



Puerto de Gijón



Autoridad Portuaria de Gijón

“A sustainable future for transport:

Towards an integrated, technology-led and user friendly system”,

**PUBLIC CONSULTATION ON THE COMMUNICATION ON A SUSTAINABLE
FUTURE FOR TRANSPORT**

Views on the future of transport and on possible policy options should be submitted to the mailbox: tren-future-of-transport@ec.europa.eu by 30 September 2009

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1.- INTRODUCTION

The Port Authority of Gijón - **PAG** - (<http://www.puertogijon.es>) is one of the Spanish Port Authorities, managing the Port of Gijón and several other related entities to port terminals, maritime transport and maritime training & education . The PAG is a hub medium-sized port for industrial cargo such as iron ore, steam coal, oil, chemicals clinker and cement, receiving large vessels from 200 ports worldwide.

PAG welcomes the opportunity to answer to the European Commission's initiative of looking at **SUSTAINABLE FUTURE FOR TRANSPORT** . All EU transport policies should be directed towards improving industrial competitiveness and encouraging economic and industrial growth in a sustainable manner. PAG considers that any EC strategic aims or actions that follow from this initiative should be placed within the overall EC's aim to make EU the one of the most competitive economies of the world as part of the Lisbon Agenda.

Port & Maritime R&D

One outstanding activity is related to European Research since 1992, with more than 50 R&D projects since FP-3 to FP-7 in areas such as port management, Intermodal transport, environment, safety and security, space technologies. Currently, the Port of Gijón is participating in 6 European projects at FP7 in DG TREN, RESEARCH , ICT AND GALILEO Programmes.

Focus on Competitiveness

The operation of complex industrial supply chains like the ones PAG is working is dependent upon efficient and reliable maritime and Intermodal transport services that enable enterprises to move products around the world easily and efficiently. Further technical improvements in areas such as port - and maritime services reflects PAG's desire to have inefficiencies removed from our industry's supply chains to enable Gijón and Spain to enhance its competitiveness in highly competitive overseas and European markets. The Sustainable future for Transport contributes to this general objective.

Infrastructure Needs

The key EC transport policy is to promote freight mobility and limit environmental damage by promoting transport modes with environmental focus such as the MOS and SSS within TEN-T, but the transport users are confronted with traffic congestion in the major ports and road connections which sometimes forces them to again use road transport rather than an Intermodal transport solution, because the rail transport is still unable to offer competitive solutions. Therefore, transport infrastructure, both in ports and in the hinterland connections requires urgent investment in order to cope with increasing freight volumes and to facilitate Intermodal transport.

SSS, MOS & TEN-Transport

Gijon hinterland's industry shares the view that increased usage of actual SSS and future MOS services within TEN-Transport network, will benefit Spanish and Europe's transport system and industrial supply chains. However, while a better usage of waterborne transport does provide scope for improved market share, medium term objectives for Intermodal services should be fostered . In a long term view , the creation of new routes

(1) Infrastructure.

1.1 What can the EU do to promote the integration of modal networks as well as their maintenance and upgrade?

PAG : to continue with the TEN-Transport infrastructure programme launched in 1996 and expanded in 2004. From a technical view, reinforce the intermodality approach and implement the new tools such as e-freight and e-maritime.

1.2 What should be the priorities for investment?

PAG . it depends from the specific political and economic framework. It is not advisable to define one criteria accordingly the condition of a specific years, and to maintain it permanently, not answering to new challenges

1.3 Which measures would allow a better exploitation of the networks and a balanced use of the different modes?

PAG : implementing a true costs for transport policy, including maintenance ICT upgrading and environmental costs. The balance between different transport modes might be focused in an incremental approach, through the greening of transport initiative, taxing the high CO2 transport services, and subsidizing the Low CO2 transport services

(2) Funding and pricing.

2.1 What can the EU do to ensure that prices in transport correctly reflect costs to society?

PAG : To establish a prices framework technical recommendation for EU MS. It seems quite difficult to fix flat prices for all Europe for the same transport service, provided that every MS has a different quality of service performance, or economic growth rate.

2.2 What actions should be considered for implementing the 'polluter-pays' and 'user-pays' principles in transport?

PAG : Precise and accurate CO2 Fingerprint calculation in order to measure the quantity of pollution that each transport actor is emitting in order to implement the "polluter-pays" principle.

Regarding "User-pays" principle is the same than for point 1.3, internalization of environmental costs in the user invoices.

