



European Port Governance

‘The ESPO Fact-Finding Report’

Patrick Verhoeven

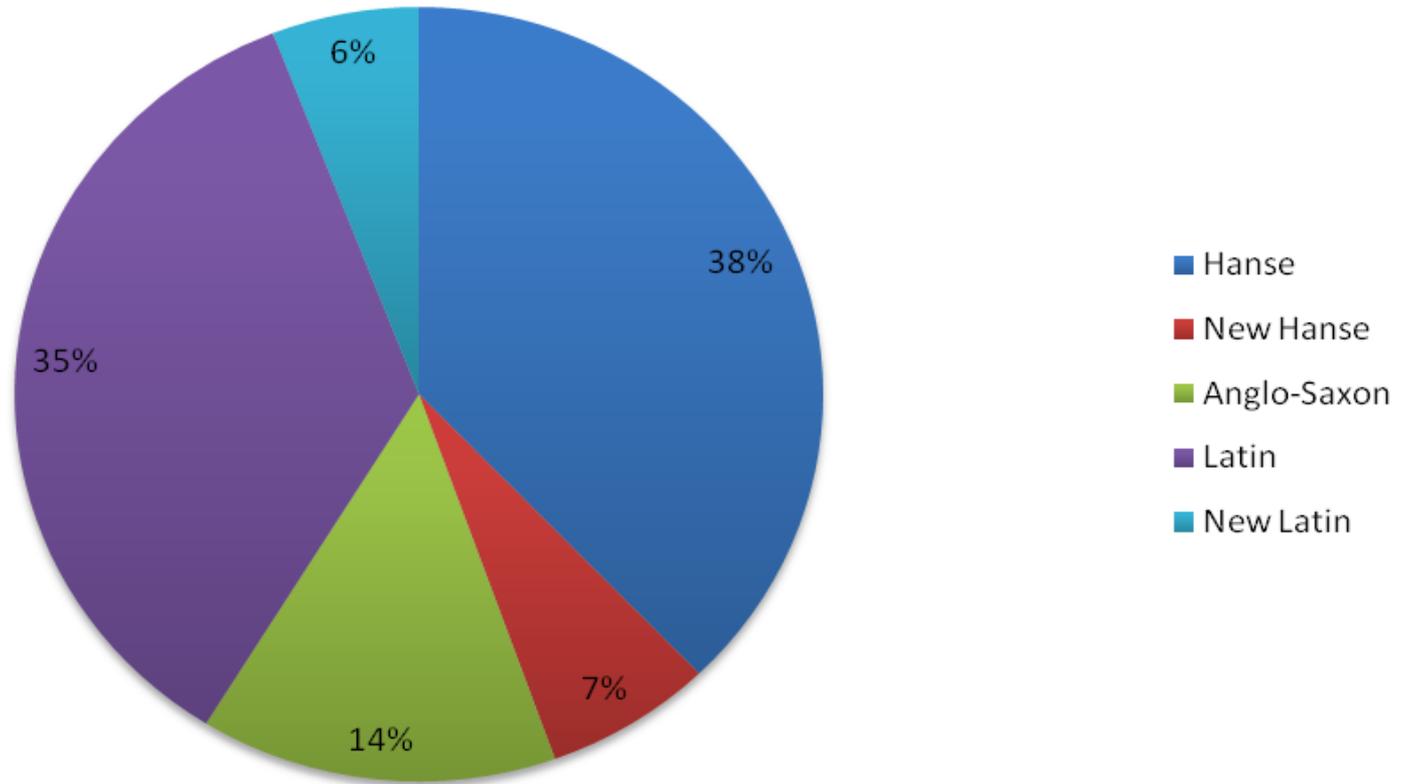
Assemblea Generale Assoportì – Rome, 18 October 2011

Summary

1. Devolution
2. Corporate governance
3. Functional autonomy
4. Functional pro-activeness
5. Investment responsibility
6. Financial autonomy
7. Concluding observations

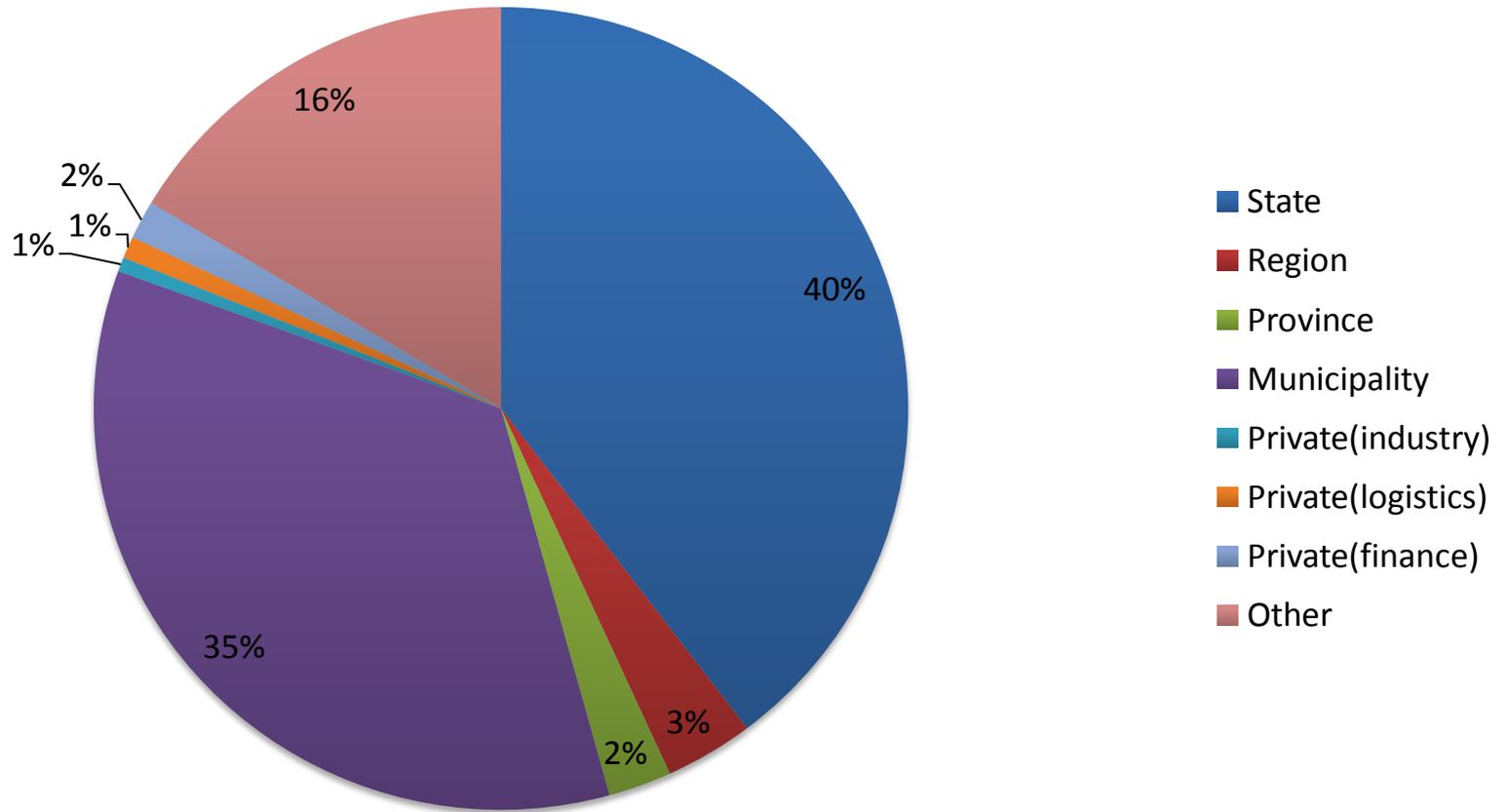
- **Hanse:** Belgium, Germany, Netherlands, Denmark, Finland, Sweden, Norway and Iceland
- **New Hanse:** Poland, Lithuania, Latvia and Estonia
- **Anglo-Saxon:** UK and Ireland
- **Latin:** France, Portugal, Spain, Italy, Malta, Greece, Cyprus and Israel
- **New Latin:** Slovenia, Croatia, Bulgaria and Romania

