

Influential Article Review - Towards a Trade Gateway Channel of Free Ports

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This paper examines logistics. We present insights from a highly influential paper. Here are the highlights from this paper: Free ports are a form of territorial exceptionalism that has existed for centuries and become an important paradigm of globalization. In the contemporary setting, they act as transportation, logistics and trade platforms, using their territorial exceptionalism as a competitive advantage. Free ports such as Hong Kong, Singapore and Dubai are among the world's leading commercial gateways, offering a form of leverage to transactions, transportation and the transformation of material goods. The historical evolution of free ports underlines a growing complexification and specialization that has led to a multitude of models, each fitting a specific regulatory and operational framework. This paper aims rationalizing the complexity of free ports. It is based on a wide array of empirical observations and an analysis of structure, function and evolution of free ports. Collected free ports data enabled the identification of three constitutive factors of evolution: an external factor (the jurisdiction), an internal factor (the services provided) and a linking factor (the orientation of flows). Based on these three factors a model of free ports was designed with a typology of thirteen types of free ports, an explanation of their evolution, and their future prospects. For our overseas readers, we then present the insights from this paper in Spanish, French, Portuguese, and German.

Keywords: Free port, Foreign trade zone, Gateway, Port, Globalization, Logistics network

SUMMARY

- The first factor emerging from the case study is customs extraterritoriality. This is the core characteristics of free ports and one that is present in every free port studied, although it evolved in time. Customs extraterritoriality is a juridical factor making the link between the structure of the free port and its environment. This factor alone, however, is not sufficient to explain the evolution of free ports and their wide variety. Moreover, the reduction of customs barriers with the GATT and then the WTO, while free ports were growing in number proves that the sole customs extraterritoriality is not fully explaining the issue.
- The evolution of free ports along with globalization of trade is another major factor. The adaptation of free ports to wider ranges of services in order to cope with evolutions of supply chains is another factor. Logistics functions of free ports have become more complex and complete to cope with global supply chains and incorporate free ports in the international trade system. Adding this factor explains a large part of the evolution of free ports, but it does not cover the different types of free

ports and especially the free trade zone system that is predominantly developed in OECD countries and the Export Processing Zone system that is only present in developing countries.

- The functional distinction between trade orientation free ports and industrial oriented free zones is not the main point since free ports represent the logistics orientation of both types of free zones.
- The internal factor relates to the function of the free port and the services it provides. Initially free ports were only a transloading infrastructure and many eventually developed as added value platforms. Hanseatic ports of the twelfth century brought transformation activities to the storage function.
- Trade flows underlines the nature and evolution of the trade supported by the free port. Initially, a free port was at the center of a regional trade system because transportation was only allowing trade over short distances, while long distance trade was marginal at best. This was particularly the case during the Middle Ages.
- The three factors presented above are used to develop eighteen possible free port models . Starting from a model in which the three factors are at the first stage , complexity is added by changing one of the factors at each sequence. The combination of three factors with three , three and two stages provides eighteen possible models. These eighteen models cover the whole spectrum of possible models described by the three factors and where the outcome is an evolutionary framework with a path dependency mechanism . For each model, empirical evidence provided a representative free port. These eighteen models start from a quite simple free port model of the Antiquity to end with three complex contemporary examples of multi-zonal free ports and an even more complex prospective model of a network of free ports.
- From the eighteen possible models, three can be discarded because they are not free ports but domestic warehouses with a multi-directional orientation of flows, but with no customs entity . This can only exist when the port is located inside a customs area and therefore it is not offering any form of extraterritoriality.

HIGHLY INFLUENTIAL ARTICLE

We used the following article as a basis of our evaluation:

Lavissière, A., & Rodrigue, J.-P. (2017). Free ports: Towards a network of trade gateways. *Journal of Shipping and Trade*, 2(1), 1–17.

This is the link to the publisher's website:

<https://jshippingandtrade.springeropen.com/articles/10.1186/s41072-017-0026-6>

INTRODUCTION

Free ports are a formally defined area, often encompassing a whole city, with enabling custom regulations and usually permitting foreign investment and ownership. Although free ports have existed for centuries, they have seen during the last few decades a growing importance as transportation, logistics and trade platforms with their number and locations expanding (Bost, 2011). They are thus not limited to specific geographical areas or levels of development, but are widespread forms of transnationalism. While in 2012, Madagascar, one of the world's poorest countries, was launching a new free port, in the United States, about 370,000 people were employed in more than 3200 firms operating in 276 free zones (Congress of the United States Foreign Trade Zone Board, 2013), which accounted for about half of American imports (Tiefenbrun, 2012).

The development of free ports is an example of how inland logistics shapes maritime transport through the growth of international trade and the strategies of freight forwarders to handle, distribute and process cargo that has an international origin or destination (Rodrigue and Notteboom, 2009). Understanding free ports as a specific structural and functional node of international transport requires further evidence about

the interactions between dry ports (inland terminals), transportation corridors and port competitiveness, particularly as it relates to trade (Slack, 1999; Roso et al., 2009; Wilmsmeier et al., 2011). Trade facilitation is mostly an issue addressed at the macroeconomic level – see for instance Farole (2011) Barbier and Véron (1991) and Arvis et al. (2007) –, but the spatial forms such policies take at major gateways and their hinterland remains to be more closely investigated. The free port represents a relevant unit of analysis where trade facilitation is shaping the structure of flows and particularly how the supporting elements, including port terminals, intermodal yards and logistics zones are established and integrated.

CONCLUSION

Free ports are based on a form of exceptionalism which has existed since Antiquity. They have seen their role and function evolve to follow political, economic and technological developments, particularly as they relate to international trade routes. Because of these changes, some free ports disappeared while others gained and lost their importance with the ebb and flows of global trade. Globalization underlines the enduring fundamental niche that free ports play as international trade gateways, with most countries having a regulatory environment enabling free ports, with some actively promoting them. Their use remains a market strategy for actors seeking a form of arbitrage such as traders, transport and logistics companies and even financial firms. They have been effective tools of transnationalism as the examples of Shenzhen and Dubai underline. Yet, free port status does not guarantee economic development since there are numerous free ports that provided limited economic and trade impetus. The insertion of free ports within existing trade networks remains a key factor in their success, but this success is often observed afterwards.