2.3 What should be done with the revenues thus obtained?

PAG : To subsidize the low-CO2 transport services. Is a way to highlight the good environmental performance – and the CSR – in the transport sector.

(3) **Technology.**

Many technologies are being developed or are already available to improve the environmental performance of transport, increase safety and reduce congestion and dependence on oil.

3.1 What can the EU do to accelerate the development and deployment of these new technologies?

PAG : More R&D and more dissemination, exploitation and implementation of the results coming from these new technological advances.

Also standardization efforts in order to avoid the deployment of short term technologies.

(4) **Legislative framework.**

4.1 What can the EU do to further improve working conditions, health, safety and security standards in transport and the rights of passengers?

PAG : There are different issues:

Working , health and safety conditions refers to transport workers, crew and supporting personnel.

International agreement from IMO and ILO frame the working condition in Port and Maritime sector. EU need only to implement the same level of protection, but not to multiply or enlarge in European markets. It only add costs and makes not competitive our undertakings when compared with the neighbor countries.

Transport Security standards and passenger rights refers mainly to transport users and customers, and is a critical issue since 2001 to nowadays, due to the lack of common criteria in passengers checking and control.

Every port, airport or passenger terminal applies different scan methods, many times with personnel without enough technical training and means. Travelling today in Europe (and in the World...) is a risky sport, like surfing or parachuting...

4.2 In which sectors should market opening be pushed forward and how?

PAG : Rail and Maritime markets should be pushed forward. By the contrary, Air and Road transport are growing almost without constraints and are producing the most of the transport problems, , contamination and so on. Rail and Maritime sectors can be helped with a more technological approach for passengers and cargo, as well as low taxes for their ecological performance compared with Air and Road modes.

4.3 What measures of a regulatory nature should be considered to reduce the transport sector's environmental impact?

PAG : To implement a "Transport Low CO2" Directive or Decision, taxing the high emissions of pollutants and helping the "Green Corridors" and Green Transport Means" initiatives.

(5) **Behaviour.**

Sustainability of transport also depends on sound planning and on a change in transport habits.

5.1 Are there measures that can be taken at EU level to improve accessibility and modify transport needs and behavior?

PAG : On behavior : Dissemination campaigns at both College and Media level “ Bicycle days, No-car Days, Public transport-days. To link Transport performance to Environmental Performance of the transport services

On Transport needs : it is hard to modify, It depends from economic growth of each society. There is a link between these two factors.

On Accessibility : to establish a Regulatory Framework defining the access conditions .

(6) **Coordinated action.** Effective action requires coordination between different levels of government:

6.1 what can the EU do to facilitate this process and avoid inconsistent approaches?

PAG : To coordinate both National and Regional approaches, There is an instrument the 3-Parts Agreement, between EC, MS and Regions that may give practical support to this focus.

Many of the challenges for transport will be in the urban environment:

6.2 are there specific measures the EU could take to help local authorities?

PAG : There are both R&D and Implementation programmes like as CIVITAS and TEN-T that are working in this line. It should be continued buy the EU.

(7) **The external dimension.** The transport sector is increasingly becoming more international.

7.1 Which actions in the transport sector can help to foster relations with our neighboring countries and encourage sustainable growth there?

PAG : Working in the appropriate international forums : UNCTAD, IMO, ILO, IALA, ISO,... Is the only reasonable way to approach the diversity of countries, interests and development that Europe has in its more than 40 neighbor countries

7.2 What measures can help the EU industry and transport operators to thrive in the international context?

PAG : Measures helping to keep our competitive advantages. Also the cooperation in the technical committees of the Standardization bodies.

7.3 How can the Union better contribute to sustainable global governance?

PAG : Today's Governance is directly linked to Environmental (and Socials and Economical) Sustainability. Our contribution to Kyoto Protocol initiatives and the following protocol that will come beyond 2012 might be one of our better contributions to global governance

8.- This list of question is indicative and not exhaustive. Suggestions on policy intervention outside the listed fields are also welcome.

PAG : EU Policies Coordination

Port Management Entities are of different nature. There are Port Authorities and Port Administrations in the Public Sector, and there are Port Companies and Port Societies in the Private Sector. But all of them need to follow many different policy and regulatory frameworks.

Not only Port Policy, but also Maritime Policy, Environment Policy, Logistic Policy Safety and Security Policy,.....some times they are not pointing to the same direction.. Especially the Environment and the Security Policies in relation to Port and Logistic Policies.

A better coordination to avoid overlapped or contradictory policies would be welcome.