

EU Policy: Ports and Modal Shift ESPO perspective

Aernoud Willeumier

Port of Rotterdam

ESPO Intermodal and Logistics Committee

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Summary

1. TEN-T review
2. EU Transport policy: White Paper 2050
 - Administrative simplification for Maritime Transport - Blue Belt
 - Port Services – Open Market Access
3. Towards a Port Performance dashboard



TEN-T Review

- Seaports are at the service of Europe's competitiveness and sustainability
- Seaports have been largely ignored in the past priorities of TEN-T policy
- The TEN-T network so far mainly consists of national priorities
- It is time for a change of attitude, identifying genuine European priorities
- ESPO supports the dual "core + comprehensive" network



Comprehensive and core network

- Comprehensive network:
 - Underlying layer, starts from existing infrastructure networks
 - Bottom-up development (Member States)
 - Focus on bottlenecks, missing links, inter-connectivity
- Core network:
 - Builds up from comprehensive network
 - Top-down planning layer (EU)
 - Step 1: Identify main nodes (seaports, airports and capital cities)
 - Step 2: Identify main multi-modal corridors
 - Objectives: internal market, cohesion, sustainability



ESPO view on core network of ports

- Principles:
 - Potential for decarbonisation and limitation of external costs
 - Gateway function linking main EU markets with the rest of the world
 - Connection between maritime and land-based networks
 - Market responsiveness and reliability
- Criteria:
 - Volume concentration
 - Scale and other positive effects to reduce CO2 and other externalities
 - Limitation of total transportation time and costs to main markets
 - Modal split in favour of co-modality (rail, barge, shortsea)
 - Network function with inland ports, dry ports, other seaports
 - Innovative use of existing infrastructure



ESPO view on TEN-T Financing

- Core network:
 - Developed in top-down, pan-European manner
 - Multi-annual TEN-T budget reserved to resolve main bottlenecks and missing links
- Comprehensive network:
 - Developed in bottom-up manner by Member States proposing concrete projects
 - Uses annual TEN-T budget



Motorways of the Sea

- Motorways of the Sea (TEN-T + Marco Polo) main difficulties:
 - Red tape linked to financial support
 - Complexity of concept
 - Fragmentation and lack of synergy
 - Distortion of competition (existing services)
- Use TEN-T Review to re-assess MoS concept:
 - MoS connect hinterlands not just ports
 - Concentrate funding on hinterland connectivity
 - MoS as maritime section of core network
 - Need to keep two funding instruments ?
- Creation of internal market for SSS first priority



White Paper on Competitive and Sustainable Transport

- A Vision for a Competitive and Sustainable Transport System
 - 10 Goals to accomplish:
 - ✓ A fully functional and EU-wide intermodal **TEN-T core network** by 2030, with a high quality and capacity network by 2050.
 - ✓ 30% of road freight over 300 km should **shift to other modes** (rail or waterborne transport) by 2030, and more than 50% by 2050.
 - ✓ By 2050 ensure that all **core seaports are sufficiently connected** to the rail freight and, where possible, inland waterway system.



White Paper on Competitive and Sustainable Transport

- The Strategy: policies to steer the change
 - For seaports, initiatives in the field of infrastructure, services, financing, safety and security.
 - ✓ Review restrictions on provision for port services
 - ✓ Develop a “Blue Belt” of free maritime movement in and around Europe



Port Services

- **Market access** to ports needs to be further improved.
 - Market restrictions still exist in **technical-nautical and cargo-handling services** (Monopolies or a few established operators).
Legislative proposals might be considered by EC.
- ESPO calls for the full implementation of the policy framework set out in the European Commission's 2007 Ports Policy Communication.
 - **Forthcoming evaluation of the EU policy framework for ports.EC will** assess in 2011 whether the soft law approach used in this context has been effective.