This paper provided a conceptualization of contemporary free ports and underlined three main factors explaining the evolution of free ports, which was concomitant with the evolution of international trade. They include the regulatory context, the function and trade orientation. These three factors helped articulate models explaining the development of free ports in a variety of contexts. In addition, these factors helped understand what drives the transition from one model to another. Based upon this evolution it is possible to infer about a prospective free port model that would involve networks of free trade clusters through strategic agreements. As such, the current trend underlines that trade gateways could further consolidate their role by networking their free zones with other gateways with which they have functional relations. This would obviously require more advanced forms of trade facilitation measures and customs agreements, but networked free ports would support more competitive supply chains, particularly if they enhance the complementarity of the trade relations they support. Therefore, stakeholders have active interests in supporting the emergence of these free port clusters. These decisions are likely going to be made where there is a strong complementarity in the value-added functions, particularly with reverse trade flows.

Several questions remain to be answered. First, under what circumstances are the decisions made to open, to expand as well as to close a free port? For instance, in 2013 Hamburg forfeited its free port status, which it held for centuries. This underlines that the arbitrage that the free port provided was no longer judged to be valuable enough to maintain. Another example being post-Brexit UK striving to create free ports in order to position itself as a major supply chain link between the Commonwealth and the E.U. (Sunak, 2016). This underlines that free ports could even thrive in a global context of potential trade restrictions since their arbitrage function would be even more prevalent. Second, further research is needed to compare the different free ports models and identify macro-economic as well as geographical factors driving the development of a specific model. This could provide analytical and decision-making tools to better understand the dynamics of free ports and how they continue to support global trade and supply chains. It is also unclear how path dependent different free port models are, implying that once a free port has been established, to what extent it can evolve into new forms and new value propositions. Still, it is fairly surprising that in light of ongoing trade liberalization, including the setting of economic blocs, that free ports remain an active and even thriving element of global trade.