Responding port authorities per region

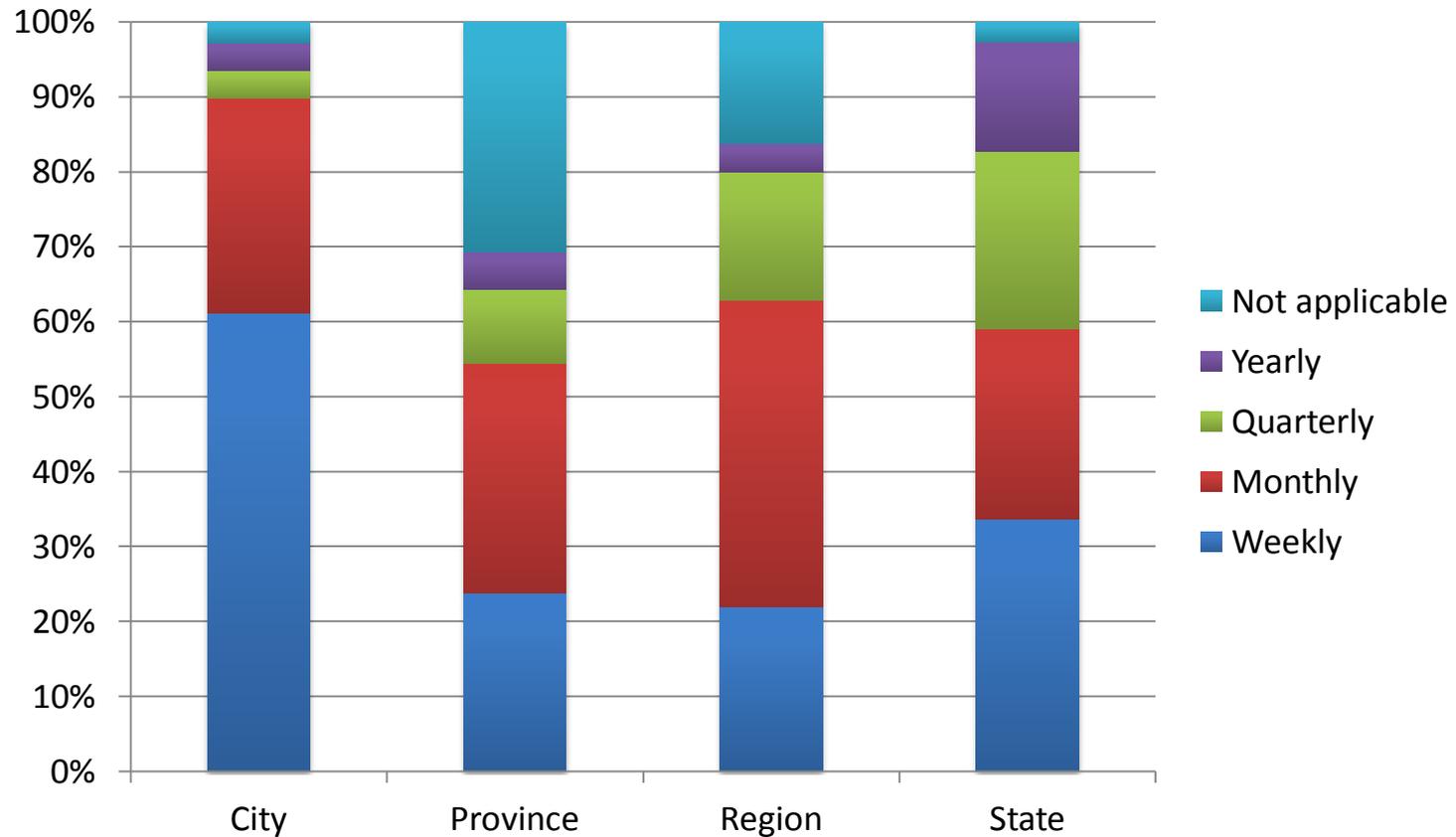


1. Devolution

Ownership of port authorities



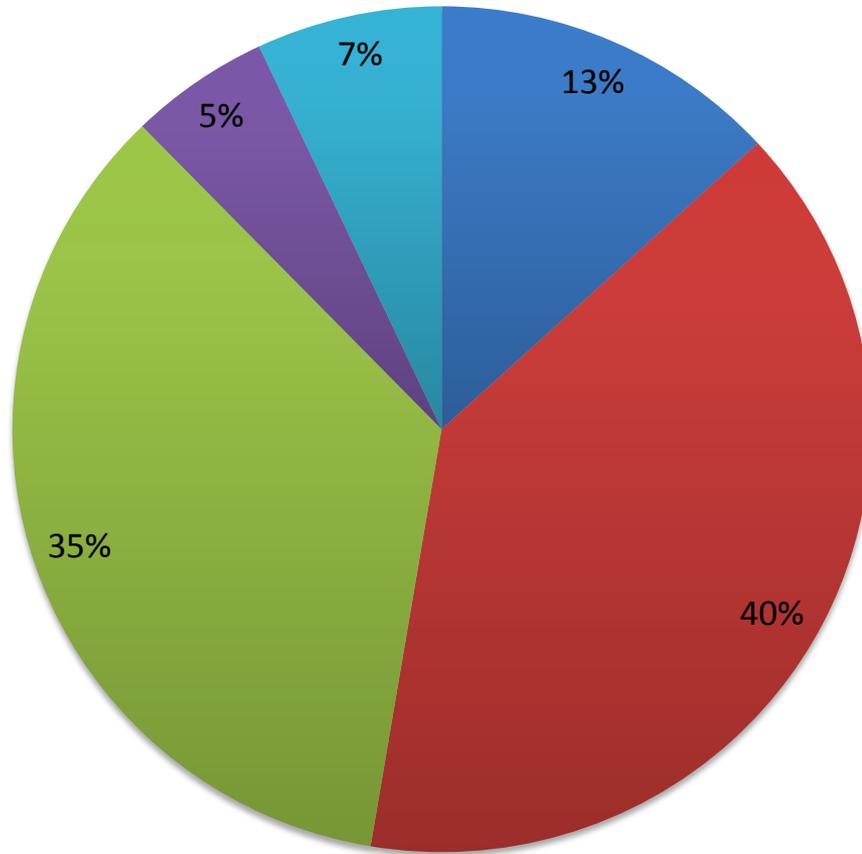
Frequency of contacts with government



National reforms and re-organisations



Legal form of port authorities



■ The port authority is an administrative department of local, regional or national government.

■ The port authority forms a separate legal entity from local, regional or national government but has no share capital.

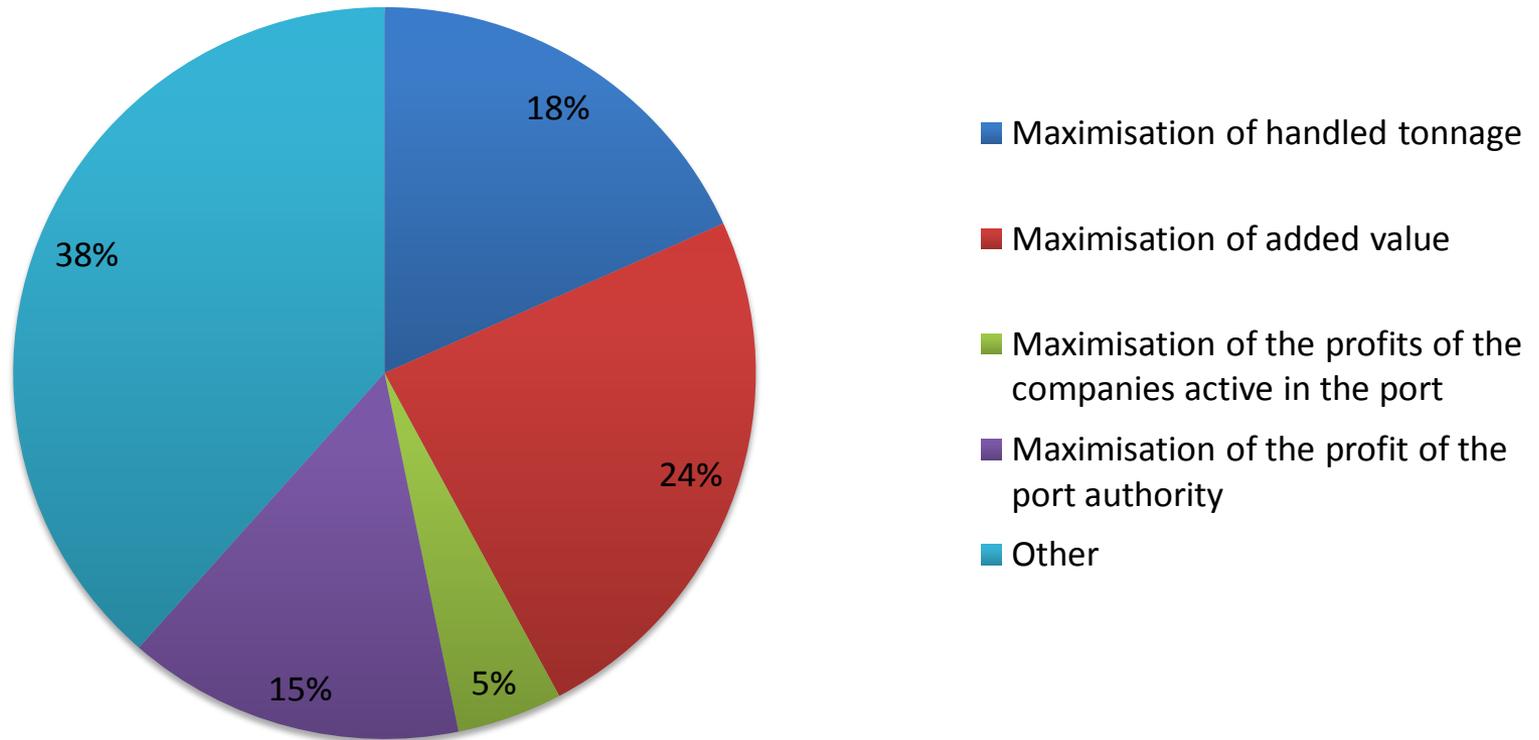
■ The port authority forms a separate legal entity from local, regional or national government and has share capital which is owned in part or in full by that government.

■ The port authority is a privately owned corporation.

