



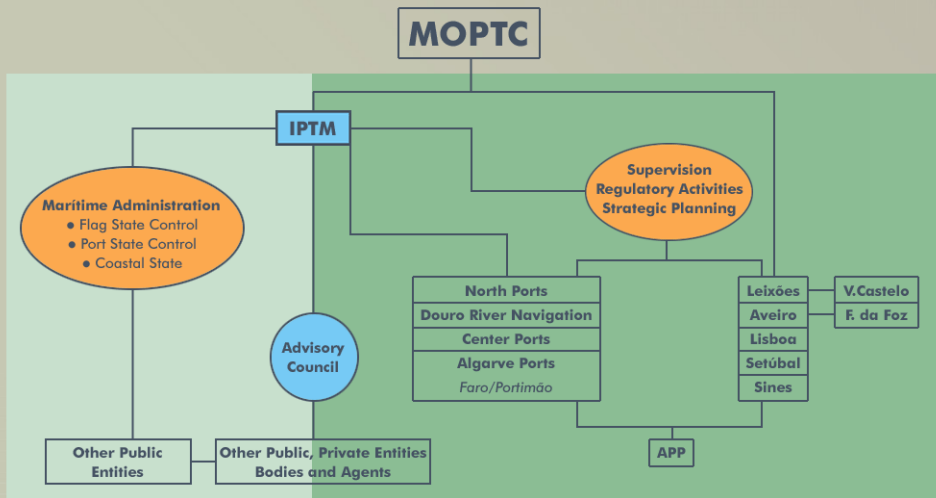
ESPO 2011 Conference - Optimising Port Performance and Reviewing Port Policy - Portuguese Ports Policy -

Cyprus, 5-6 May, 2011

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João Carvalho
 Chairman of the Board

Portuguese Port and Maritime Sector Organization



Portuguese Port System Commercial Ports



Ship Calls in Mainland Portuguese Commercial Ports (2008-2010)

Ports	2008		2009		2010		Variation 10/09	
	Nr.	%	Nr.	%	Nr.	%	Nr.	%
Viana do Castelo	189	2%	167	2%	199	2%	32	19,2
Douro e Leixões	2.625	25%	2.610	26%	2.578	24%	-32	-1,2
Aveiro	1.010	9%	848	8%	973	9%	125	14,7
Figueira da Foz	409	4%	383	4%	476	5%	93	24,3
Lisboa	3.455	32%	3.219	32%	3.097	29%	-122	-3,8
Setúbal	1.382	13%	1.323	13%	1.381	13%	58	4,4
Sines	1.489	14%	1.476	14%	1.636	16%	160	10,8
IPTM, IP	95	1%	171	2%	200	2%	29	17,0
Total	10.654	100%	10.197	100%	10.540	100%	343	3,4

Cargo Throughput in Mainland Portuguese Commercial Ports (2008-2010)

Ports	2008		2009		2010		Variation 10/09	
	Ton	%	Ton	%	Ton	%	Ton	%
Viana do Castelo	475.470	1%	406.903	1%	524.140	1%	117.237	28,8
Douro e Leixões	14.706.804	23%	14.200.341	23%	14.586.919	22%	368.578	2,6
Aveiro	3.465.516	6%	3.007.108	5%	3.752.671	6%	745.563	24,8
Figueira da Foz	1.159.243	2%	1.177.219	2%	1.615.891	2%	438.672	37,3
Lisboa	11.738.706	19%	11.712.538	19%	11.993.572	18%	281.034	2,4
Setúbal	6.124.140	10%	5.900.915	10%	7.003.882	11%	1.102.965	18,7
Sines	25.148.564	40%	24.377.348	40%	25.515.311	39%	1.137.963	4,7
IPTM, IP	129.726	0%	145.192	0%	137.989	0%	-7.203	-5,0
Total	62.948.169	100%	60.927.566	100%	65.112.375	100%	4.184.809	6,9

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Cargo Throughput in Mainland Portuguese Commercial Ports (ton/2010)

	Viana do Castelo	Douro e Leixões	Aveiro	Figueira da Foz	Lisboa	Setúbal	Sines	IPTM, IP
Container Cargo	2.372 (609 TEU)	4.992.512 (483.411 TEU)		176.967 (16.475 TEU)	5.170.116 (512.753 TEU)	669.589 (44.638 TEU)	4.410.736 (382.089 TEU)	
Conventional Cargo	335.346	595.812	1.340.888	770.160	287.128	1.628.848	77.894	
Ro-Ro		23.984			40.254	227.735		31.467
Dry Bulk	169.505	2.226.891	1.459.748	668.765	4.458.256	3.819.771	2.996.272	106.522
Liquid Bulk	16.917	6.729.718	952.036		1.837.818	657.938	18.030.409	
Total	524.140	14.568.917	3.752.672	1.615.892	11.993.572	7.003.881	25.515.311	137.989