APPENDIX

FIGURE 1
FREE PORTS OF THE ATLANTIC, BALTIC AND MEDITERRANEAN

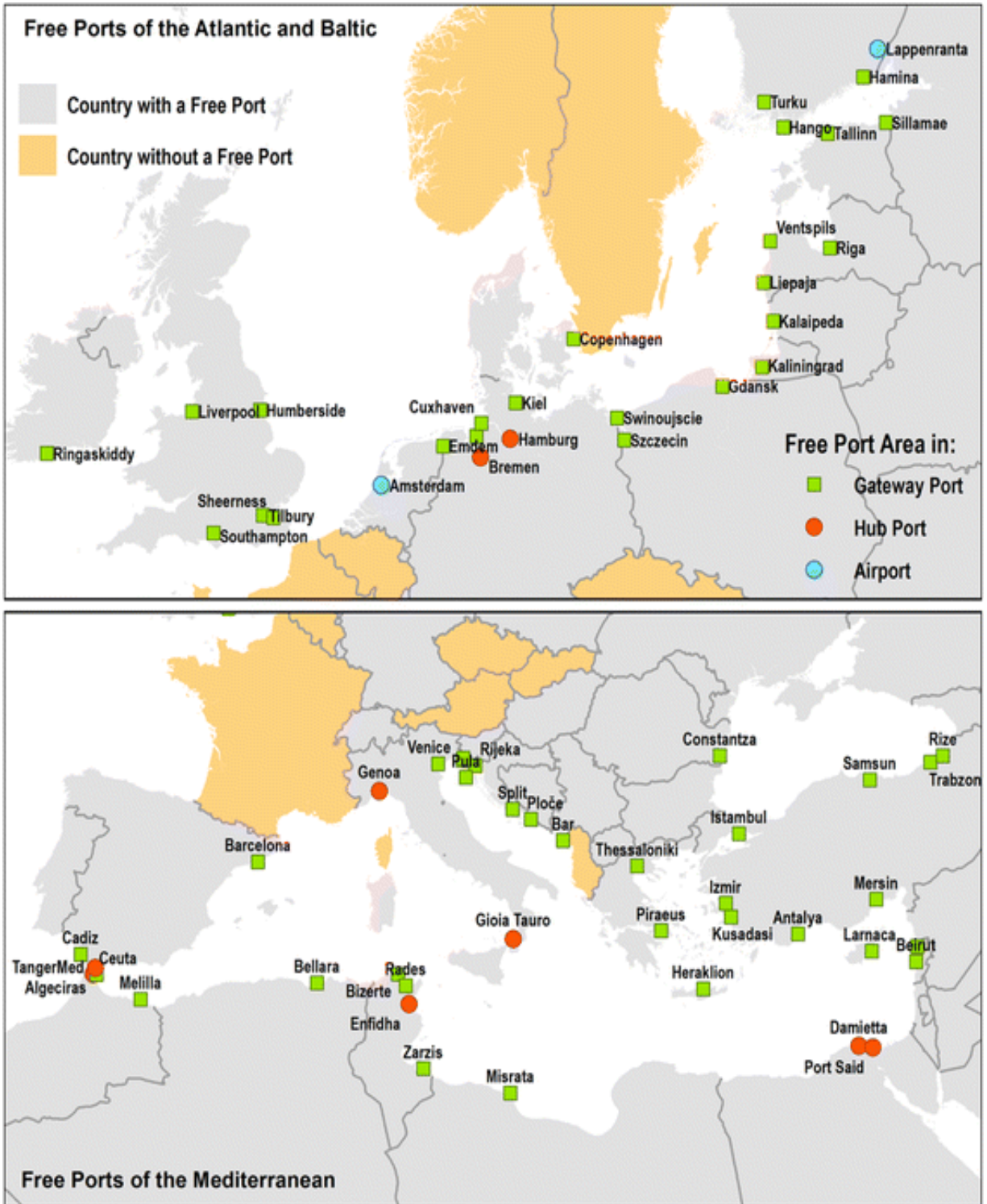


FIGURE 2
EVOLUTION OF FREE PORTS

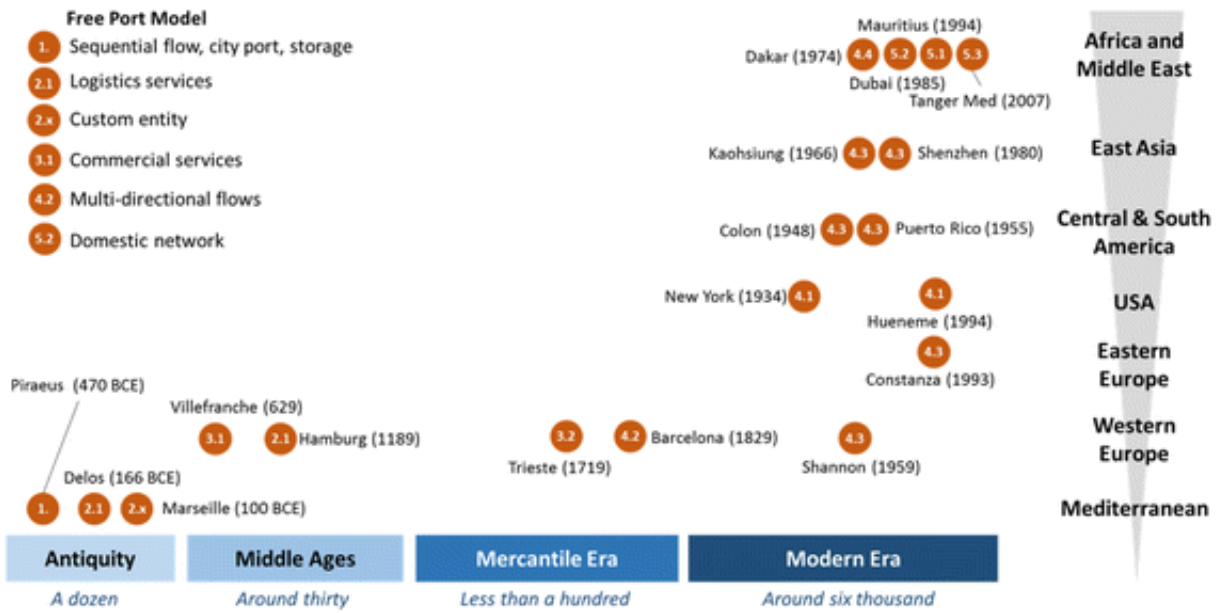
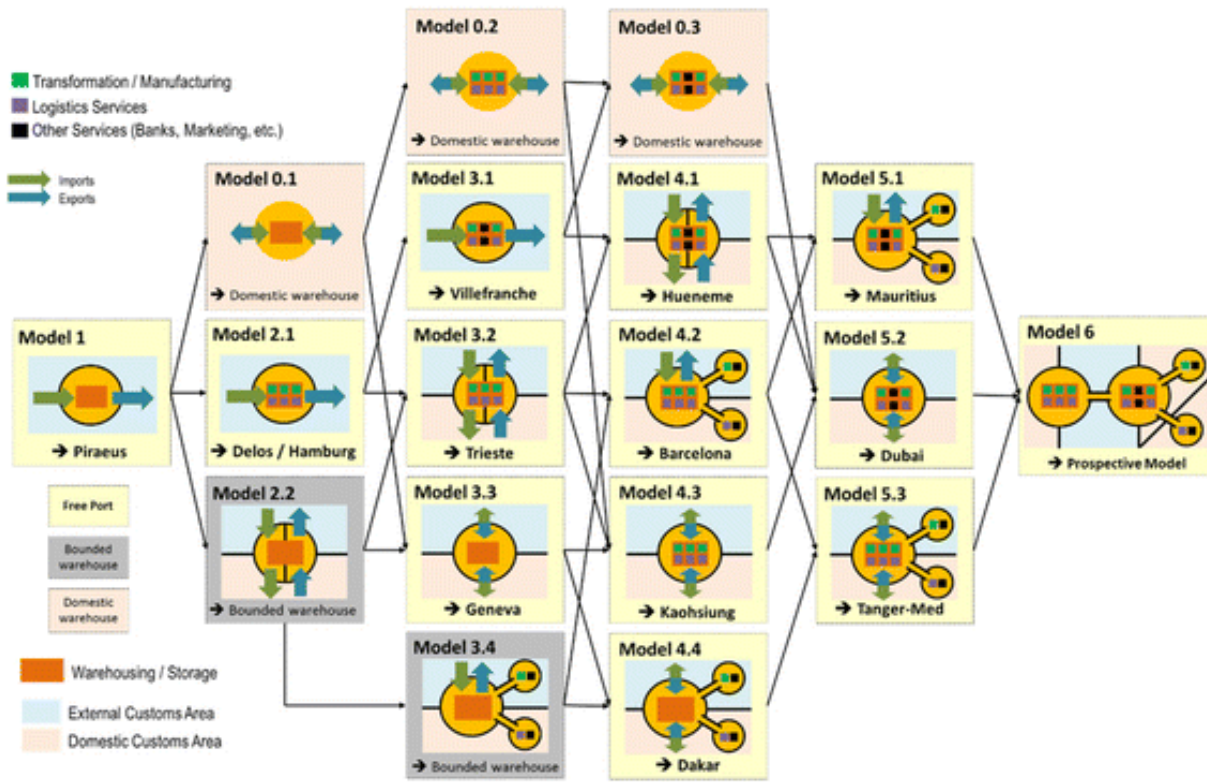


FIGURE 3
FACTORS AND STAGES OF FREE PORT DEVELOPMENT

Factors		Stages		
		First Stage	Second Stage	Third Stage
Jurisdiction — Custom barrier ● Free Port REGULATORY CONTEXT External Customs Area Domestic Customs Area		City / Depot	Custom entity	Duty free zones network
Function Warehousing / Storage Transformation / Manufacturing Logistics Services Other Services (Banks, Marketing, etc.)		Storage	Transformation and Logistics	Supply Chain Services
Flow orientation Imports Exports		Sequential	Multi-directional	

FIGURE 4
FREE PORT DEVELOPMENT THROUGH SEQUENTIAL MODELS



**TABLE 1
FREE PORT MODEL GROUPS**

Model Group 1 – Storage Arbitrage		
1	Piraeus Model	Importing goods that are stored without tax and then re-exported to other cities or taxed as they entered the city in which the free port was part of. Permitted the emergence of the first trade hubs.
Model Group 2 – Transformation Arbitrage		
2.1	Delos / Hamburg Model	Expansion of model 1 to include some logistics or light manufacturing services. Goods entering the free port could be different than the goods exiting because of some form of transformation is performed.
Model Group 3 – Added Value Arbitrage		
3.1	Villefranche Model	Included a larger range of services, such as banking, housing and fairs to support commercial activities. Typical of free cities emerging in the Middle Ages.
3.2	Trieste Model	Gateways to custom areas in which goods either enter before being transformed and imported in the domestic area or exit from the domestic custom area through the free port where they are transformed before being exported. Trieste was a gateway for several continental European countries (some landlocked like Austria).