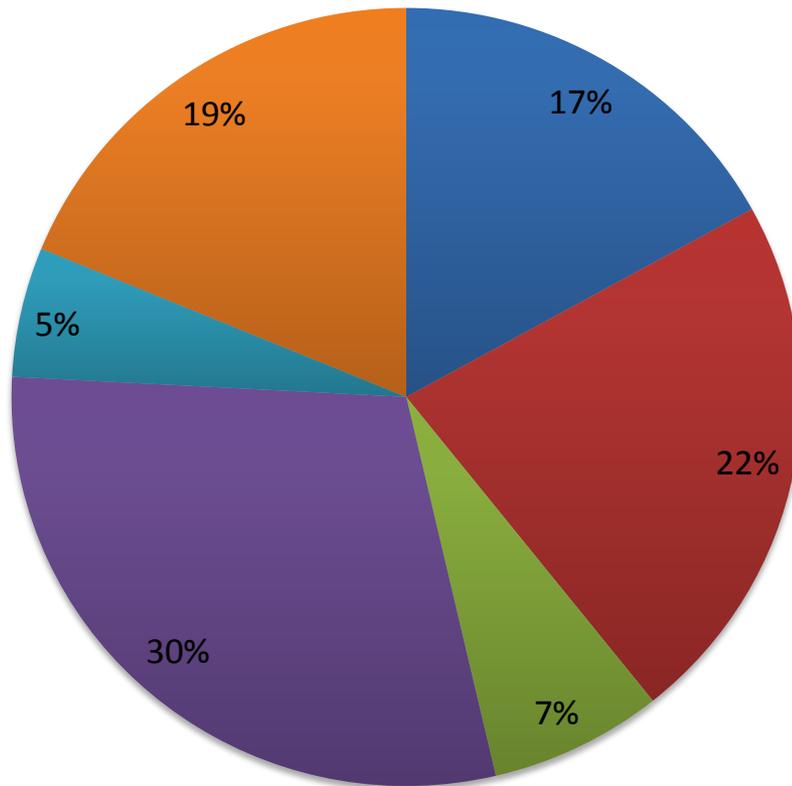
■ Other

2. Corporate Governance

Economic objectives of port authorities

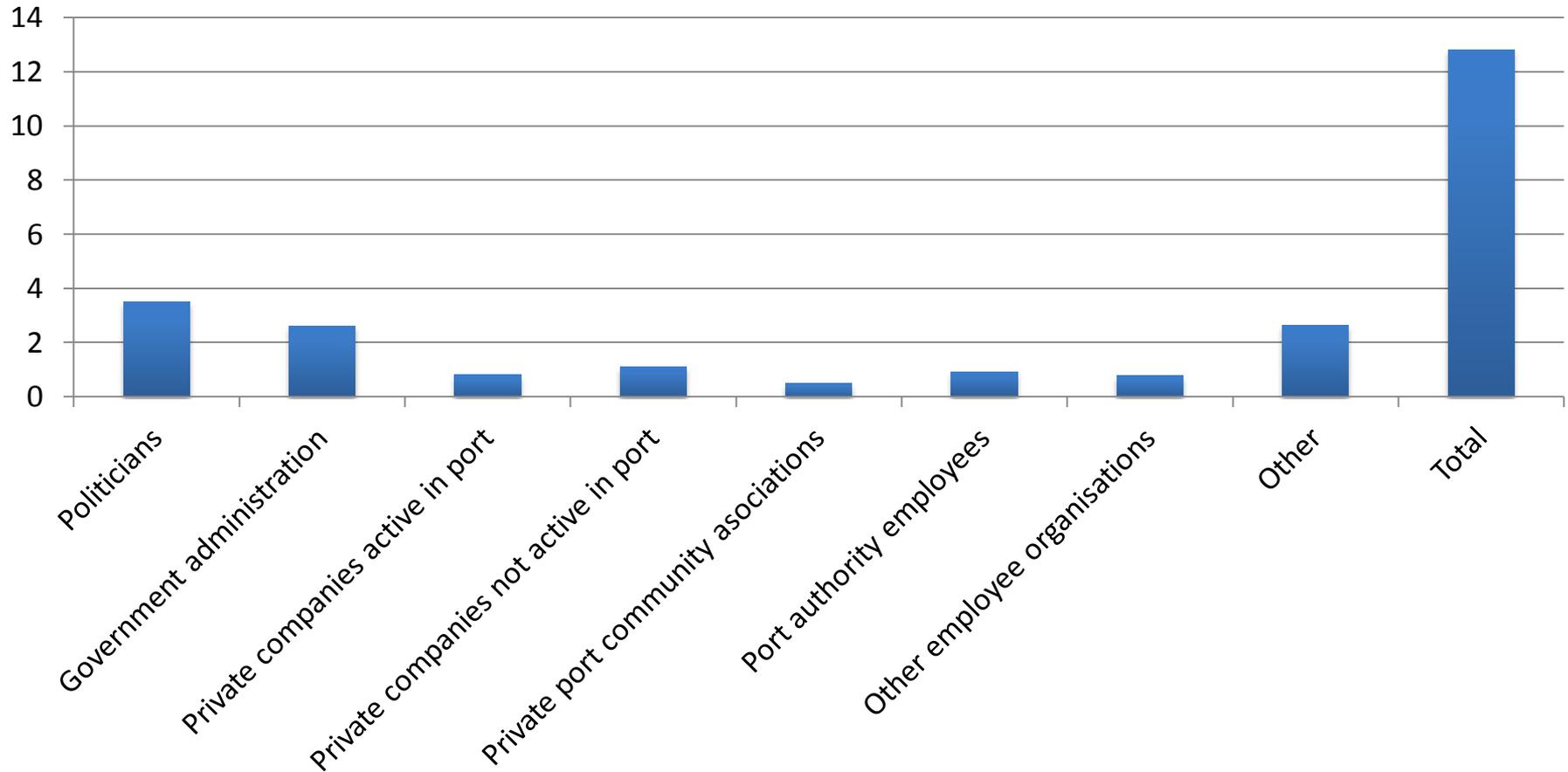


End responsibility for appointing top management executive of the PA

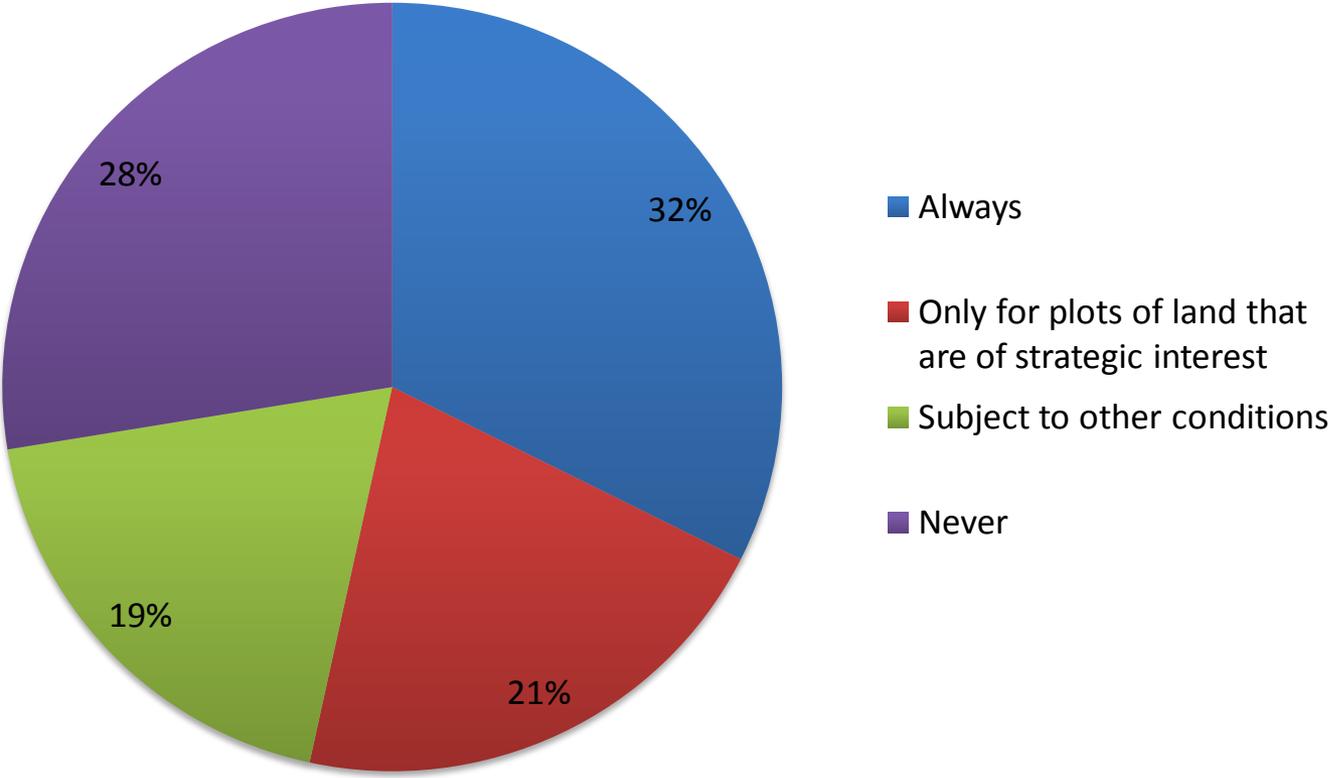


- Political body (e.g. Parliament, City Council, ...)
- Senior politician (e.g. Minister, Mayor, ...)
- Government administration
- Supervisory or governing board
- Private owner
- Other

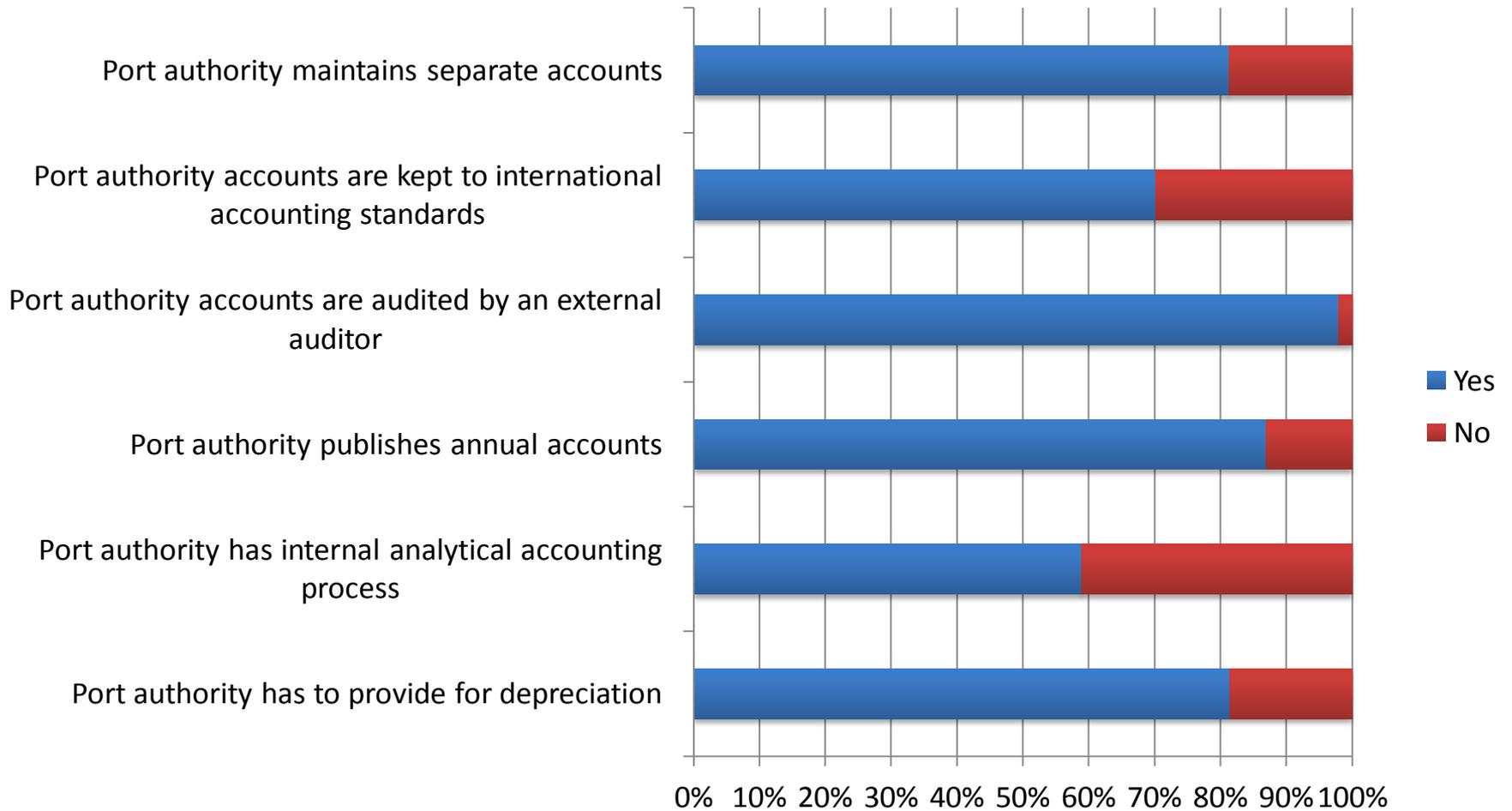
Average composition of supervisory / governing body, in n° of people



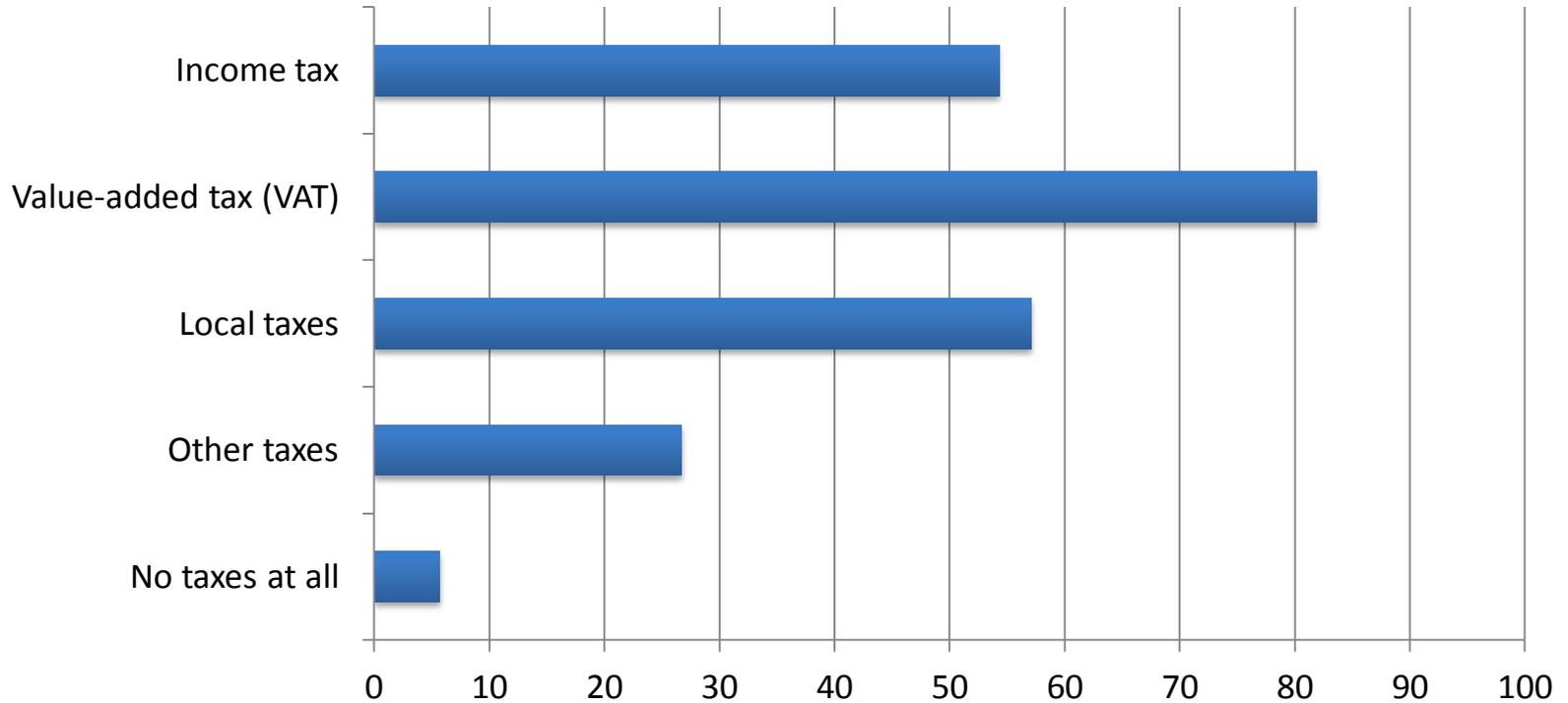
Use of public selection procedures to contract out port land



