns, 2002). A total of 22 interviews out of 48 planned at first from dif-

ferent entities were enough for our study (table 3). Following the data saturation assumption (Suddaby, 2006) which confirms the credibility and transferability of research.

The interviews lasted between 20 minutes and 40 minutes, it should be noted that the interviews were not preceded by exposure to a stimulus. Therefore, to answer the questions in the interview guide, the respondents were based on their past experiences in relation to the ports and how they perceive the spatial planning in port cities depending on the role they play such as activities related to logistics, industrial exportation/importation, governance, design or port security. These interviews are thus based on a retrospective questioning, with the aim of interviewing the sample on a set of navigations that do not include a concept in particular.

Participant	Function	City
National Ports Agency	Establishment of the authority and regulation of the new Moroccan port system.	Agadir
Marsa Maroc	Operation of Moroccan terminals and docks.	Agadir
Moroccan Association of Producers & Exporters of Fruits and Vegetables	Association which represents its members and defends their interests with their partners: administrations, banks and any national or international organization.	Agadir
The General Confederation of Enterprises in Morocco	Private association bringing together entrepreneurs from Morocco that represents the private sector to public authorities and institutions.	Agadir
SOMAPORT	Port operator in Casablanca port Terminals.	Casablanca
SOSIPO	Promote the activity of port grain elevators and other services in terms of grain transit.	Casablanca
RENAULT-SOMACA	French multinational automobile manufacturer.	Casablanca
Maroc Citrus	Moroccan interprofessional citrus federation brings together 5 professional organizations representing all the links in the citrus sector.	Casablanca
OCP Group	Leading Moroccan exporter of phosphate rock, phosphoric acid and phosphate fertilizers in the world.	Casablanca
Administration of Customs and Indirect Taxes	Charged of the collection of customs and duties taxes, of excise taxes and quasi-taxes, the fight against the illicit traffics.	Casablanca
DHL	World leader in transport and logistics.	Casablanca
Kuehne + Nagel	Global transport and logistics company.	Casablanca
Association of Customs Freight Forwarders in Morocco	Supervise its members (forwarders) as a force for proposals and a privileged channel for the promotion of customs regulations.	Casablanca
Directorate of Ports and Public Maritime Domain	Development of the infrastructure and Ministry's policy in the port sector.	Rabat
Moroccan Agency for Logistics Development	Coordinate nation-wide actions geared towards the amelioration of logistics competitiveness around specific projects such as logistics parks.	Rabat
Moroccan Agency for Nuclear & Radiological Safety & Security	Public establishment of a strategic nature responsible for the regulation, security and control of activities involving sources of radiation.	Rabat
National transport and logistics company	Moroccan public company responsible for ensuring brokerage services in the field of national and international freight transport.	Rabat
National Agency for Aquaculture Development	Moroccan public institution involved in Marine aquaculture development throughout national coastline.	Rabat
Tangier Med Special Agency	Planning, development and management of the Tangier Med I and II port complex.	Tangier
EUROGATE	Tangier container terminal Operator.	Tangier
APM Terminals	Tangier container terminal Operator.	Tangier
YAZAKI	Japanese automotive supplier specializing in cable systems, electrical systems, instrumentation.	Tangier

Table 3: Presentation of the selected participants

The search for information is therefore mainly oriented on the presentation of the concept of port performance and spatial planning depending on their perception, their

apprehension, their influence from the participants perspective and what are the means according to them that can bind port and city together. During the interviews, the recommended rules for conducting a semi-structured interview were followed. Thus the interviewer developed: a positive attitude by listening with interest and attention to all the words of the interviewee and an empathetic attitude aiming to be as close as possible to the frame of reference of the interviewee.

3.5 Thematic Content Analysis

The method used to analyze the semi-structured individual interviews is the analysis of inductive thematic content using the Nvivo 12 software. Although this software has been used, the content analysis methodology is substantially identical to the analysis manual content. Thus, the recommendations of Bardin (2003) along with Miles and Huberman (1994) were applied, in particular the use of classification by themes and sub-themes of hierarchical type.