3.3	Geneva Model	Importing goods, storing them and then re-exporting these goods without transformation. Suitable for high value goods that are susceptible to increase in value and subject to a high taxation regime under normal circumstances. The Geneva free port is used to store high value goods without tax such as art objects, precious metals or wine.
Model Group 4 – Supply Chain Arbitrage		
4.1	Hueneme Model	Expansion of the Trieste Model in which there is either an entering flow or a separated exiting flow, but without re-exporting flows (goods can however be moved to another free port within the same customs entity). Act as commercial buffers since transformations and supply chain services are provided while goods are inside the free port. Typical model of American foreign trade zones.
4.2	Barcelona Model	Importing goods from foreign trade or from partner free zones either located in the domestic customs area or outside. Customs corridors linking a network of duty free zones. Goods coming from the same customs area are exported and goods coming from external customs areas are imported. Transformation can also take place in the zone. Barcelona Free Port, servicing free zones in Cataluña and with a customs corridor with Tanger-Med Free Port.
4.3	Kaohsiung Model	Goods enter either from the domestic area or from the outside, are then stored and transformed and finally are either imported or re-exported. Typical of Asian emerging economies and often represented as a free trade zone because it does not allow heavy transformations and other services like in export processing zones.
4.4	Dakar Model	Importing and re-exporting goods without transformation. A storage buffer for goods bound for another customs entity. The services provided are directed toward other free zones in landlocked countries. Dakar free port services landlocked countries such as Mali.
Model Group 5 – Zonal Specialization Arbitrage		
5.1	Mauritius Model	Similar to model 4.2 except supply chain services are offered in the free port and transformation and IT services offered in a network of free zones in the domestic customs area.
5.2	Dubai Model	Similar to model 4.3, but offering a wider range of services beyond logistics and transformation, such as conference centers, marketing, law and consulting firms which are providing managerial services to supply chains. Hong Kong, as a free port, serviced a similar function since its foundation in the 19th century.
5.3	Tanger-Med Model	Importing, transforming and re-exporting goods with all the supply chain services located in a network of free zones. Tanger Region has an automotive production zone, an industrial processing zone and an IT zone, including promotional agreements with the free port of Barcelona.
Model Group 6 (Prospective) – Network of Free Ports		

TABLE 2
2012 TEUS PORT RANKING AND FREE ZONES MODELS

2012 TEUs Ranking	Major Container Ports	Free Port	Type of Free Port
1	Shanghai	Shanghai Waigaoqiao Free Trade Zone	5.3
2	Singapore	Singapour, Jurong, Sembawang, Pasir Pajang, Changji FTZ	2.1
3	Hong Kong	Hong Kong Free Port	2.1
4	Shenzhen	Shenzhen Futian Free Trade Zone	5.1
	Shenzhen	Shenzhen Shatoujiao Free Trade Zone	
	Shenzhen	Shenzhen Yantiangang Free Trade Zone	
5	Busan	Busan Harbor Tariff Free Zone	4.3
6	Ningbo-Zhoushan	Ningbo Free Trade Zone	5.2
7	Guangzhou	Guangzhou Free Trade Zone	5.2
8	Qingdao	Qingdao Free Trade Zone	5.2
9	Dubai Ports	Jebel Ali Free Zone	5.2
10	Tianjin	Tianjin Port Free Trade Zone	5.2
11	Rotterdam	Schiphol Airport Free Zone	4.3
12	Port Klang	Port Klang Free Zone	4.3
13	Kaohsiung	Kaohsiung Free Trade Zone	4.3
14	Hamburg	Port of Hamburg Free Trade Zone ^a	2.1
15	Antwerp	None	
16	Los Angeles	FTZ No. 202 Los Angeles	4.1
17	Dalian	Dalian Free Trade Zone	5.2
18	Tanjung Pelepas	Pelepas Free Zone	4.3
19	Xiamen	Xiamen Xiangyu Free Trade Zone	5.1
20	Tanjung Priok	Tanjung Priok Export Processing Zone	5.2
21	Bremen/Bremerhaven	Freihafen I	2.1
22	Long Beach	FTZ No. 50 Long Beach	4.1

23	Laem Chabang	304 Industrial Park Chachoengsao	4.1
24	New York/New Jersey	FTZ No. 49 Newark/Elizabeth	4.1
25	Saigon Port	Tan Thuan Export Processing Zone	5.1

Adapted from AAPA's World Port Ranking 2012

^aIn 2013, Hamburg forfeited its free port status that it held for more than 125 years as part of the Zollverein, and before that since 1189. Advances in EU trade regulations, particularly between member countries, conferred less advantages for this status. Further, the free port was occupying valuable real estate in the port's proximity, which was afterwards redeveloped to new uses

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TRANSLATED VERSION: SPANISH

Below is a rough translation of the insights presented above. This was done to give a general understanding of the ideas presented in the paper. Please excuse any grammatical mistakes and do not hold the original authors responsible for these mistakes.

VERSION TRADUCIDA: ESPAÑOL

A continuación se muestra una traducción aproximada de las ideas presentadas anteriormente. Esto se hizo para dar una comprensión general de las ideas presentadas en el documento. Por favor, disculpe cualquier error gramatical y no responsabilite a los autores originales de estos errores.

INTRODUCCIÓN

Los puertos libres son un área definida formalmente, que a menudo abarca toda una ciudad, con la habilitación de regulaciones personalizadas y, por lo general, permite la inversión extranjera y la propiedad. Aunque los puertos libres han existido durante siglos, han visto durante las últimas décadas una importancia creciente como plataformas de transporte, logística y comercio con su número y ubicaciones en expansión (Bost, 2011). Por lo tanto, no se limitan a áreas geográficas específicas o niveles de desarrollo, sino que son formas generalizadas de transnacionalismo. Mientras que en 2012, Madagascar, uno de los países más pobres del mundo, estaba lanzando un nuevo puerto libre, en los Estados Unidos, unas 370.000 personas estaban empleadas en más de 3200 empresas que operaban en 276 zonas francas (Congreso de la Junta de Zonas de Comercio Exterior de los Estados Unidos, 2013), que representaba aproximadamente la mitad de las importaciones estadounidenses (Tiefenbrun, 2012).

El desarrollo de puertos libres es un ejemplo de cómo la logística interior da forma al transporte marítimo a través del crecimiento del comercio internacional y las estrategias de los transportistas de carga para manejar, distribuir y procesar la carga que tiene un origen o destino internacional (Rodrigue y Notteboom, 2009). Comprender los puertos libres como un nodo estructural y funcional específico del transporte internacional requiere más pruebas sobre las interacciones entre los puertos secos (terminales interiores), los corredores de transporte y la competitividad portuaria, en particular en lo que se refiere al comercio (Slack, 1999; Roso et al., 2009; Wilmsmeier et al., 2011). La facilitación del comercio es principalmente una cuestión abordada a nivel macroeconómico -véase, por ejemplo, Farole (2011) Barbier y Véron (1991) y Arvis et al. (2007) -, pero las formas espaciales que esas políticas toman en las principales puertas de entrada y su interior aún está por investigar más detenidamente. El puerto libre representa una unidad de análisis pertinente en la que la facilitación del comercio está configurando la estructura de los flujos y, en particular, la forma en que se establecen e integran los elementos de apoyo, incluidas las terminales portuarias, los astilleros intermodales y las zonas logísticas.