Accounting

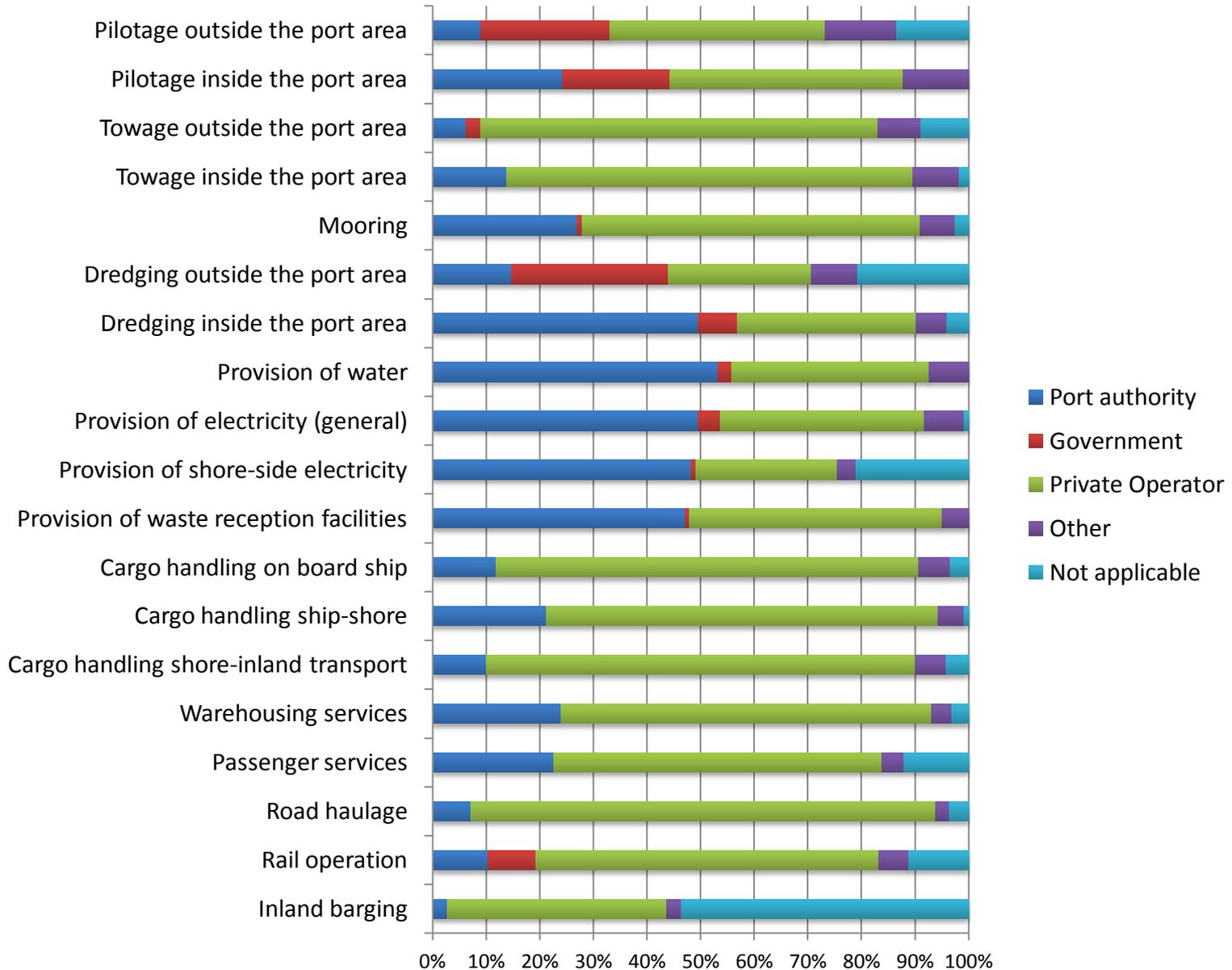


Port authorities subject to taxation



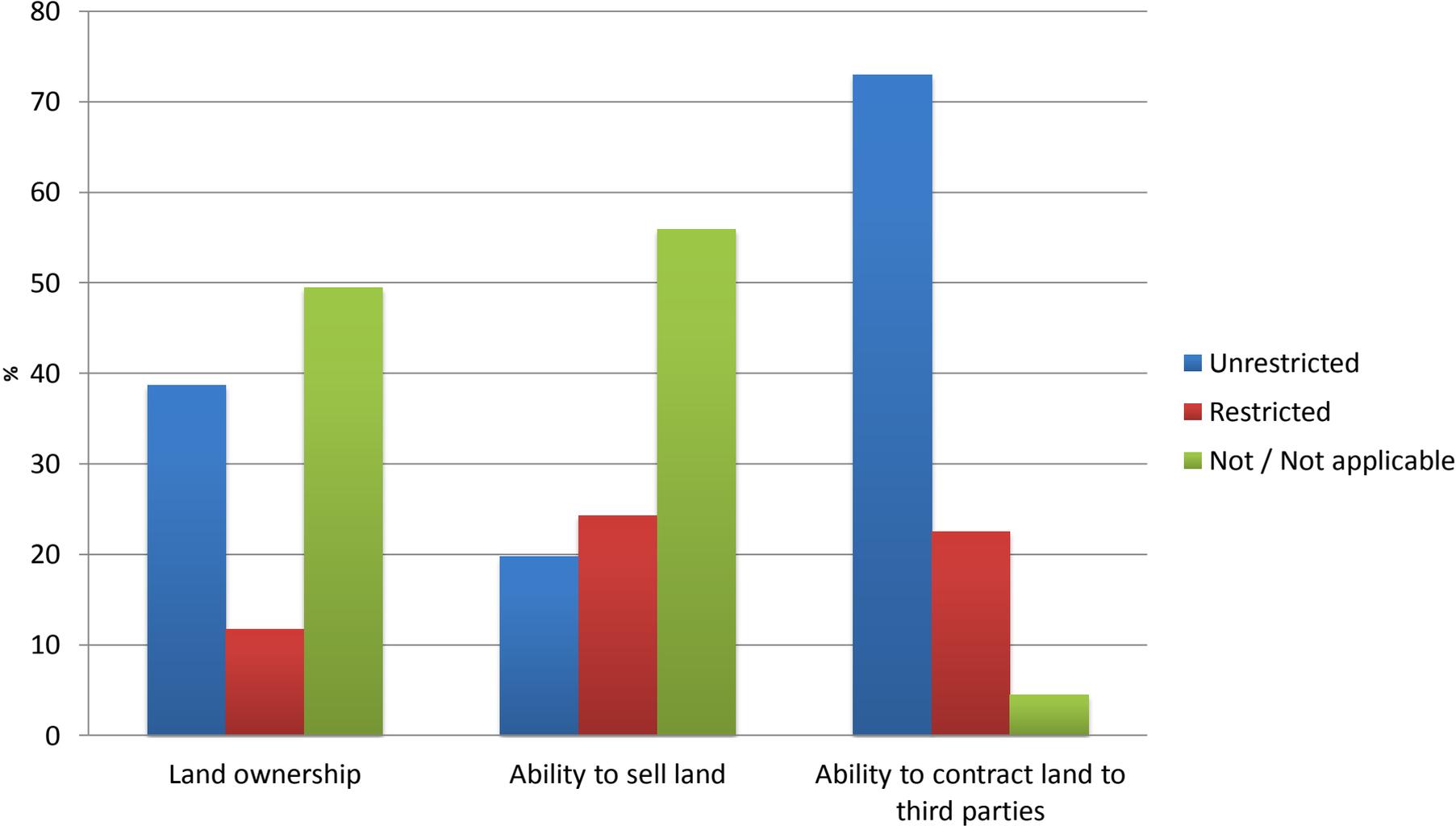
3. Operational Profile

Direct provision of operational services



4. Functional Autonomy

Governance of port land



Regulator function: Harbour Master

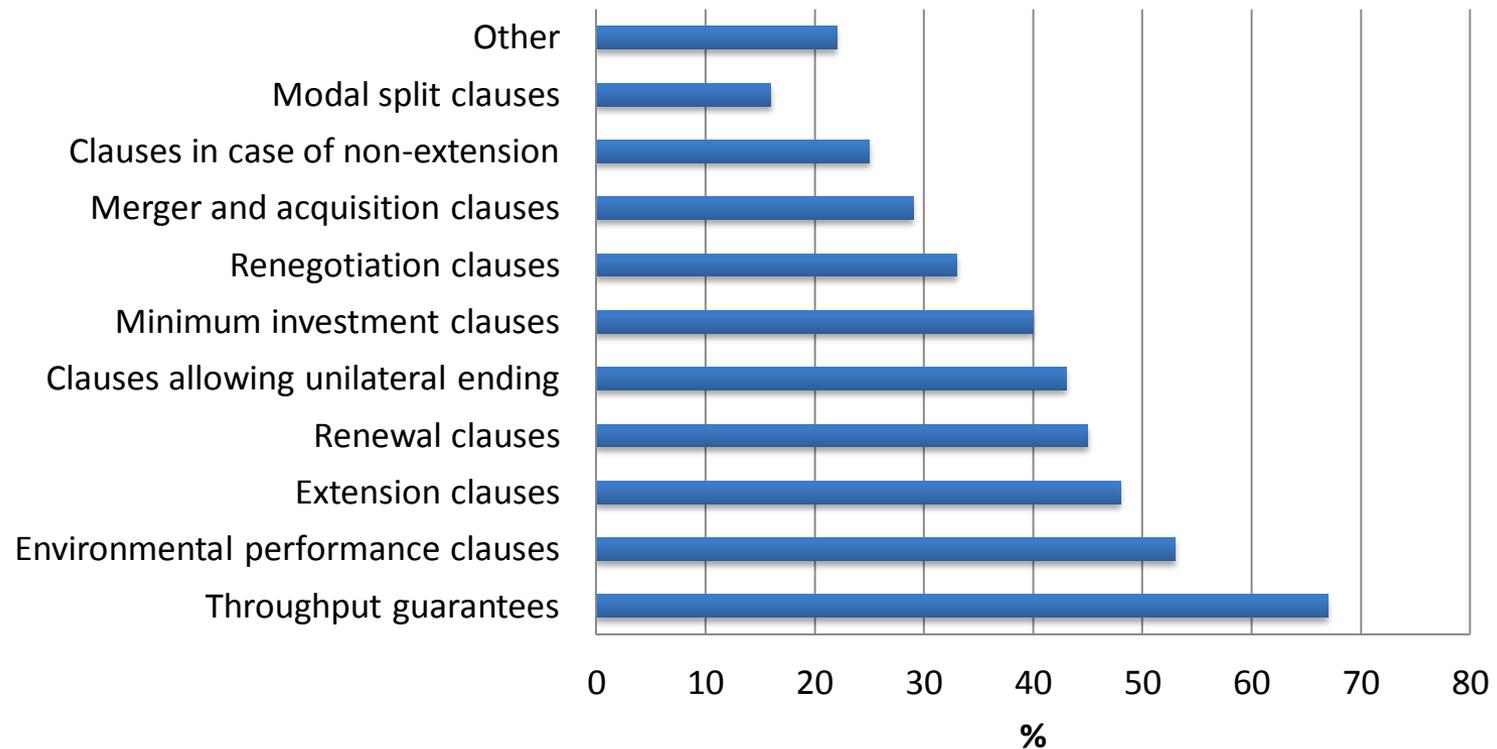