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Nr. Stevedores - Mainland Portuguese Commercial Ports (2010)

Viana do Castelo	17
Leixões	95
Aveiro	75
Figueira da Foz	16
Lisboa	109
Setúbal	27
Sines	33
Total	372



IPTM (Institute for Ports and Shipping) - Portugal **Public Entity of the Government to support the strategy of the maritime and port sector within regulatory and supervision tasks**

Main tasks:

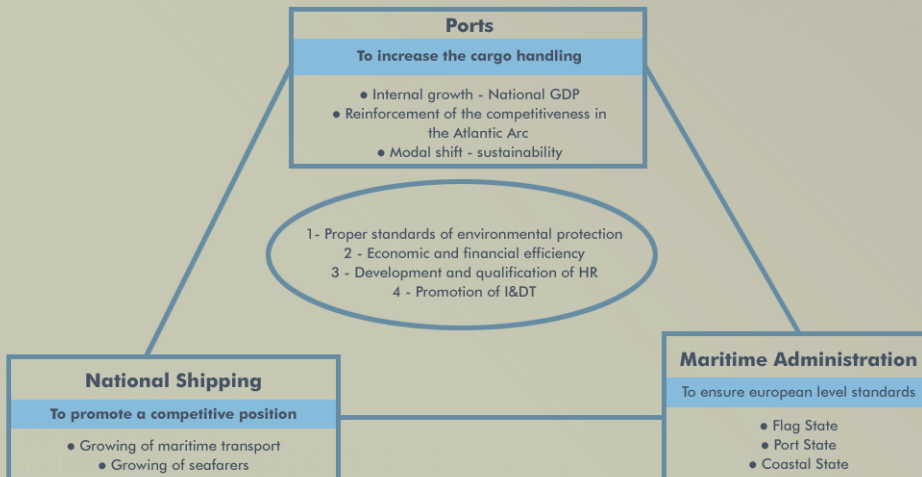
- Assessment of the Government regarding national policies for ports, shipping, navigation and maritime and port safety and security
- Coordination of the strategy for the maritime and port sector
- Regulation and supervision of activities/entities in the port and maritime sector
- National representation in international organizations regarding port and maritime sector
- Implementation and enforcement of laws, regulations, rules and technical requirements under the port and maritime domain (Flag State Control, Port State Control and VTS National Authority)
- National Competent Authority for SafeSeaNet, Port Reception Facilities for Ship-Generated Waste and Cargo Residues, Bulk Carriers and Terminals and ISPS Code
- Management, administration and development of the port infrastructures and inland waterways under direct jurisdiction

Strategic Guidelines for the ports and Maritime Sector

A Strategic Insight for the Sector Set in Three Vectors:

- To reinforce the position of Portugal in the Euro-Atlantic space;
- To increase the competitiveness of the national port system and maritime transport;
- To provide to the national productive sector competitive and sustainable transport chains.

Strategic Goals





Strategic Plan

1. National Level - National Port Plan Strategic Environmental Assessment (Directive 2001/42/EC)

2. Local Level - Ports Strategic Plans



“Landlord Port” Model

Concession of Public Service Terminals (28)

Concession of Private Service Terminals (30)

Port Labour Organization

Stevedoring Operators (All the stevedoring operators are private)

ETP - Labour Pool

In all ports
Generally managed by Stevedoring Operators

Port Workers

In Stevedoring Operators
In Labour Pool

Paperless Port– Port Single Window (One Stop Shop)

Procedure Simplification / Electronic Port Procedures and Information)

Electronic Dispatch:

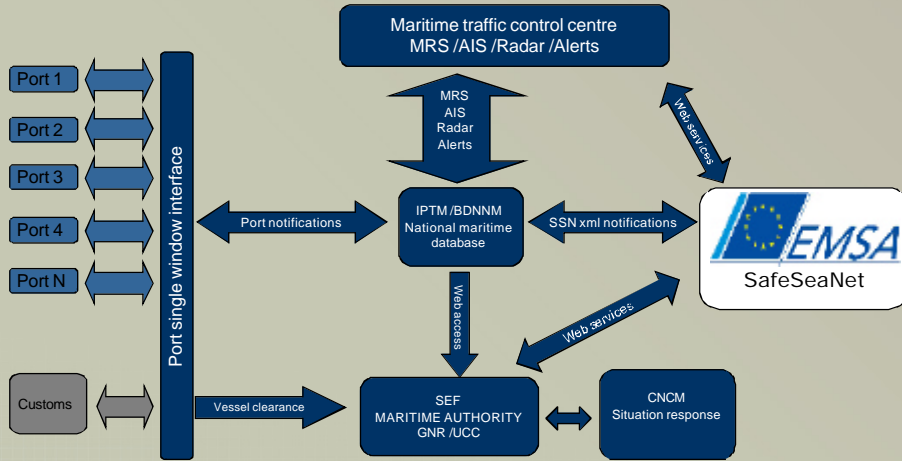
Ships
Goods

System involving all intervenient in the port (public/private)

