

EU Ports Policy Review



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ESPO Conference 2012 Sopot**

What do ports represent for the EU ?

- Ports handle up to 90% of the EU external trade (in ton km)
- Value of EU seaborne external trade: 1118,2 billion € (2009)
- 40% of intra-EU freight exchanges (in tons)
- Number of enterprises in ports: + 800 000
- Direct and indirect employment: +/- 3 million
- More than 400 million passengers

Reasons to act at EU level

- **EU 2020 & Growth prospects:** shift in global economy, shift in EU economy, transformation of shipping logistics, new environmental and energy requirements: **Engines for Growth**
- Every individual port included in the trans-European Transport Networks has significant **cross-border effects** and EU relevance
- Port connections (sea-side, land-side) are a key factor for the smooth functioning of the **internal and international market**
- To a large extent, quality, efficiency and reliability of ports determine the **overall performance of the TEN-T**

A «three pillar» approach

- Five years after the 2007 Communication on a European Ports Policy
 1. TEN-T Guidelines and Connecting Europe Facility
 2. Administrative Facilitation
 3. Transparency and Regulated Market Access

1. Proposed Regulation on TEN-T guidelines (Oct 2011)

Double layer approach:

- CORE network (hubs) + Multimodal Corridors
- COMPREHENSIVE network (spokes)

Financing:

- CEF: 32 billion € (including 10 billion € earmarked for Cohesion)
- List of indicative projects, corridors, priorities

TEN-T metro map



TEN-T Core Network (multimodal)

- Entry and exit points to the EU transport area of highest strategic importance (start & end of corridors)
- Multimodal platforms (linked by more than 1 mode):
 - Rail
 - Road
 - Inland waterways & Inland Ports (where available)

TEN-T Core Network (ITS)

- ITS (Intelligent Transport System – in general)
 - Enable traffic management
 - Within and between transport modes
 - For multimodal transport operations
 - Facilitate seamless connections between EU, regional and local transport
- ITS for ports, inland waterways and shipping
 - VTMIS
 - RIS
 - e-Maritime

TEN-T Core Network (new technologies)

- Enable decarbonisation
 - Energy efficiency
 - Alternative propulsion & infrastructure
 - Safety and sustainability
 - Resilience to climate change
- Internalise external costs
- Alternative clean fuels & technologies for ports:
 - Natural gas (cf Toolbox on LNG deployment)
 - Shore side electricity
 - S-scrubbers (and waste disposal)

TEN-T Inland Ports & Waterways

- TEN-T Inland ports: located along TEN-T Inland Waterways (i.e.: Cat. IV or more):
 - Annual freight transshipment volume exceeding 500 000 tonnes (three-year average - Eurostat)
 - Connected with the road and/or rail infrastructure of the comprehensive network
 - At least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges
- TEN-T Inland Waterways (Cat. IV or more): Core Network

2. Administrative Facilitation

- European Maritime Transport Space without Barriers
- Ongoing activity since 2009
- Actions in several fields:
 - Customs simplification for intra-EU traffic
 - **“Automatic” authorised operator**
 - **Third country call**
 - Phytosanitary and veterinary controls
 - Electronic transmission of documents – Reporting Formalities Directive, e-Maritime, Blue Belt, Blue Lanes
- Blue Belt pilot project report (Staff Working Doc) out soon

Transparency and Regulated Market Access (1)

- Transparency:
 - State-Aid Guidelines (DG COMP)
 - Accounting
 - Principles of port charging
- Concessions (DG MARKT – December 2011)
 - Horizontal issues (scope, ...)
 - Sector-specific (duration, renewal, investments, incumbents, transfer of assets and personnel)

Transparency and Regulated Market Access (2)

- Port Services
 - Pilotage
 - Towage
 - Mooring
 - Dredging
 - Icebreaking
 - Environmental and Waste Services
 - Passenger services

Transparency and Regulated Market Access (3)

- Principles (4+1)
 - Safety & Security
 - Training & Qualification
 - Public Service
 - Market Access
- +1:
- Pricing
 - Cost – Efficiency → Concertation!
 - Proportional
 - Non-discriminatory

Transparency and Regulated Market Access (4)

- Port Labour
 - Open access to the profession
 - Training and qualifications
- Issues
 - Need for a strong and highly specialised labour force to tackle the expected growth and change of job profiles
 - Need to attract young professionals
 - Opening of the market
 - Detailed training and qualification profiles (ILO standards)
 - Safety considerations
 - Social standards – avoiding social dumping
- Social dialogue
 - Dialogue between employers and employees

2012-2013: Consultation process

- Full impact assessment: studies, research, evidence gathering
- Bilateral discussions with Transport / National Port Authorities in the Member States and European Parliament
- Dialogue with main European organisations (workers, port authorities, operators, providers and users of port services)
- A conference on the future of EU ports (2012): presentation of interim conclusions and way forward
- Not possible to prejudge the outcome at this stage, either as to the extent or as the form of any proposals (2013)



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Thank you for your attention
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