57,3 %

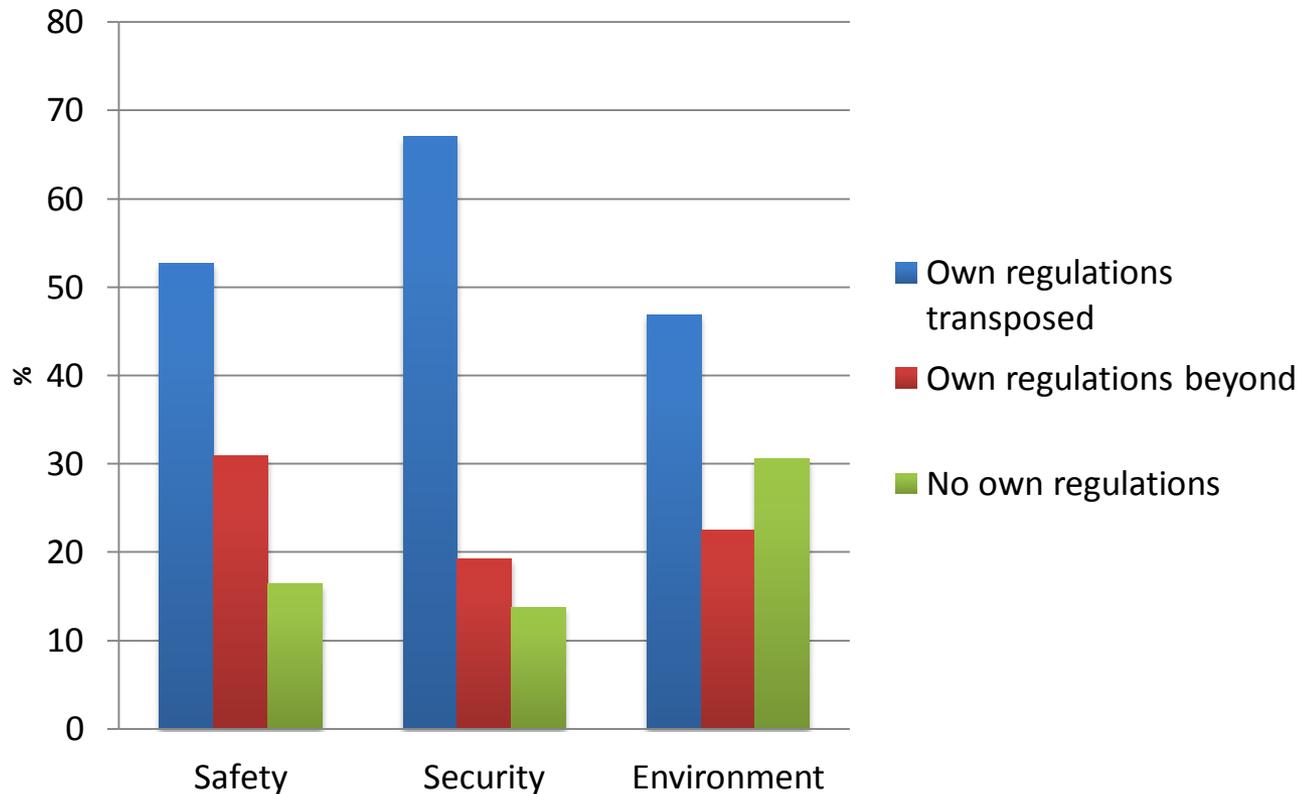
Harbour Master is fully integrated in the port authority organisation

5. Functional Pro-activeness

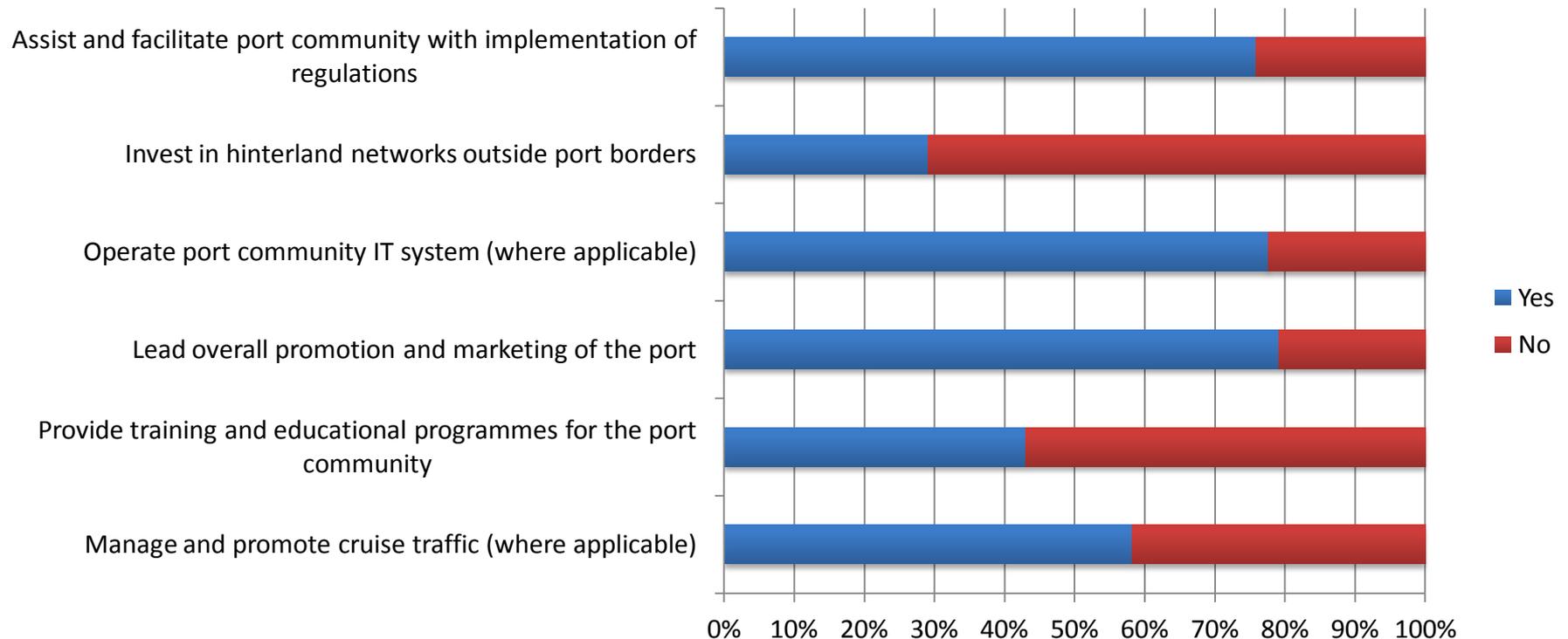
Clauses generally applied in major contractual arrangements



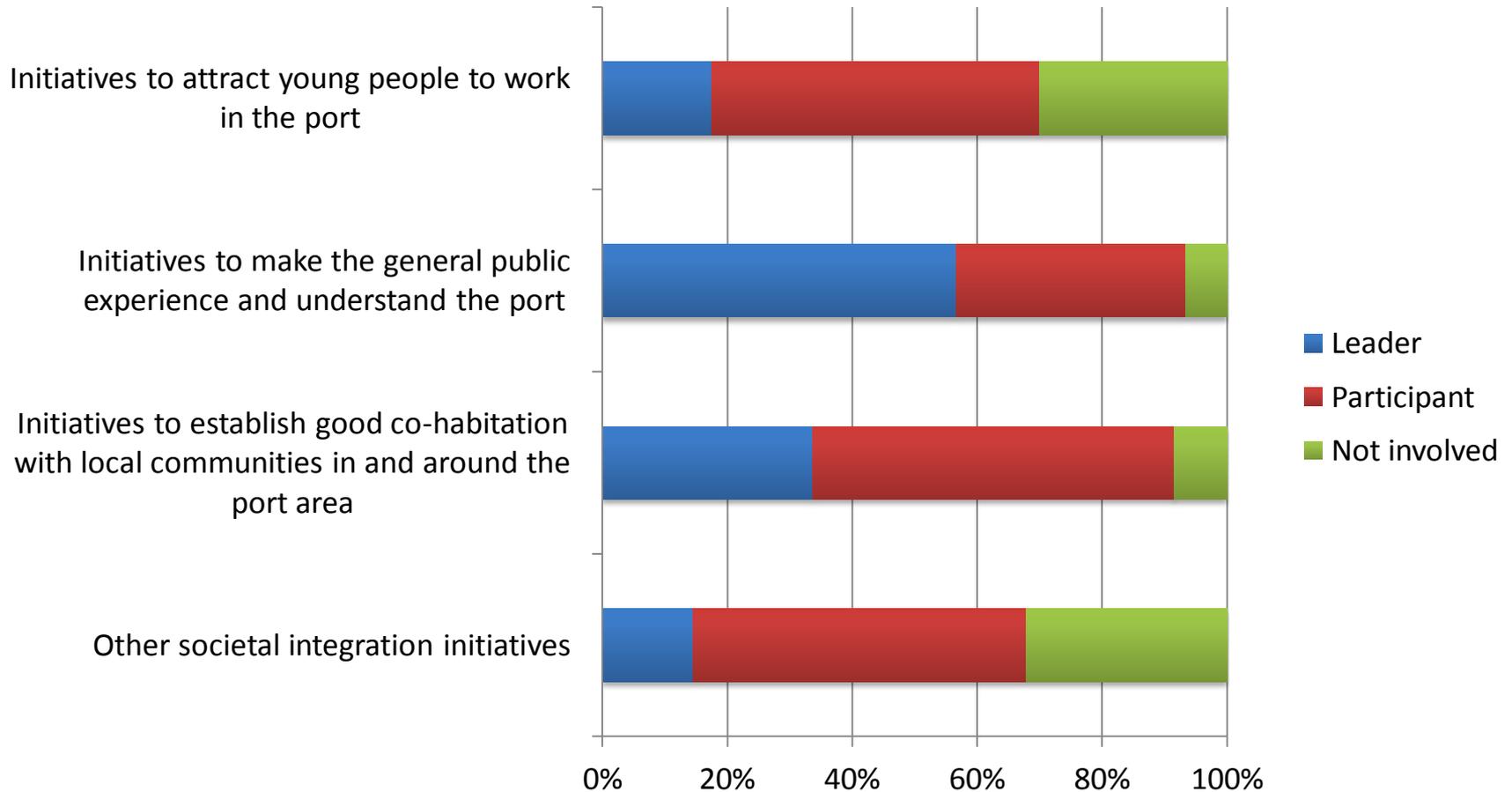
Port authorities issuing own regulations