CONCLUSIÓN

Los puertos libres se basan en una forma de excepcionalismo que ha existido desde la Antigüedad. Han visto evolucionar su papel y su función para seguir los desarrollos políticos, económicos y tecnológicos, en particular en lo que se refiere a las rutas comerciales internacionales. Debido a estos cambios, algunos puertos libres desaparecieron, mientras que otros ganaron y perdieron su importancia con el flujo y los flujos del comercio mundial. La globalización subraya el perdurable nicho fundamental que los puertos libres juegan como puertas de enlace comerciales internacionales, con la mayoría de los países que tienen un entorno regulatorio que permite puertos libres, con algunos promoviéndolos activamente. Su uso sigue siendo una estrategia de mercado para los actores que buscan una forma de arbitraje como comerciantes, empresas de transporte y logística e incluso empresas financieras. Han sido herramientas eficaces del transnacionalismo como subrayan los ejemplos de Shenzhen y Dubái. Sin embargo, la condición de puerto

libre no garantiza el desarrollo económico, ya que hay numerosos puertos libres que proporcionaron un impulso económico y comercial limitado. La inserción de puertos libres dentro de las redes comerciales existentes sigue siendo un factor clave en su éxito, pero este éxito se observa a menudo después.

Este documento proporcionó una conceptualización de los puertos libres contemporáneos y subrayó tres factores principales que explicaban la evolución de los puertos libres, que era concomitante con la evolución del comercio internacional. Incluyen el contexto reglamentario, la función y la orientación comercial. Estos tres factores ayudaron a articular modelos que explicaban el desarrollo de puertos libres en una variedad de contextos. Además, estos factores ayudaron a entender qué impulsa la transición de un modelo a otro. Sobre la base de esta evolución, es posible inferir sobre un modelo de puerto libre prospectivo que implicaría redes de clústeres de libre comercio a través de acuerdos estratégicos. Como tal, la tendencia actual subraya que las pasarelas comerciales podrían consolidar aún más su papel mediante la creación de redes de sus zonas francas con otras puertas de enlace con las que tienen relaciones funcionales. Evidentemente, esto requeriría formas más avanzadas de medidas de facilitación del comercio y acuerdos aduaneros, pero los puertos libres en red apoyarían cadenas de suministro más competitivas, en particular si mejoraran la complementariedad de las relaciones comerciales que apoyan. Por lo tanto, las partes interesadas tienen intereses activos en apoyar el surgimiento de estos clusters de puertos libres. Es probable que estas decisiones se tomen cuando haya una fuerte complementariedad en las funciones de valor añadido, en particular con los flujos comerciales inversos.

Queda por responder varias preguntas. En primer lugar, ¿en qué circunstancias se toman las decisiones de abrir, ampliar y cerrar un puerto libre? Por ejemplo, en 2013 Hamburgo perdió su condición de puerto libre, que mantuvo durante siglos. Esto subraya que el arbitraje que el puerto libre proporcionó ya no se consideró lo suficientemente valioso como para mantenerlo. Otro ejemplo es el de la lucha posterior al Brexit UK por crear puertos libres para posicionarse como un importante eslabón de la cadena de suministro entre la Commonwealth y la UE (Sunak, 2016). Esto subraya que los puertos libres podrían incluso prosperar en un contexto mundial de posibles restricciones comerciales, ya que su función de arbitraje sería aún más frecuente. En segundo lugar, se necesitan más investigaciones para comparar los diferentes modelos de puertos libres e identificar factores macroeconómicos y geográficos que impulsan el desarrollo de un modelo específico. Esto podría proporcionar herramientas analíticas y de toma de decisiones para comprender mejor la dinámica de los puertos libres y cómo siguen apoyando el comercio mundial y las cadenas de suministro. Tampoco está claro qué tan dependientes de la ruta de acceso son los diferentes modelos de puerto libre, lo que implica que una vez que se ha establecido un puerto libre, en qué medida puede evolucionar en nuevas formas y nuevas propuestas de valor. Aun así, es bastante sorprendente que, a la luz de la liberalización del comercio en curso, incluido el establecimiento de bloques económicos, los puertos libres sigan siendo un elemento activo e incluso próspero del comercio mundial.

TRANSLATED VERSION: FRENCH

Below is a rough translation of the insights presented above. This was done to give a general understanding of the ideas presented in the paper. Please excuse any grammatical mistakes and do not hold the original authors responsible for these mistakes.

VERSION TRADUITE: FRANÇAIS

Voici une traduction approximative des idées présentées ci-dessus. Cela a été fait pour donner une compréhension générale des idées présentées dans le document. Veuillez excuser toutes les erreurs grammaticales et ne pas tenir les auteurs originaux responsables de ces erreurs.

INTRODUCTION

Les ports libres sont une zone formellement définie, englobant souvent une ville entière, avec des règlements personnalisés permettant et permettant habituellement l'investissement et la propriété étrangers. Bien que les ports libres existent depuis des siècles, ils ont vu au cours des dernières décennies une importance croissante en tant que plates-formes de transport, de logistique et de commerce avec leur nombre et leurs emplacements en expansion (Bost, 2011). Elles ne se limitent donc pas à des zones géographiques spécifiques ou à des niveaux de développement, mais constituent des formes répandues de transnationalisme. Alors qu'en 2012, Madagascar, l'un des pays les plus pauvres du monde, lançait un nouveau port franc, aux États-Unis, environ 370 000 personnes travaillaient dans plus de 3200 entreprises opérant dans 276 zones franches (Congress of the United States Foreign Trade Zone Board, 2013), qui représentaient environ la moitié des importations américaines (Tiefenbrun, 2012).

Le développement des ports francs est un exemple de la façon dont la logistique intérieure façonne le transport maritime par la croissance du commerce international et les stratégies des expéditeurs de marchandises pour manipuler, distribuer et traiter des marchandises d'origine ou de destination internationales (Rodrigue et Notteboom, 2009). Pour comprendre les ports libres comme un nœud structurel et fonctionnel spécifique du transport international, il faut de plus amples preuves des interactions entre les ports secs (terminaux intérieurs), les corridors de transport et la compétitivité portuaire, en particulier en ce qui concerne le commerce (Slack, 1999; Roso et coll., 2009; Wilmsmeier et coll., 2011). La facilitation des échanges est surtout une question abordée au niveau macroéconomique – voir par exemple Farole (2011) Barbier et Véron (1991) et Arvis et al. (2007) – mais les formes spatiales de telles politiques prennent à des portes d'entrée majeures et leur arrière-pays reste à étudier de plus près. Le port franc représente une unité d'analyse pertinente où la facilitation des échanges façonne la structure des flux et en particulier la façon dont les éléments de soutien, y compris les terminaux portuaires, les chantiers intermodaux et les zones logistiques, sont établis et intégrés.