Promoted by Port Authorities
Centralized by Port Authorities
Relevant Role of Shipping Agents

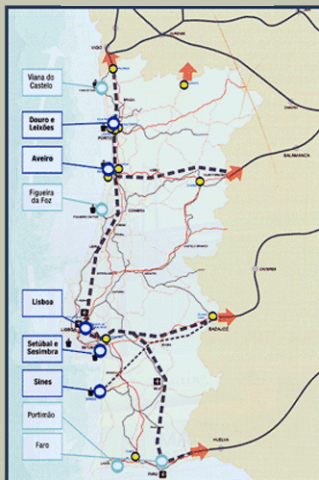
Paperless Logistic Chain– Logistic Single Window
Extension of the system to the National Logistic Network

Present portuguese e-Maritime platform, including the Ports Single Window interface



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Commercial Port System in Mainland – Logistics Network



- Main ports
- Secondary Ports
- Logistic Platforms
- TGV
- ➔ Connection to Spain/Europe

● Logistic Platforms (15)

Cross-border Platforms (4)

Valença
 Chaves
 Guarda
 Elvas / Caia

National Urban Platforms (2)

Maia / Trofa
 Poceirão

Port Platforms (8)

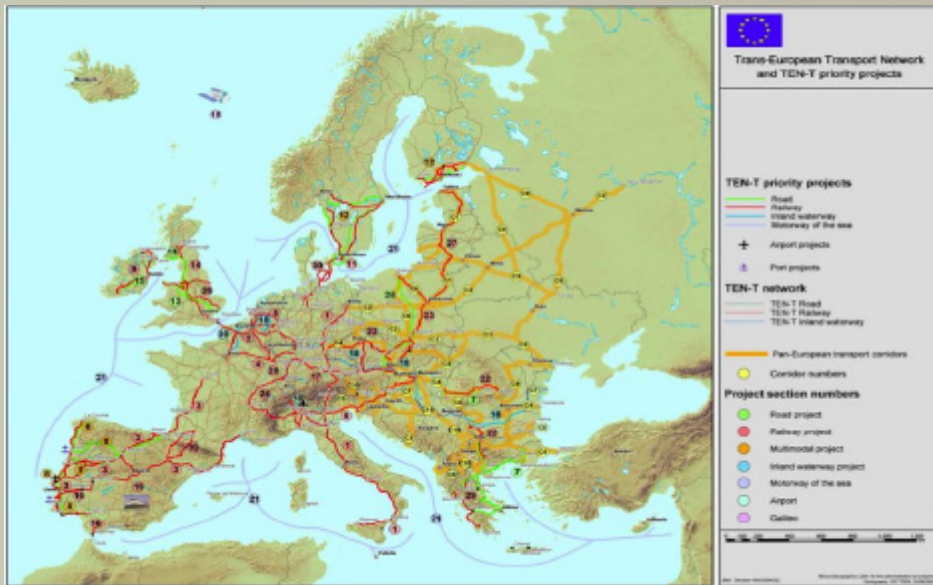
Leixões - Gafões / Guifões
 Leixões / Gonçalves
 Aveiro
 Aveiro - Cacia
 Lisboa - Bobadela / Sobralinho / Castanheira
 Sines - Pole A
 Sines - Pole B

Regional Platforms (1)

Tunes

Source: MOPTC / SET

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VIEW ON FUTURE DEVELOPMENTS / INITIATIVES

New TEN-T Policy:

- Presently all the portuguese commercial ports are integrated in TEN-T as a whole and constitute main nodal points on our multimodal corridors that link the atlantic coast to the rest of Iberian Peninsula and Europe – **THIS SHOULD BE MANTAINED**
- We support the ESPO position in order to be assured that the new methodology that will be adopted by EU should not exclude ports from the TEN-T

White Paper 2011:

- The development of the “Single Window” in ports, duly supported in ITS and integrating the all logistic chain, is a main step for the creation of a appropriate framework to allow tracing goods in real time, ensure intermodal liability and promote clean freight transports
- We support the Single European Transport Area, namely the “Blue Belt” concept for maritime transport, if it simplifies the formalities for ships travelling between EU ports and could be a lever for the Motorways of the Sea, as well as improving business in ports



MOPTC

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Secretaria de Estado dos Transportes



IPTM - Instituto Portuário e dos Transportes Marítimos, I.P.

Thank you very much