



- ***A competitive and resource-efficient port system***

Preparing the European Transport Area for the future

Pieter DE MEYER
Policy Officer
European Mobility Network: Ports & Inland Navigation (B.3)

● Reasons to act at EU level?

- » **Growth prospects:** shift in global economy, shift in EU economy, transformation of shipping logistics, new environmental and energy requirements
- » Every individual port included in the trans-European Transport Networks has significant **cross-border effects** and **EU relevance**
- » **Port connections** (sea-side, land-side) are a **key factor** for the smooth functioning of the **internal market**
- » To a **large extent, quality, efficiency and reliability of ports** determine the overall performance of the TEN-T

A “three pillar” approach

Five years after the 2007 Communication COM(2007)616 – 18 October 2007- on Port Policy

Action at three different levels could be envisaged to efficiently tackle the issues identified in the port sector :

I. Adequate connectivity and operations of ports in the TEN-T

II. Simplification and reduction of administrative burden in ports

III. Transparency and Market access to ports

● I. The TEN-T Policy Review

- Documents adopted on 19 October 2011
 - » Proposal for a regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network
 - » Connecting Europe Facility:
 - ❖ Covers Transport, Energy and Telecom networks
 - ❖ 50bn € between 2014 – 2020
 - ❖ Of which 32bn € for transport
 - ❖ List of indicative projects

● II. Administrative Facilitation

- Common European Market Space without Barriers
- Ongoing activity since 2009
- Actions in
 - » Customs simplification for intra-EU traffic
 - » Phytosanitary and veterinary controls
 - » Electronic transmission of documents – Reporting Formalities Directive, e-Maritime, Blue Belt, Blue lanes

● III. Transparency and Market Access

- Principles
 - » Transparency
 - » Non-discrimination
 - » Proportionality of obligations to operators
 - » Market prices
 - » Fair charging for services
- Actions
 - » State aid
 - » Separation of accounts between public authority and commercial activities
 - » Principles of port charging

● Transparency and Market access: sectors

Concessions	Port Services	Port Labour
<p>The Commission horizontal initiative to cover</p> <ul style="list-style-type: none"> ✓ Principles ✓ Transparency of public tendering ✓ Deadlines ✓ Selection process <p>Is not expected to cover sectoral issues, here:</p> <ul style="list-style-type: none"> ✓ Duration ✓ Investment during concession period ✓ Prolongation ✓ Transfer of asset ✓ Workforce issues 	<ul style="list-style-type: none"> ✓ Technical-Nautical services <ul style="list-style-type: none"> Pilotage Mooring Towage ✓ Icebreaking ✓ Dredging ✓ Environmental services, e.g. waste treatment ✓ Passenger services 	<ul style="list-style-type: none"> ✓ Need for a strong and highly specialised labour force to tackle the expected growth and change of job profiles ✓ Need to attract young professionals ✓ Opening of the market? ✓ Detailed training and qualification profiles (ILO standards) ✓ Health and safety considerations ✓ Social standards!

● A consultation process 2011-2012

- Full impact assessment: studies, research, evidence gathering
- Bilateral discussions with each Transport / National Port Authority in the Member States
- Dialogue with main European organisations (workers, port authorities, operators, providers and users of port services)

A conference on the future of EU ports (2012): presentation of conclusions and way forward

Not possible to prejudge the outcome at this stage, either as to the extent or as the form of any proposals (2013)



**Thank you for your
attention**

pieter.de-meyer@ec.europa.eu