CONCLUSION

Les ports libres sont basés sur une forme d'exception qui existe depuis l'Antiquité. Ils ont vu leur rôle et leur fonction évoluer pour suivre les développements politiques, économiques et technologiques, en particulier en ce qui concerne les routes commerciales internationales. En raison de ces changements, certains ports libres ont disparu tandis que d'autres ont gagné et perdu leur importance avec le reflux et les flux du commerce mondial. La mondialisation souligne le créneau fondamental durable que les ports libres jouent comme portes d'entrée du commerce international, la plupart des pays ayant un environnement réglementaire permettant aux ports libres, certains les promouvant activement. Leur utilisation reste une stratégie de marché pour les acteurs à la recherche d'une forme d'arbitrage tels que les commerçants, les entreprises de transport et de logistique et même les entreprises financières. Ils ont été des outils efficaces de transnationalisme comme le soulignent les exemples de Shenzhen et dubaï. Pourtant, le statut de port libre ne garantit pas le développement économique, car il existe de nombreux ports libres qui ont donné une impulsion économique et commerciale limitée. L'insertion de ports libres dans les réseaux commerciaux existants reste un facteur clé de leur succès, mais ce succès est souvent observé par la suite.

Cet article a fourni une conceptualisation des ports libres contemporains et a souligné trois facteurs principaux expliquant l'évolution des ports francs, qui était concomitante à l'évolution du commerce international. Ils comprennent le contexte réglementaire, la fonction et l'orientation commerciale. Ces trois facteurs ont contribué à articuler des modèles expliquant le développement des ports libres dans divers contextes. De plus, ces facteurs ont aidé à comprendre ce qui motive la transition d'un modèle à l'autre. Sur la base de cette évolution, il est possible de déduire un modèle de port libre éventuel qui impliquerait des réseaux de grappes de libre-échange par le biais d'accords stratégiques. En tant que tel, la tendance actuelle souligne que les passerelles commerciales pourraient consolider davantage leur rôle en mettant en réseau leurs zones franches avec d'autres passerelles avec lesquelles elles ont des relations fonctionnelles. Cela nécessiterait évidemment des formes plus avancées de mesures de facilitation des échanges et d'accords douaniers, mais les ports libres en réseau soutiendraient des chaînes d'approvisionnement plus compétitives, en particulier si elles amélioraient la complémentarité des relations commerciales qu'ils

soutiennent. Par conséquent, les parties prenantes ont un intérêt actif à soutenir l'émergence de ces grappes portuaires libres. Ces décisions seront probablement prises lorsqu'il y aura une forte complémentarité dans les fonctions à valeur ajoutée, en particulier avec les flux commerciaux inversés.

Plusieurs questions restent à répondre. Premièrement, dans quelles circonstances les décisions sont-elles prises d'ouvrir, d'agrandir et de fermer un port franc? Par exemple, en 2013, Hambourg a perdu son statut de port libre, qu'elle a détenu pendant des siècles. Cela souligne que l'arbitrage fourni par le port libre n'a plus été jugé suffisamment précieux pour être maintenu. Un autre exemple est celui de l'après-Brexit au Royaume-Uni qui s'efforce de créer des ports libres afin de se positionner comme un maillon majeur de la chaîne d'approvisionnement entre le Commonwealth et l'UE (Sunak, 2016). Cela souligne que les ports libres pourraient même prospérer dans un contexte mondial de restrictions commerciales potentielles puisque leur fonction d'arbitrage serait encore plus répandue. Deuxièmement, d'autres recherches sont nécessaires pour comparer les différents modèles de ports libres et identifier les facteurs macro-économiques ainsi que géographiques à l'origine de l'élaboration d'un modèle spécifique. Cela pourrait fournir des outils d'analyse et de prise de décision pour mieux comprendre la dynamique des ports libres et la façon dont ils continuent de soutenir le commerce mondial et les chaînes d'approvisionnement. Il n'est pas clair non plus comment les différents modèles de ports libres dépendent de la trajectoire, ce qui implique qu'une fois qu'un port libre a été établi, dans quelle mesure il peut évoluer vers de nouvelles formes et de nouvelles propositions de valeur. Néanmoins, il est assez surprenant qu'à la lumière de la libéralisation continue du commerce, y compris la mise en place de blocs économiques, les ports libres demeurent un élément actif, voire florissant, du commerce mondial.

TRANSLATED VERSION: GERMAN

Below is a rough translation of the insights presented above. This was done to give a general understanding of the ideas presented in the paper. Please excuse any grammatical mistakes and do not hold the original authors responsible for these mistakes.

ÜBERSETZTE VERSION: DEUTSCH

Hier ist eine ungefähre Übersetzung der oben vorgestellten Ideen. Dies wurde getan, um ein allgemeines Verständnis der in dem Dokument vorgestellten Ideen zu vermitteln. Bitte entschuldigen Sie alle grammatikalischen Fehler und machen Sie die ursprünglichen Autoren nicht für diese Fehler verantwortlich.

EINLEITUNG

Freihäfen sind ein formal definierter Bereich, der oft eine ganze Stadt umfasst, mit kundenspezifischen Vorschriften und in der Regel die Ermöglichung ausländischer Investitionen und Eigentum. Obwohl es seit Jahrhunderten freistehende Häfen gibt, haben sie in den letzten Jahrzehnten eine wachsende Bedeutung als Transport-, Logistik- und Handelsplattformen mit ihrer Anzahl und Standorten gesehen (Bost, 2011). Sie beschränken sich also nicht auf bestimmte geografische Gebiete oder Entwicklungsniveaus, sondern sind weit verbreitete Formen des Transnationalismus. Während Madagaskar, eines der ärmsten Länder der Welt, 2012 einen neuen Freihafen einrichtete, waren in den Vereinigten Staaten etwa 370.000 Menschen in mehr als 3200 Firmen beschäftigt, die in 276 Freizonen tätig waren (Kongress des United States Foreign Trade Zone Board, 2013), auf die etwa die Hälfte der amerikanischen Importe entfielen (Tiefenbrun, 2012).