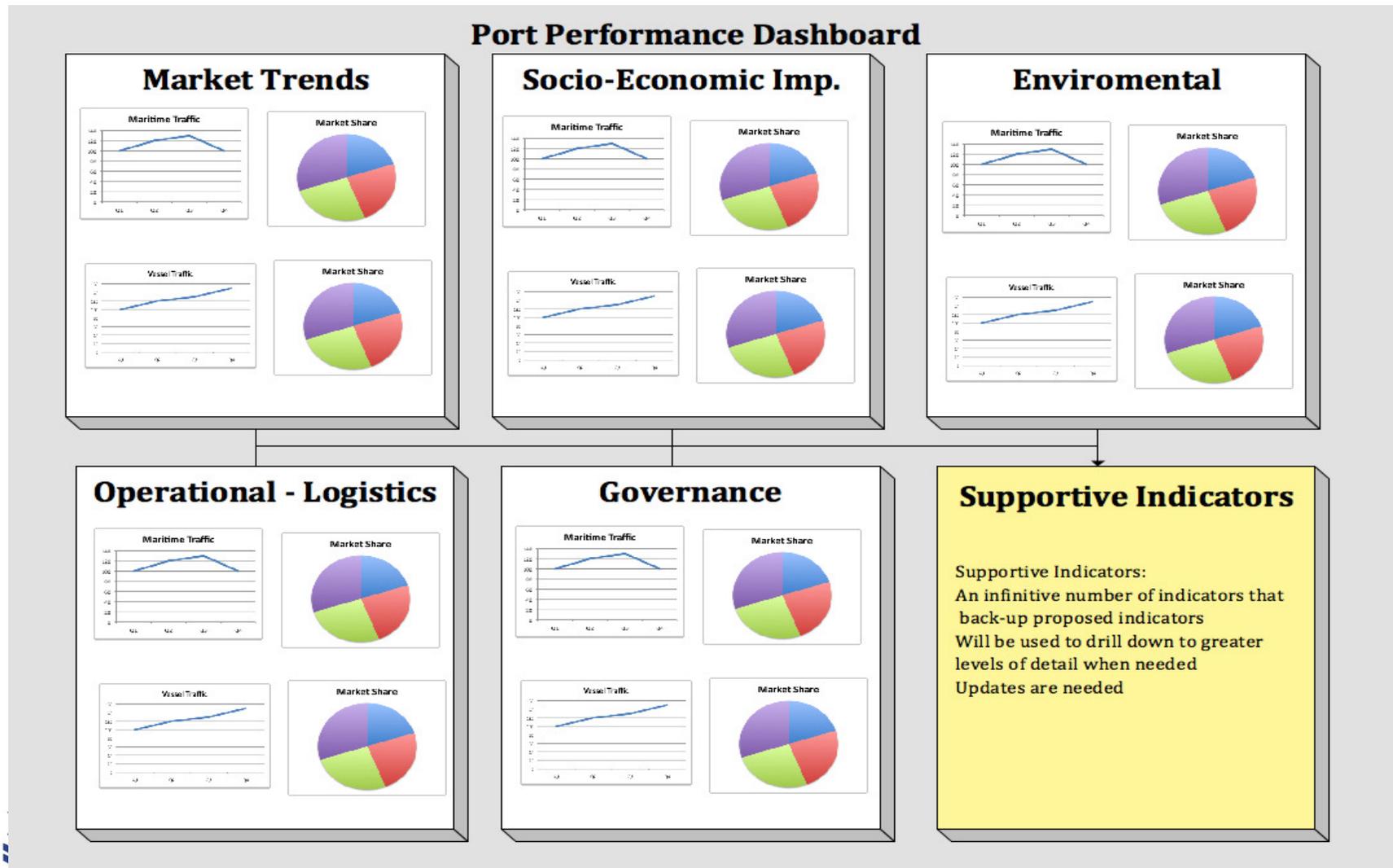
Maritime Transport

- Blue Belt project
 - A Council Initiative
 - General Objective: Stimulate Short Sea Shipping and contribute to facilitating vessels operating on intra-EU trading routes
- Port authorities involved in the monitoring and evaluation of the pilot project





Towards a Port Performance Dashboard





Towards a Port Performance Dashboard

- Online assessment of proposed indicators

<http://www.surveymonkey.com/s/pprism>

- ✓ Link available from the ESPO and PPRISM websites
- ✓ Survey running until 13 May
- More information on the ESPO conference in Cyprus: www.espo-conference.com



Thank you for your attention

Aernaud Willeumier

Member of the ESPO Intermodal and Logistics Committee

European Sea Ports Organisation (ESPO)

Treurenberg 6 – B-1000 Brussel / Bruxelles

Tel + 32 2 736 34 63 – Fax + 32 2 736 63 25

Email: mail@espo.be – www.espo.be

