European ports: an engine for growth

Directorate General for Mobility and Transport
Why now?

- EU growth strategy and "Single Market Act II"
- Adoption of the TEN-T/CEF Regulations
- Adoption of the Concession Directive
74% of EU trade goes by ship.

Ports in Europe are directly connected to 848 ports in the Far East and 629 in Central and South America.

Source: ESPO, European Port Performance Dashboard, 2012
37% of the total intra-EU exchange of goods (in tonne-km) goes through the EU’s ports.

Ports in the Mediterranean Sea handle the greatest amount of maritime trade exchanges between coastal regions in the EU, up to 28.4% of the freight volumes in tonnes.

Source: Eurostat

(tonne-km = moving 1,000 kg of cargo a distance of 1 km)
August 2013

"The world’s biggest container ship *Mærsk Mc-Kinney Møller* (18,000 TEU capacity) entered the Baltic Sea on its maiden voyage"
Our goal

Help all TEN-T ports to work efficiently and effectively for achieving a truly trans-European network making full use of short sea shipping and maritime logistics
Long consultation process

Discussion started in 2011
Two specific surveys in 2012
Hearing in January 2013
Regular dialogue with the sector
Annual discussions with the port Directors
A mix of non-legislative and legislative measures

- A Policy Communications, explaining the overall strategy proposed by the Commission and the non-legislative measures

- A legislative proposal for establishing a framework covering the 328 TEN-T ports and a small number of essential issues
Proposed measures

- Integrate ports in the TEN-T corridors and use CEF for developing ports and hinterland connections
- Modernise port services
- Attract investment
- Promote an EU social dialogue between port employees and employers
- Raise the environmental profile of ports
- Encourage innovation in ports: develop a research agenda in Horizon 2020
- Monitor progress: FP7 Portopia project
The proposed Regulation

A. Transparent market access and public services

B. Financial transparency and autonomy

C. General provisions

Modernise port services

Legal certainty

Attract investment

Level playing field

Transport
A. Market Access

"Toolbox approach"

1. Freedom to provide service
2. Minimum requirements
3. Public service obligations
4. Limitation of the number of providers
5. Internal operator
B. Financial transparency and autonomy

1. Transparency of the use of public funding
2. Separate accounts for port services (e.g. tracking compensation for PSO)
3. Transparent and non-discriminatory port service charges when exclusive rights
4. Autonomy of port managing bodies to set port infrastructure charges
5. Obligation to inform users about tariffs of port infrastructure charges
C. General provisions

1. Annual consultation of the users paying port charges on charges issues
2. Regular consultation of other stakeholders on coordination, simplification of procedures and connections with hinterland
3. Independent authority handling complaints to be designated
4. Cross-border exchange of information between independent supervisory bodies when needed
Focused scope - substantial benefits

Legal certainty and level playing field protecting port stakeholders and port public services

Better allocation of public resources in ports

€ 10 billion in savings until 2030, more business, investments and short sea shipping in ports, help reduce hinterland congestion and create jobs
Thank you for your attention!