Therefore, we transcribed the recorded interviews, then we grouped the texts cut into well-defined verbatims according to their themes. Following this, we counted the frequency and occurrence of their appearance during interviews. We thus obtained the following decreasing order grid from the most quoted verbatims by our participants to the least, according to their theme (table 4).

Themes	Verbatims
Port performance	1. Performance indicators
	2. Port management & governance
	3. Port costs
	4. Port service quality
	5. Competitiveness
	6. Supply chain integration
	7. Port infrastructure
	8. Hinterland connection
	9. Port geographical location
	10. Maritime connectivity
	11. Port security
	12. Human resources
	13. Financial strength
	14. Operational efficiency
	15. Sustainability
Territorial planning	1. Flow of goods
	2. Specialized economic infrastructures
	3. Specialized social infrastructures
	4. Logistics facilities
	5. Road transport
	6. Territory governance
	7. Development
	8. Governance
	9. Attractiveness
Port-city	1. Anchoring
	2. Specialization
	3. Tangier City
	4. Gateway
	5. Ecosystems

Table 4: Analysis grid of identified verbatims

4 DISCUSSION AND CONCLUSION

The results of the interviews show that not only most of the participants agree on the fact that there's several in-

dicators that influence the port's performance, particularly port management and governance. But also that port and the city are indeed bonded so much so that the latter's development is directly impacted by the degree of port performance and competitiveness (Frémont, 2010 ; Masson et Petiot, 2013 ; Dablanc et Frémont, 2015). They also consider that port are indeed the main gate to access a port city and its hinterland (Slack, 1996). However they consider that this impact is directly inhibited by the flow of goods (Raimbault et al., 2014). Indeed, they unanimously agreed that the movement of goods in the city (mainly through road transport) helps it's development. Furthermore, they believe that it plays a major role in the functioning of these spaces, and therefore in the possibility of defining them. Especially through logistics facilities which are increasing in peri-urban areas and therefore becoming a factor of economic development used by the local collectives (Savy, 2006 ; Dorner et Fender, 2007).

This founding also goes hand in hand with the need of anchoring the flow of goods and the associated activities depending on their type (Automotive industry, food industry, aeronautical industry, mining industry) in the territory they transit by (Zimmermann, 1998). Indeed, several of the external stockholder insisted on the specialization of regions according to the type of flow in order to create a phenomenon of harmony and symbiosis (Donsimoni, 2015).

In other words, the participants focus on the need to develop the territories in terms of training and employment, transport and logistics infrastructure, as well as other infrastructure related to health and social services in order to accommodate the needs generated by the movement of goods within the city depending on their type (Pecqueur and Zimmermann, 2004). The example of the city of Tangier has been used several times to demonstrate the impact of anchoring the flows related to the automotive industry on the development of the Tanger-Tetouane-Al Hoceïma region, especially during the last 10 years. Therefore facilitating the creation of an automotive industry ecosystem.

To summarize the outputs in a simple way, at the level of a port city the more a "gateway port" is efficient, the higher the volume and the value of the flows of goods passing through it, and the more the degree of development of this port city is important. This level of planning is however accentuated by the concept of the territorial anchoring of activities associated with flows (Zimmermann, 1998). Consequently, following this exploratory study, we have decided to redo our research hypothesis in order to propose three new ones shown schematically in figure 2.

H1: Port performance influences positively flows of goods.

H2: Flows of goods influences positively spatial planning.

H2.1: Territorial anchoring positively moderates the influence of flows of goods on territorial planning.

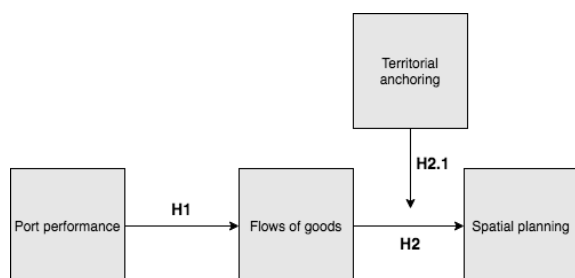


Figure 2: Presentation of the conceptual model

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