Die Entwicklung von Freihäfen ist ein Beispiel dafür, wie die Binnenlogistik den Seeverkehr durch das Wachstum des internationalen Handels und die Strategien der Spesiteure zur Handhabung, Verteilung und Verarbeitung von Fracht mit internationalem Ursprung oder Ziel prägt (Rodrigue und Notteboom, 2009). Die Nutzung freier Häfen als spezifischer struktureller und funktionaler Knotenpunkt des internationalen Verkehrs erfordert weitere Beweise für die Wechselwirkungen zwischen Trockenhäfen (Binnenterminals), Verkehrskorridoren und der Wettbewerbsfähigkeit der Häfen, insbesondere in Bezug auf den Handel

(Slack, 1999; Roso et al., 2009; Wilmsmeier et al., 2011). Handelserleichterungen sind vor allem ein Thema, das auf makroökonomischer Ebene angesprochen wird – siehe z. B. Farole (2011) Barbier und Véron (1991) und Arvis et al. (2007) –, aber die räumlichen Formen, die solche Politiken an wichtigen Toren annehmen, und ihr Hinterland müssen noch genauer untersucht werden. Der Freihafen stellt eine relevante Analyseeinheit dar, in der Handelserleichterungen die Struktur der Ströme und insbesondere die Art und Weise, wie die unterstützenden Elemente, einschließlich Hafenterminals, intermodale Werften und Logistikzonen, eingerichtet und integriert werden, gestalten.

SCHLUSSFOLGERUNG

Freie Häfen basieren auf einer Form von Ausnahmezustand, die seit der Antike existiert. Sie haben erlebt, wie sich ihre Rolle und funktional entwickelt haben, um politischen, wirtschaftlichen und technologischen Entwicklungen zu folgen, insbesondere in Bezug auf internationale Handelswege. Aufgrund dieser Veränderungen verschwanden einige freie Häfen, während andere ihre Bedeutung durch die Ebbe und Flut des Welthandels gewannen und verloren. Die Globalisierung unterstreicht die anhaltende grundlegende Nische, die freie Häfen als internationale Handelsportale spielen, wobei die meisten Länder über ein regulatorisches Umfeld verfügen, das freie Häfen ermöglicht, wobei einige sie aktiv fördern. Ihre Verwendung bleibt eine Marktstrategie für Akteure, die eine Form von Arbitrage suchen, wie Händler, Transport- und Logistikunternehmen und sogar Finanzunternehmen. Sie waren wirksame Instrumente des Transnationalismus, wie die Beispiele von Shenzhen und Dubai unterstreichen. Dennoch garantiert der Status eines freien Hafens keine wirtschaftliche Entwicklung, da es zahlreiche Freihäfen gibt, die nur begrenzte wirtschaftliche und handelspolitische Impulse gegeben haben. Die Einfügung von Freihäfen in bestehende Handelsnetze ist nach wie vor ein Schlüsselfaktor für ihren Erfolg, aber dieser Erfolg wird im Nachhinein oft beobachtet.

Dieses Papier lieferte eine Konzeptualisierung der zeitgenössischen freien Häfen und unterstrich drei Hauptfaktoren, die die Entwicklung der freien Häfen erklären, die mit der Entwicklung des internationalen Handels einhergehen. Dazu gehören der regulatorische Kontext, die Funktion und die Handelsorientierung. Diese drei Faktoren halfen dabei, Modelle zu artikulieren, die die Entwicklung freier Ports in einer Vielzahl von Kontexten erklären. Darüber hinaus halfen diese Faktoren zu verstehen, was den Übergang von einem Modell zum anderen antreibt. Basierend auf dieser Entwicklung lässt sich über ein prospektives Freihafenmodell ableiten, das durch strategische Vereinbarungen Netzwerke von Freihandelsclustern einschließen würde. Der aktuelle Trend unterstreicht daher, dass Trade Gateways ihre Rolle weiter festigen könnten, indem sie ihre Freizonen mit anderen Gateways vernetzen, mit denen sie funktionale Beziehungen unterhalten. Dies würde natürlich fortgeschrittenere Formen von Handelserleichterungen und Zollabkommen erfordern, aber vernetzte Freihäfen würden wettbewerbsfähigere Lieferketten unterstützen, insbesondere wenn sie die Komplementarität der von ihnen unterstützten Handelsbeziehungen verbessern. Daher haben die Interessengruppen ein aktives Interesse daran, die Entstehung dieser Freiport-Cluster zu unterstützen. Diese Entscheidungen werden wahrscheinlich dort getroffen werden, wo die Mehrwertfunktionen, insbesondere bei umgekehrten Handelsströmen, stark komplementär sind.

Mehrere Fragen müssen noch beantwortet werden. Erstens: Unter welchen Umständen werden die Entscheidungen getroffen, einen freien Hafen zu öffnen, zu erweitern und zu schließen? So verlor Hamburg 2013 seinen Freihafenstatus, den es jahrhundertlang innehatte. Dies unterstreicht, dass die Arbitrage, die der freie Hafen zur Verfügung stellte, nicht mehr als wertvoll genug beurteilt wurde, um sie zu erhalten. Ein weiteres Beispiel ist das Streben Großbritanniens nach dem Brexit, freie Häfen zu schaffen, um sich als wichtiges Lieferkettenglied zwischen dem Commonwealth und der EU zu positionieren (Sunak, 2016). Dies unterstreicht, dass freie Häfen sogar in einem globalen Kontext potenzieller Handelsbeschränkungen gedeihen könnten, da ihre Arbitragefunktion noch weiter verbreitet wäre. Zweitens sind weitere Untersuchungen erforderlich, um die verschiedenen Modelle für freie Häfen zu vergleichen und makroökonomische und geografische Faktoren zu identifizieren, die die Entwicklung eines spezifischen Modells vorantreiben. Dies könnte analytische und Entscheidungsinstrumente bieten, um die Dynamik freier Häfen besser zu verstehen und zu verstehen, wie sie weiterhin den globalen Handel und die

Lieferketten unterstützen. Es ist auch unklar, wie pfadabhängig verschiedene Freie-Port-Modelle sind, was bedeutet, dass, sobald ein freier Port eingerichtet wurde, inwieweit er sich zu neuen Formen und neuen Wertversprechen entwickeln kann. Dennoch ist es ziemlich überraschend, dass Freihäfen angesichts der anhaltenden Handelsliberalisierung, einschließlich der Schaffung von Wirtschaftsblöcken, ein aktives und sogar blühendes Element des Welthandels bleiben.