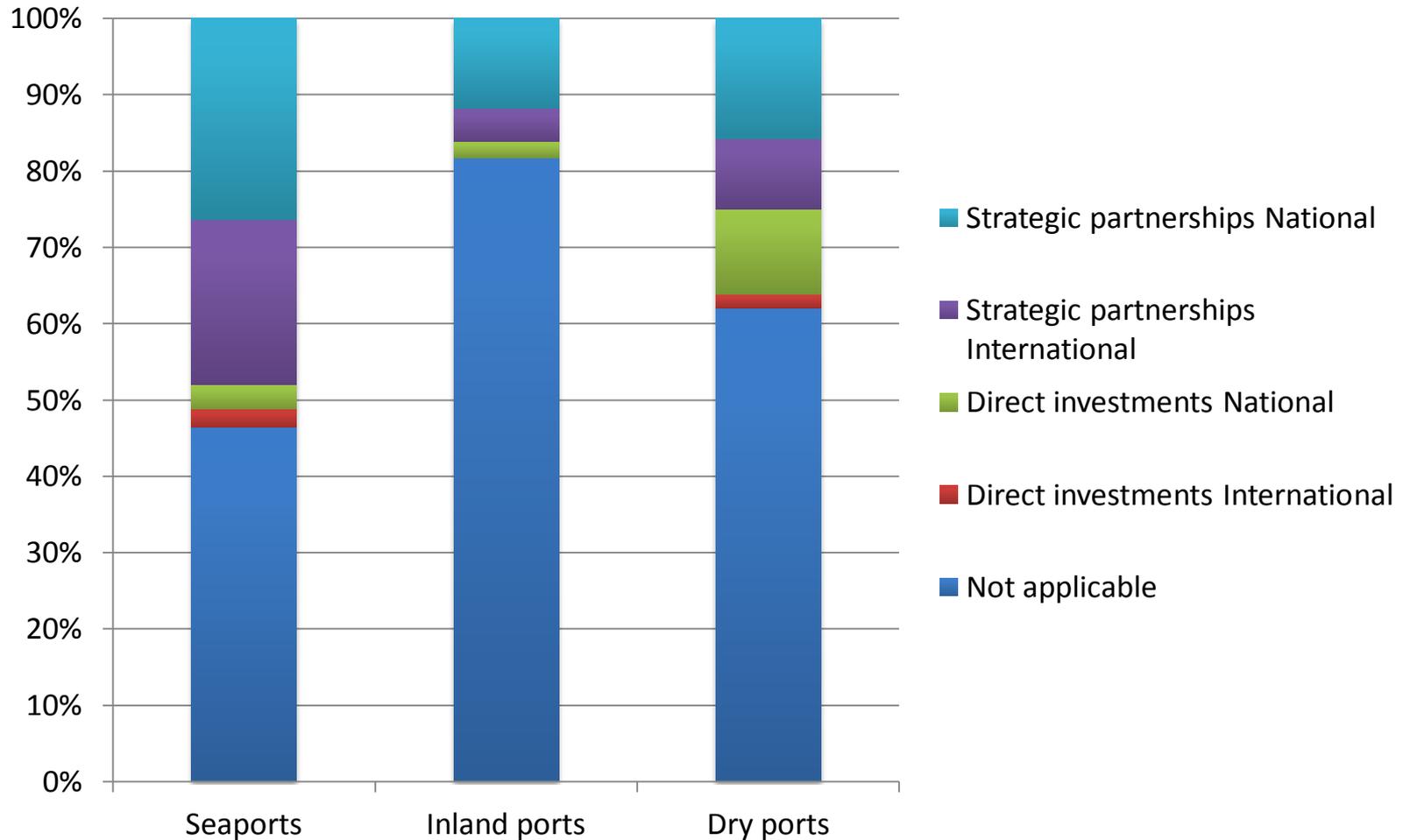
Involvement of PA in actions / initiatives that benefit the entire port community



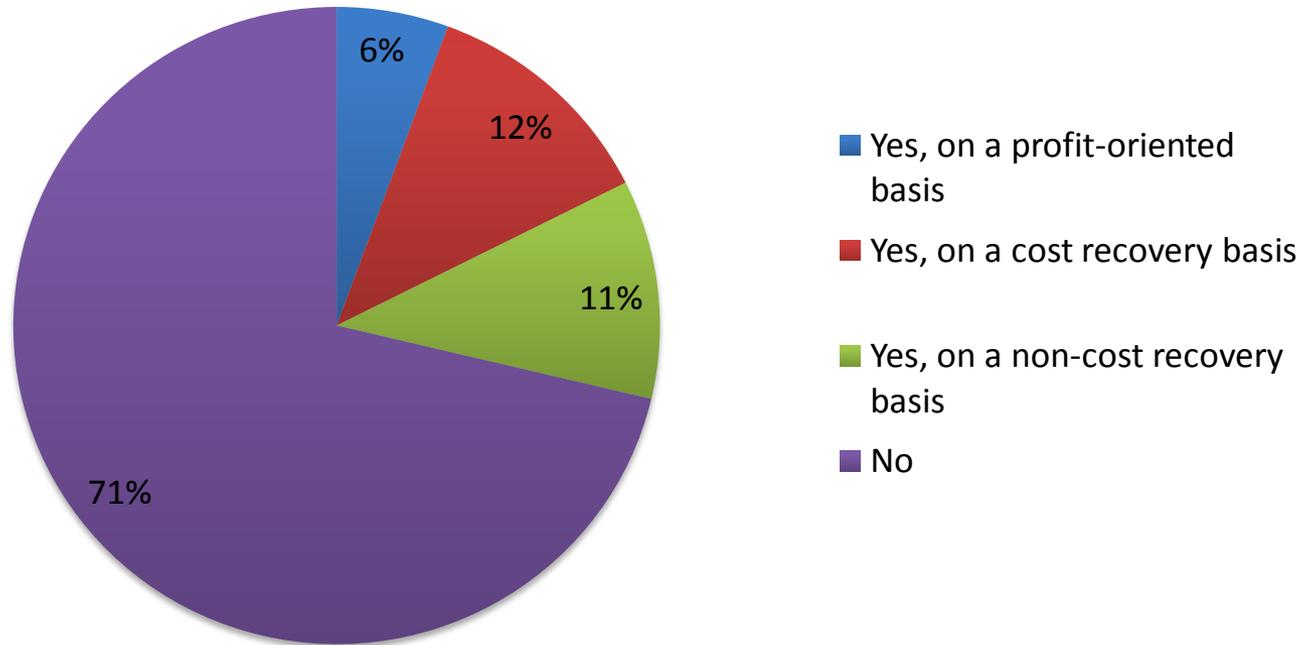
PA involved in societal integration initiatives



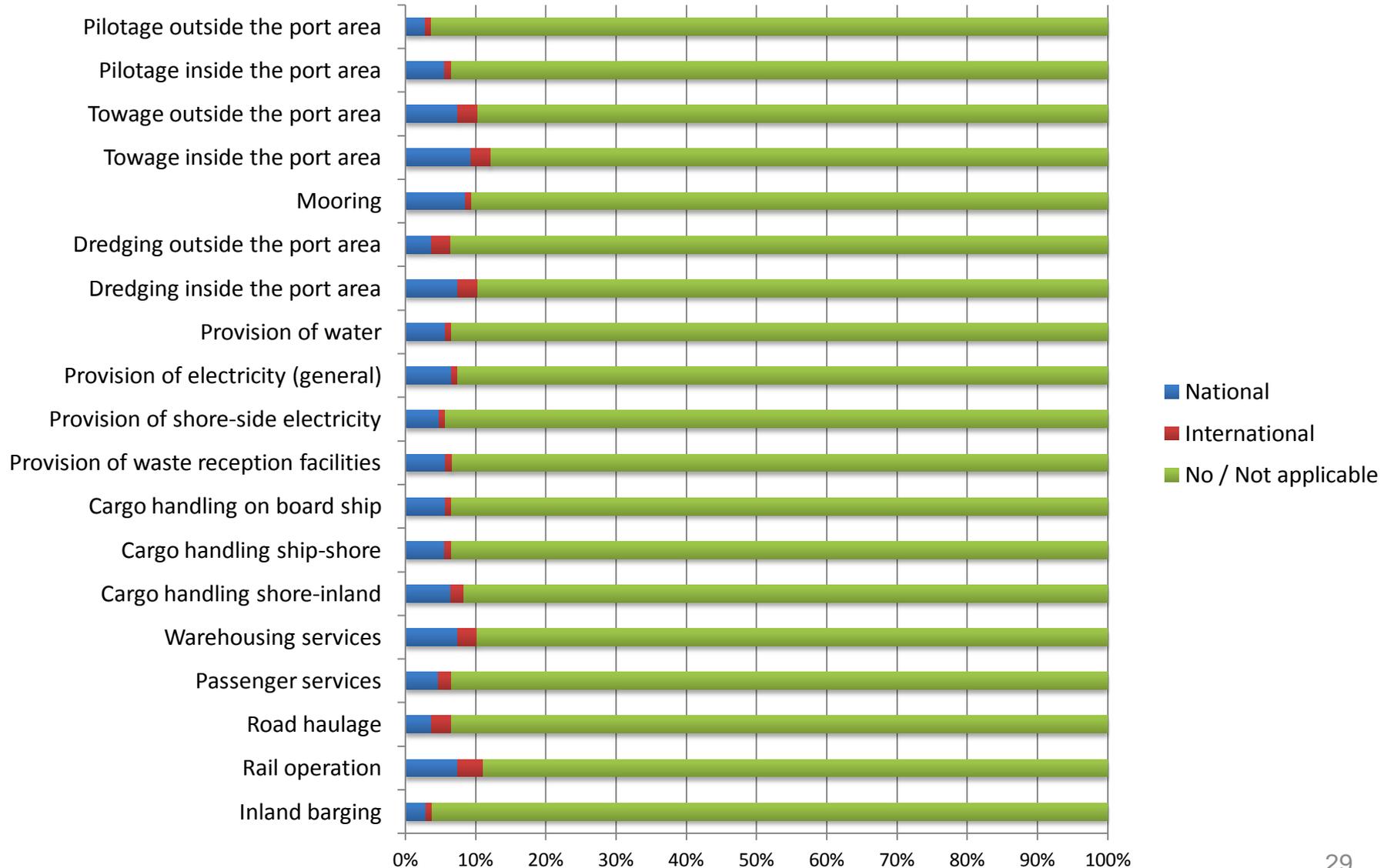
Strategic partnerships and direct investments with other ports



