



European ports:

an engine

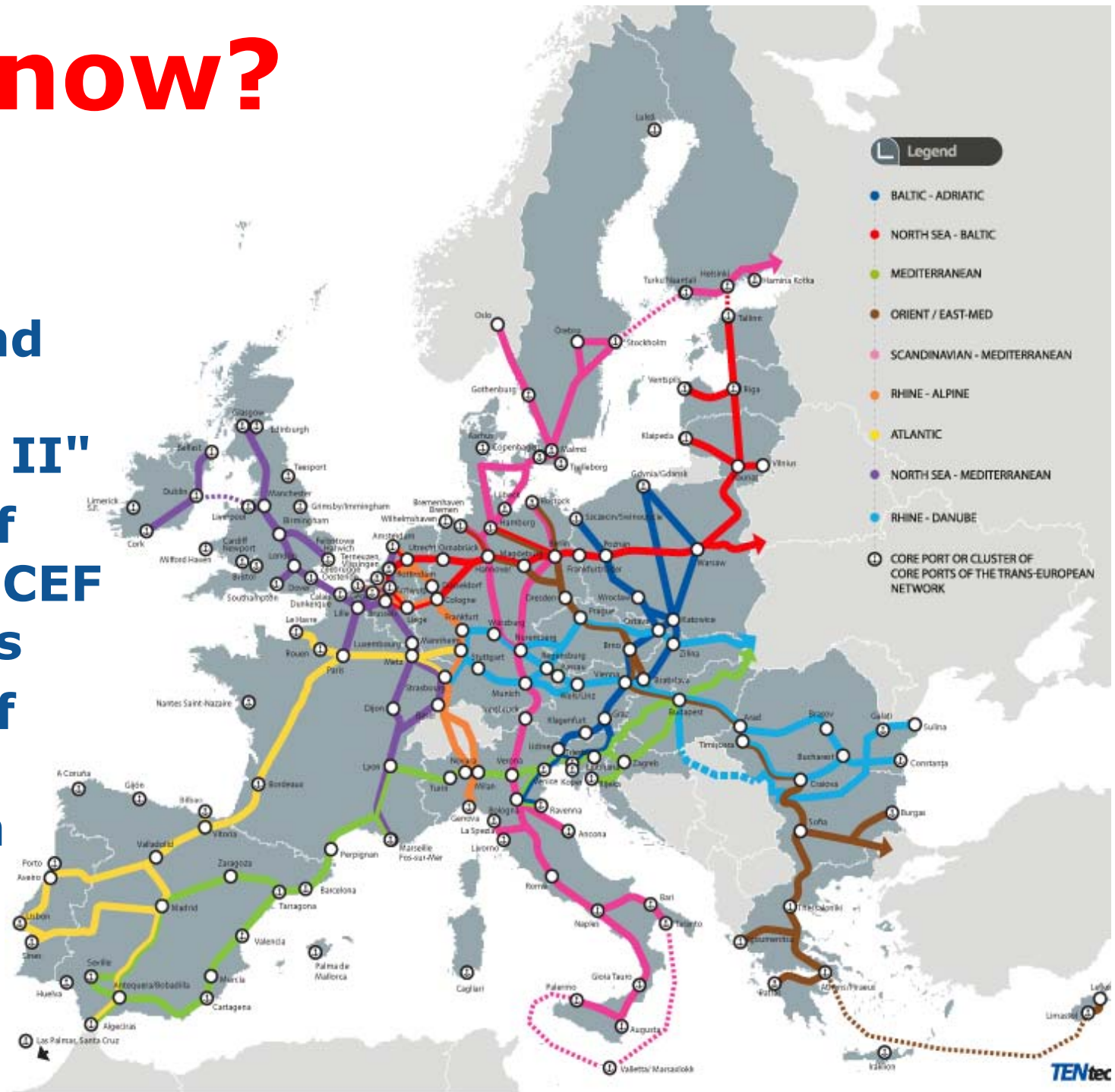
for growth



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

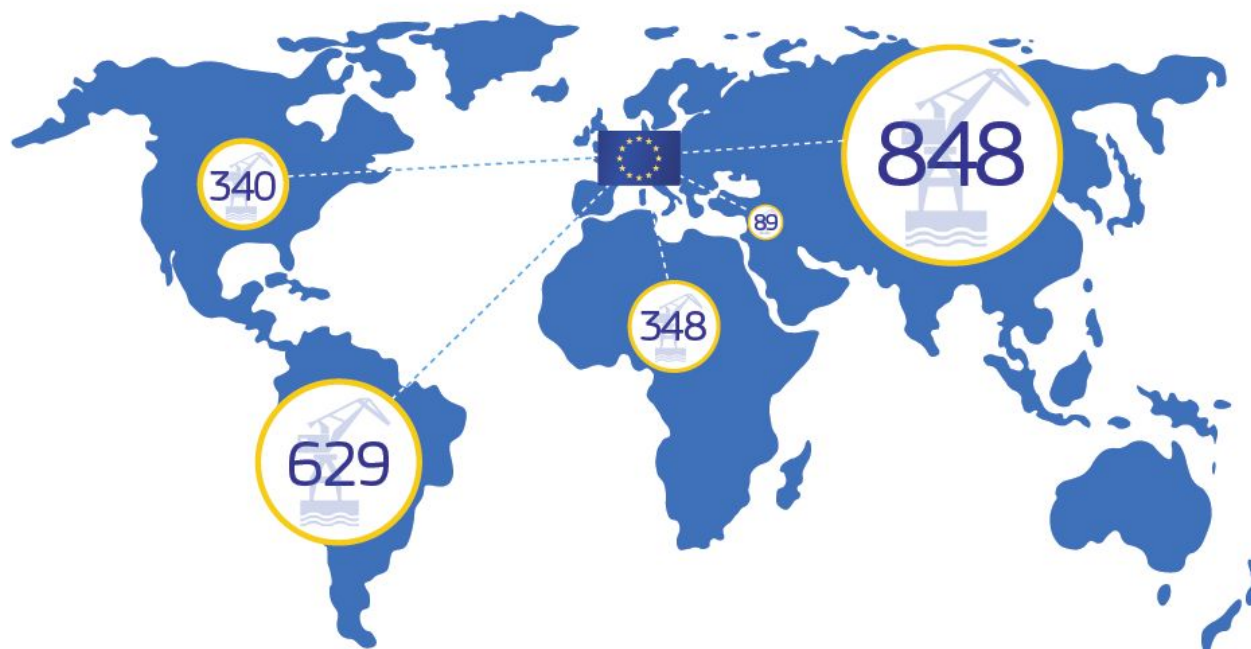




European
Commission

74% of EU trade goes by ship.

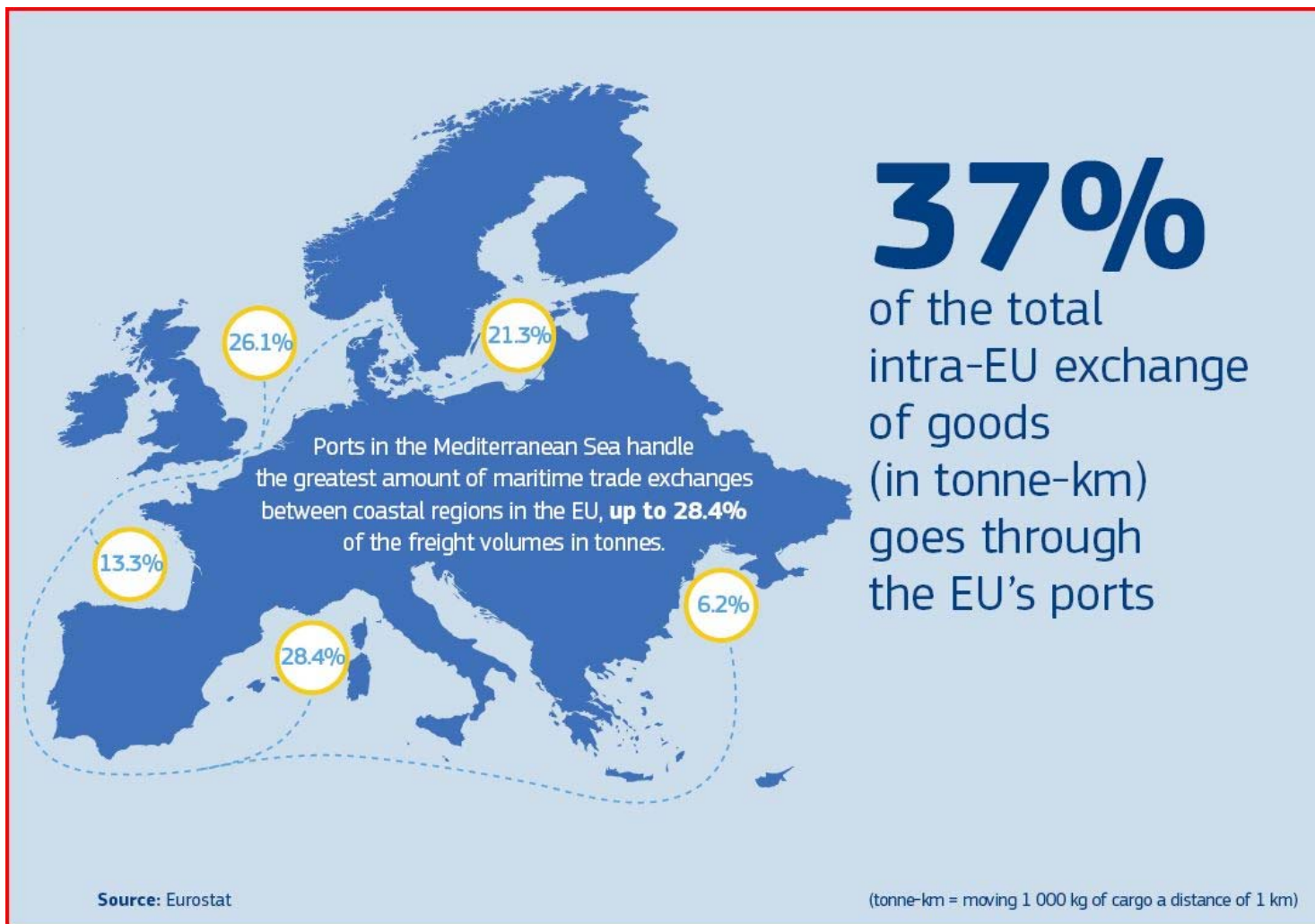
Ports in Europe are directly connected to **848** ports in the Far East and **629** in Central and South America.



Source: ESPO, European Port Performance Dashboard, 2012



European
Commission





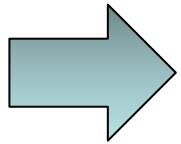
European
Commission



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
- } **Blue Belt
Proposed Regulation
Modernise state aid rules**
- 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**

**Modernise
port
services**

**A. Transparent
market access
and public
services**

**Legal
certainty**

**Attract
investment**

**B. Financial
transparency
and autonomy**

**Level
playing field**

**C. General
provisions**

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 !