TRANSLATED VERSION: PORTUGUESE

Below is a rough translation of the insights presented above. This was done to give a general understanding of the ideas presented in the paper. Please excuse any grammatical mistakes and do not hold the original authors responsible for these mistakes.

VERSÃO TRADUZIDA: PORTUGUÊS

Aqui está uma tradução aproximada das ideias acima apresentadas. Isto foi feito para dar uma compreensão geral das ideias apresentadas no documento. Por favor, desculpe todos os erros gramaticais e não responsabilize os autores originais responsáveis por estes erros.

INTRODUÇÃO

Os portos livres são uma área formalmente definida, muitas vezes abrangendo uma cidade inteira, com a habilitação de regulamentações personalizadas e geralmente permitindo investimento estrangeiro e propriedade. Embora os portos livres existam há séculos, eles têm visto nas últimas décadas uma importância crescente como plataformas de transporte, logística e comércio com seu número e locais em expansão (Bost, 2011). Não se limitam, portanto, a áreas geográficas específicas ou níveis de desenvolvimento, mas são formas generalizadas de transnacionalismo. Enquanto em 2012, Madagascar, um dos países mais pobres do mundo, estava lançando um novo porto livre, nos Estados Unidos, cerca de 370.000 pessoas estavam empregadas em mais de 3.200 empresas que operavam em 276 zonas livres (Congresso da Comissão da Zona de Comércio Exterior dos Estados Unidos, 2013), que representava cerca de metade das importações americanas (Tiefenbrun, 2012).

O desenvolvimento de portos livres é um exemplo de como a logística interior molda o transporte marítimo através do crescimento do comércio internacional e das estratégias dos transportadores de carga para manusear, distribuir e processar cargas que têm origem ou destino internacional (Rodrigue e Notteboom, 2009). Compreender os portos livres como um nó estrutural e funcional específico do transporte internacional requer mais evidências sobre as interações entre portos secos (terminais interiores), corredores de transporte e competitividade portuária, particularmente no que se refere ao comércio (Slack, 1999; Roso et al., 2009; Wilmsmeier et al., 2011). A facilitação do comércio é principalmente uma questão abordada no nível macroeconômico – veja, por exemplo, Farole (2011) Barbier e Véron (1991) e Arvis et al. (2007) –, mas as formas espaciais que tais políticas tomam em grandes gateways e seu interior continua a ser mais investigada. O porto livre representa uma unidade relevante de análise onde a facilitação do comércio está moldando a estrutura dos fluxos e, particularmente, como os elementos de apoio, incluindo terminais portuários, estaleiros intermodais e zonas logísticas são estabelecidos e integrados.

CONCLUSÃO

Os portos livres são baseados em uma forma de excepcionalismo que existe desde a Antiguidade. Eles viram seu papel e função evoluírem para acompanhar os desenvolvimentos políticos, econômicos e tecnológicos, particularmente no que se referem às rotas de comércio internacional. Por causa dessas mudanças, alguns portos livres desapareceram, enquanto outros ganharam e perderam sua importância com a fuga e os fluxos do comércio global. A globalização destaca o nicho fundamental duradouro que os portos livres desempenham como gateways de comércio internacional, com a maioria dos países tendo um

ambiente regulatório permitindo portos livres, com alguns ativamente promovendo-os. Seu uso continua sendo uma estratégia de mercado para atores que buscam uma forma de arbitragem, como comerciantes, empresas de transporte e logística e até mesmo empresas financeiras. Eles têm sido ferramentas eficazes do transnacionalismo, como os exemplos de Shenzhen e Dubai sublinham. No entanto, o status portuário livre não garante o desenvolvimento econômico, uma vez que existem inúmeros portos livres que forneceram um impulso econômico e comercial limitado. A inserção de portos livres dentro das redes comerciais existentes continua sendo um fator-chave para seu sucesso, mas esse sucesso é frequentemente observado depois.

Este artigo proporcionou uma conceituação dos portos livres contemporâneos e sublinhou três fatores principais explicando a evolução dos portos livres, concomitante com a evolução do comércio internacional. Eles incluem o contexto regulatório, a função e a orientação comercial. Esses três fatores ajudaram a articular modelos explicando o desenvolvimento de portos livres em diversos contextos. Além disso, esses fatores ajudaram a entender o que impulsiona a transição de um modelo para outro. Com base nessa evolução, é possível inferir sobre um modelo potencial de porto livre que envolveria redes de clusters de livre comércio por meio de acordos estratégicos. Como tal, a tendência atual sublinha que os gateways comerciais poderiam consolidar ainda mais seu papel, conectando suas zonas livres com outros gateways com os quais têm relações funcionais. Isso exigiria, obviamente, formas mais avançadas de medidas de facilitação de comércio e acordos alfandegários, mas os portos livres em rede apoiariam cadeias de suprimentos mais competitivas, particularmente se aumentassem a complementaridade das relações comerciais que apoiam. Portanto, as partes interessadas têm interesses ativos em apoiar o surgimento desses clusters portuários livres. Essas decisões provavelmente serão tomadas onde há uma forte complementaridade nas funções de valor agregado, particularmente com fluxos comerciais invertidos.

Várias perguntas ainda estão a ser respondidas. Primeiro, sob quais circunstâncias são tomadas as decisões de abertura, de expandir, bem como de fechar um porto livre? Por exemplo, em 2013, Hamburgo perdeu seu status de porto livre, que manteve por séculos. Isso sublinha que a arbitragem que a porta livre forneceu não foi mais julgada valiosa o suficiente para ser mantida. Outro exemplo é o Reino Unido pós-Brexit se esforçando para criar portos livres para se posicionar como um importante elo da cadeia de suprimentos entre a Comunidade e a UE (Sunak, 2016). Isso sublinha que os portos livres poderiam até mesmo prosperar em um contexto global de potenciais restrições comerciais, uma vez que sua função de arbitragem seria ainda mais prevalente. Em segundo lugar, novas pesquisas são necessárias para comparar os diferentes modelos de portas livres e identificar fatores macroeconômicos e geográficos que impulsionam o desenvolvimento de um modelo específico. Isso poderia fornecer ferramentas analíticas e de tomada de decisão para entender melhor a dinâmica dos portos livres e como eles continuam a apoiar o comércio global e as cadeias de suprimentos. Também não está claro como são os diferentes modelos de portas livres dependentes de caminhos, implicando que uma vez estabelecida uma porta livre, até que ponto ela pode evoluir para novas formas e novas propostas de valor. Ainda assim, é bastante surpreendente que, à luz da liberalização comercial em curso, incluindo a criação de blocos econômicos, os portos livres continuem sendo um elemento ativo e até próspero do comércio global.