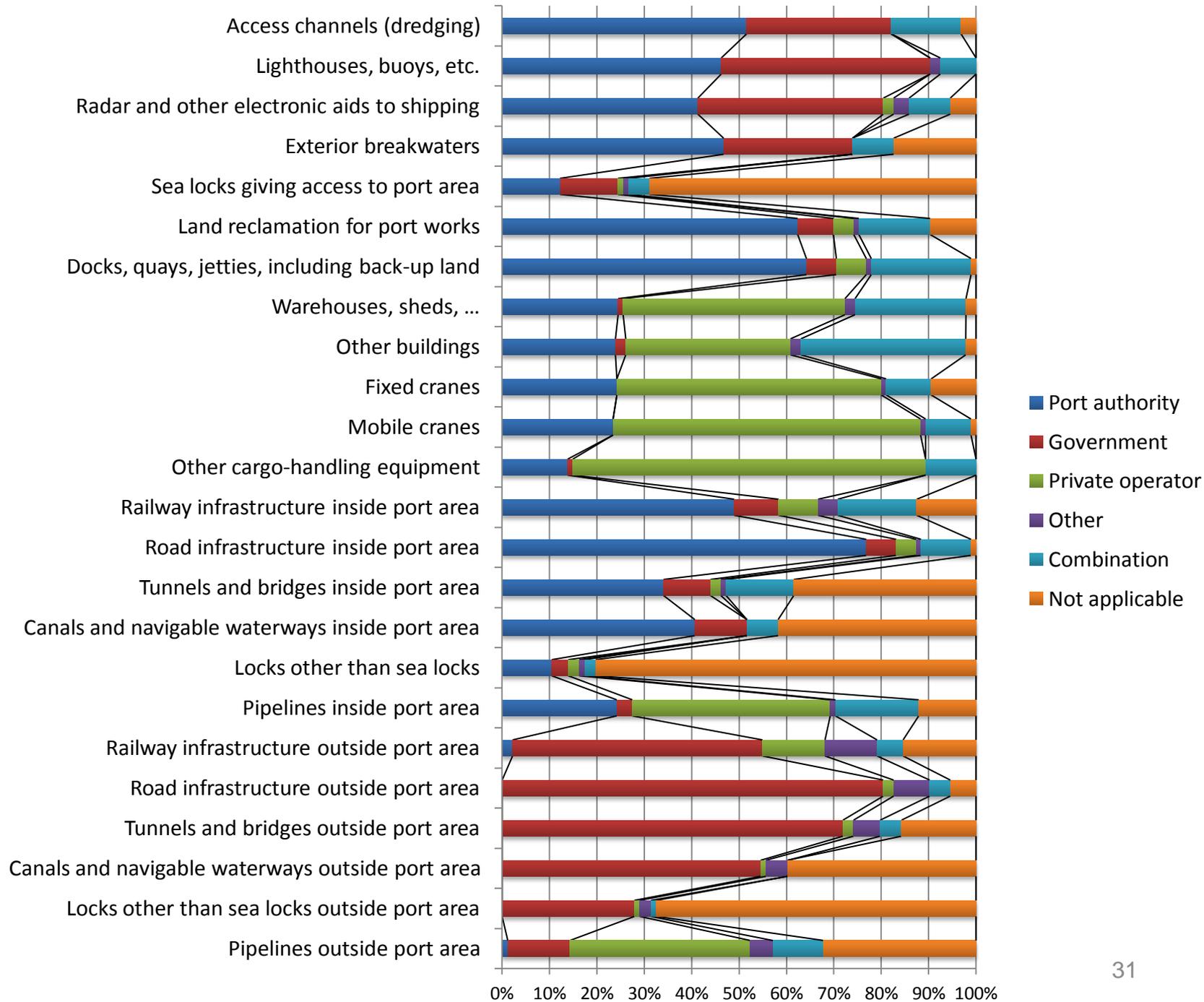
Export of regulatory expertise



PA providing services outside their own port(s)

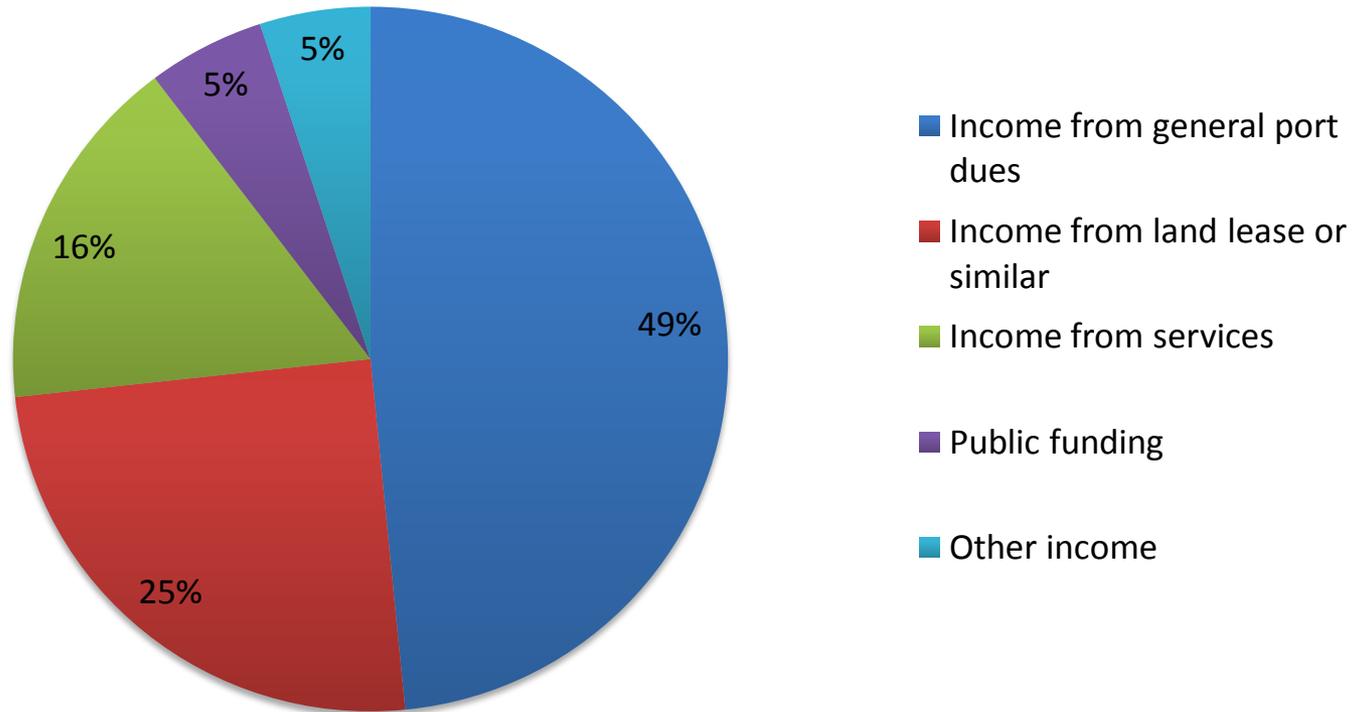


6. Investment Responsibility

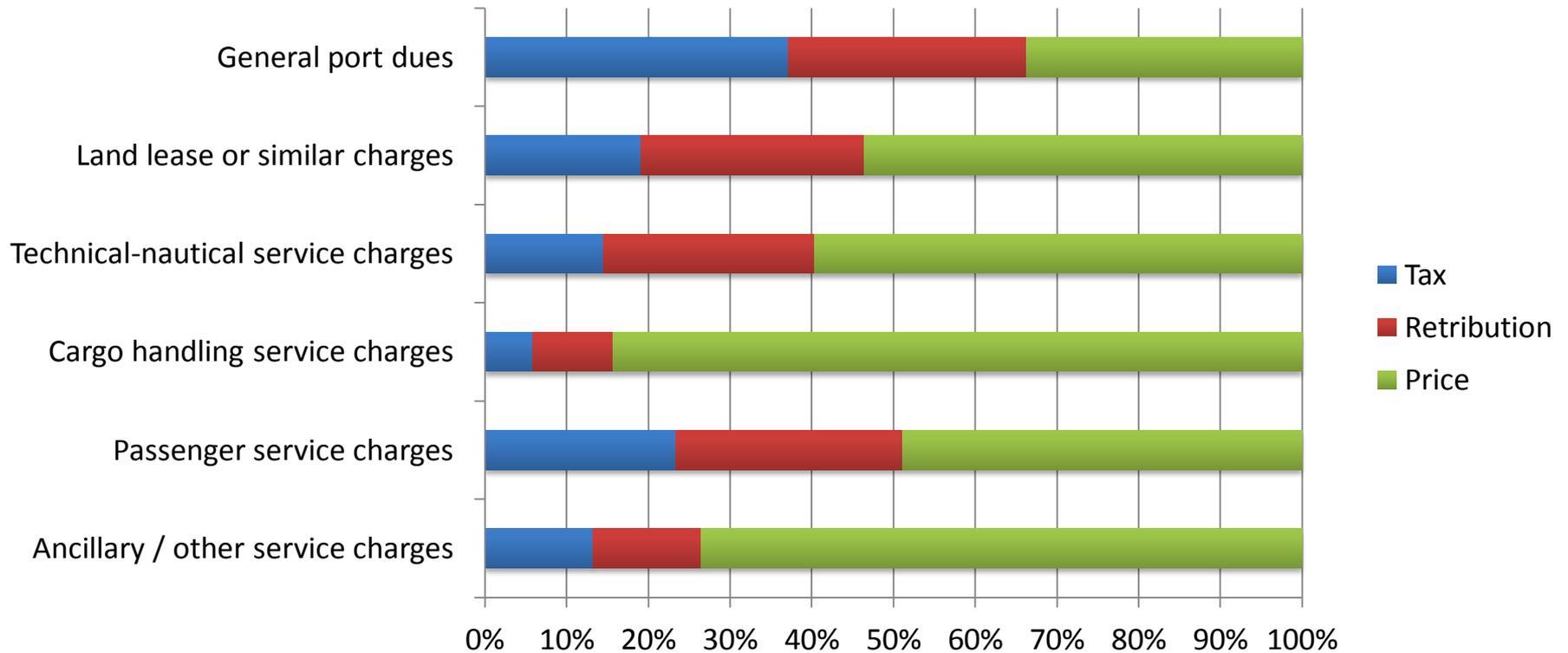


7. Financial Autonomy

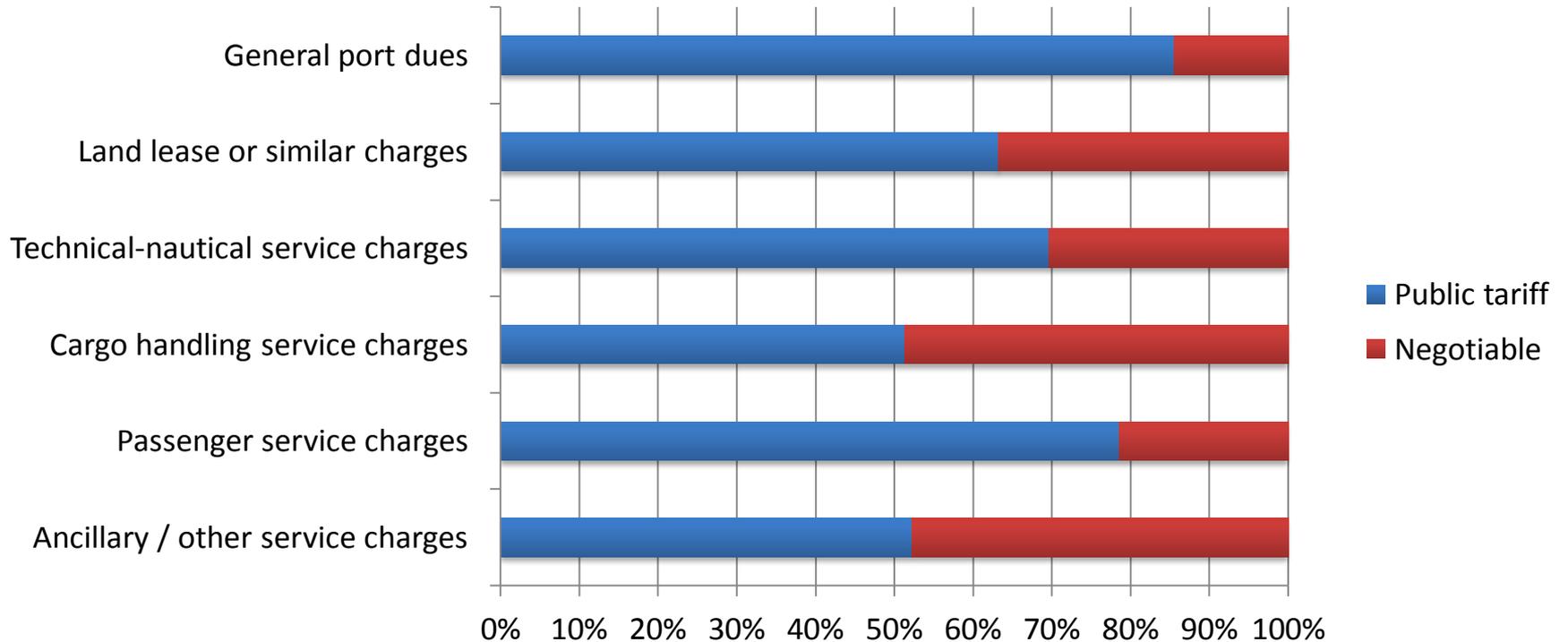
Average income profile PA



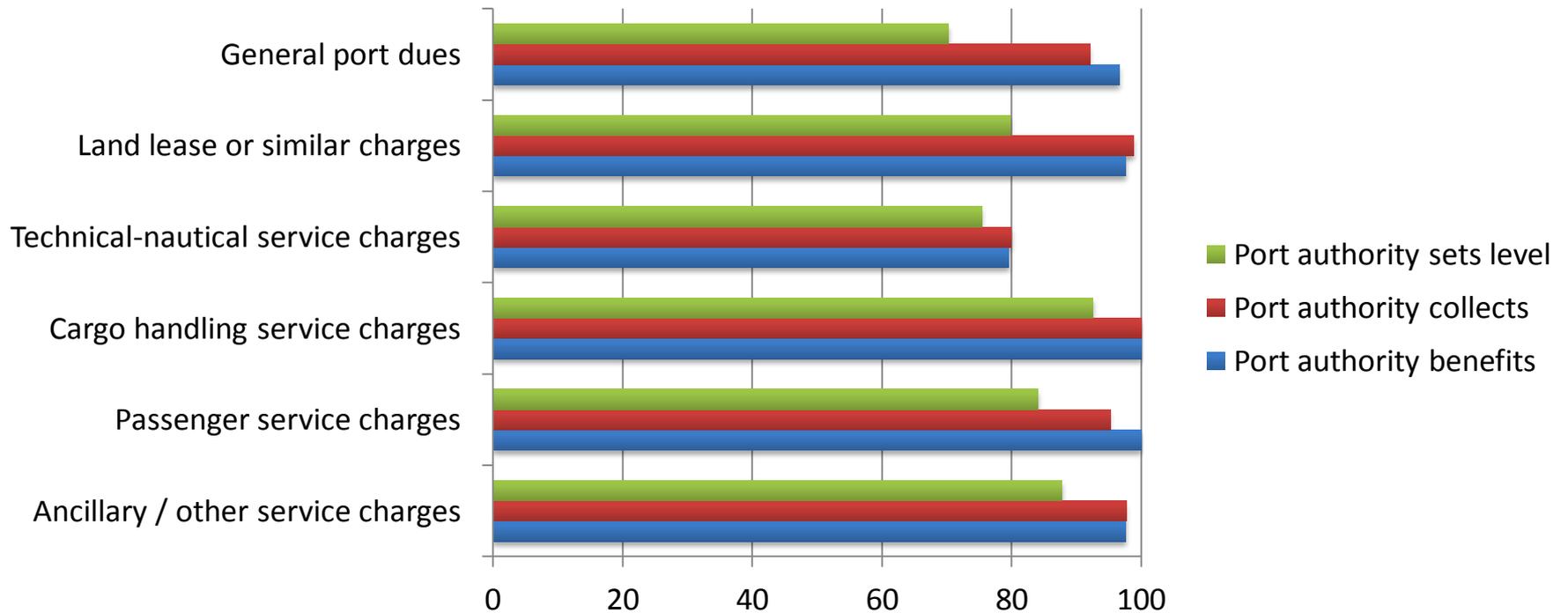
Legal nature of port charges (PA)



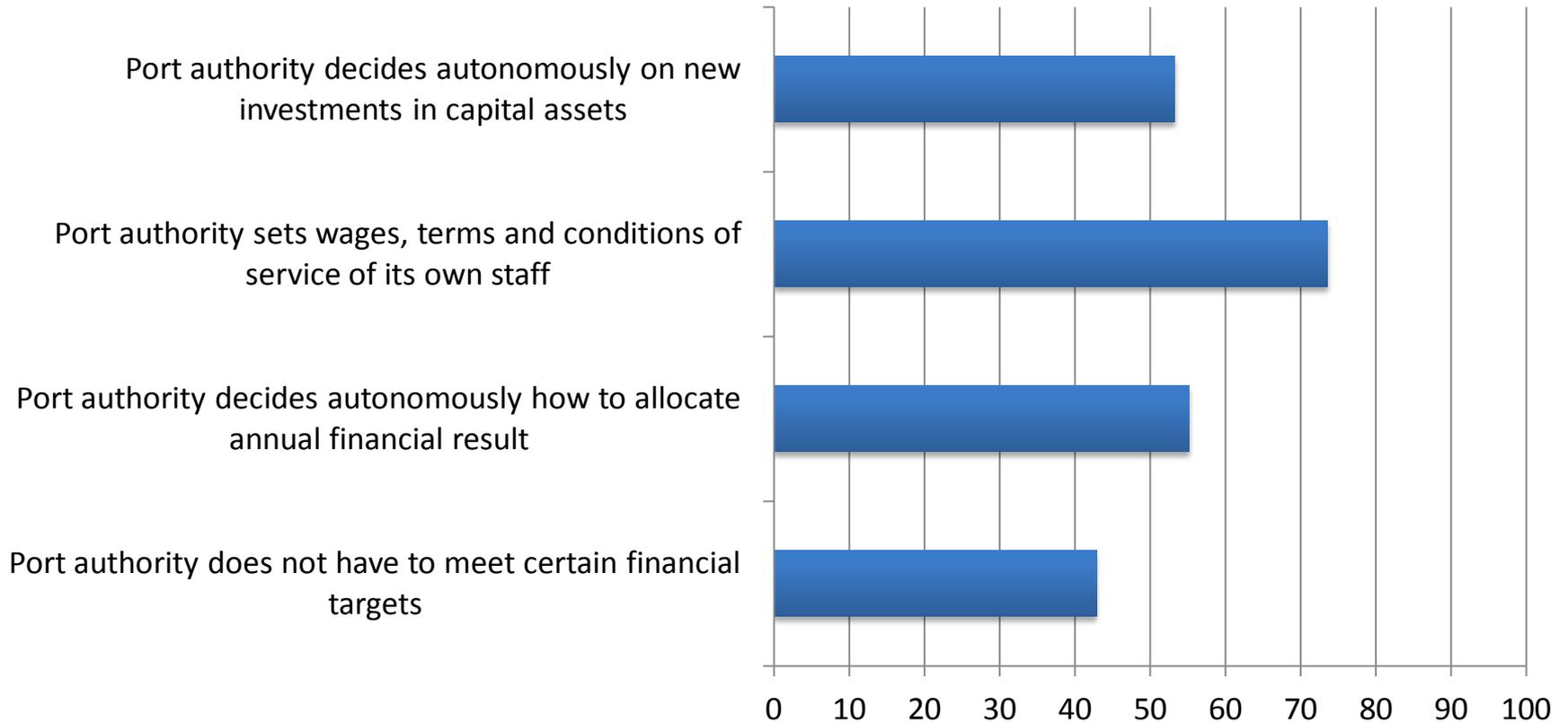
Calculation basis of general port dues



Port charges – autonomy PA



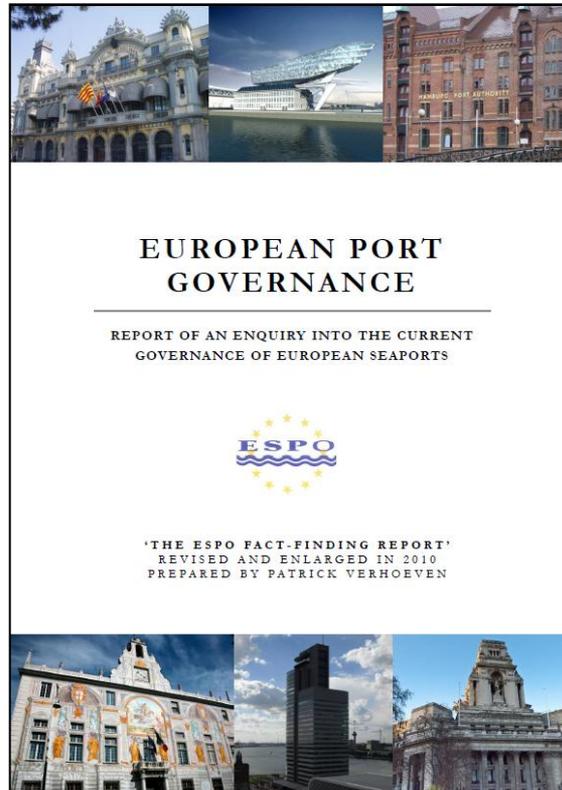
General financial autonomy PA



7. Concluding Observations

- Most European PA converge towards ‘facilitator’ type
- ‘Renaissance’ ambitions PA limited / enabled by diversity in governance frameworks
- Traditional Hanse, Latin and Anglo-Saxon frameworks explain most of the diversity
- New regions ‘in between’ but closer to Latin
- Most PA are Hanse or Latin: north-south duality
- Size matters (but not always)
- Influence EU law and policy: new EU ‘Ports Package’

Thank you for your attention



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