

Role of seaports as a link between inland and maritime transport

EU policy context

Lieselot Marinus

**Policy advisor
European Sea Ports Organisation**

UNECE Conference – 17 September 2008



A few words about ESPO

- Founded in 1993
- Represents European port authorities in all different forms and varieties
- Members in EU Member States and neighbouring countries
- + 800 ports handling 3,5 bln t of cargo and 350 mln passengers annually
- Based in Brussels - recognised counterpart of EU institutions
- Platform with EFIP (European Federation of Inland Ports)
- Joint secretariat with EcoPorts Foundation



Summary

I. Common challenges to seaports

- Changing logistics environment
- Strategies of market players
- Sustainable development

II. EU policy context

III. Conclusions



I. Common challenges:

1. Changing logistics environment

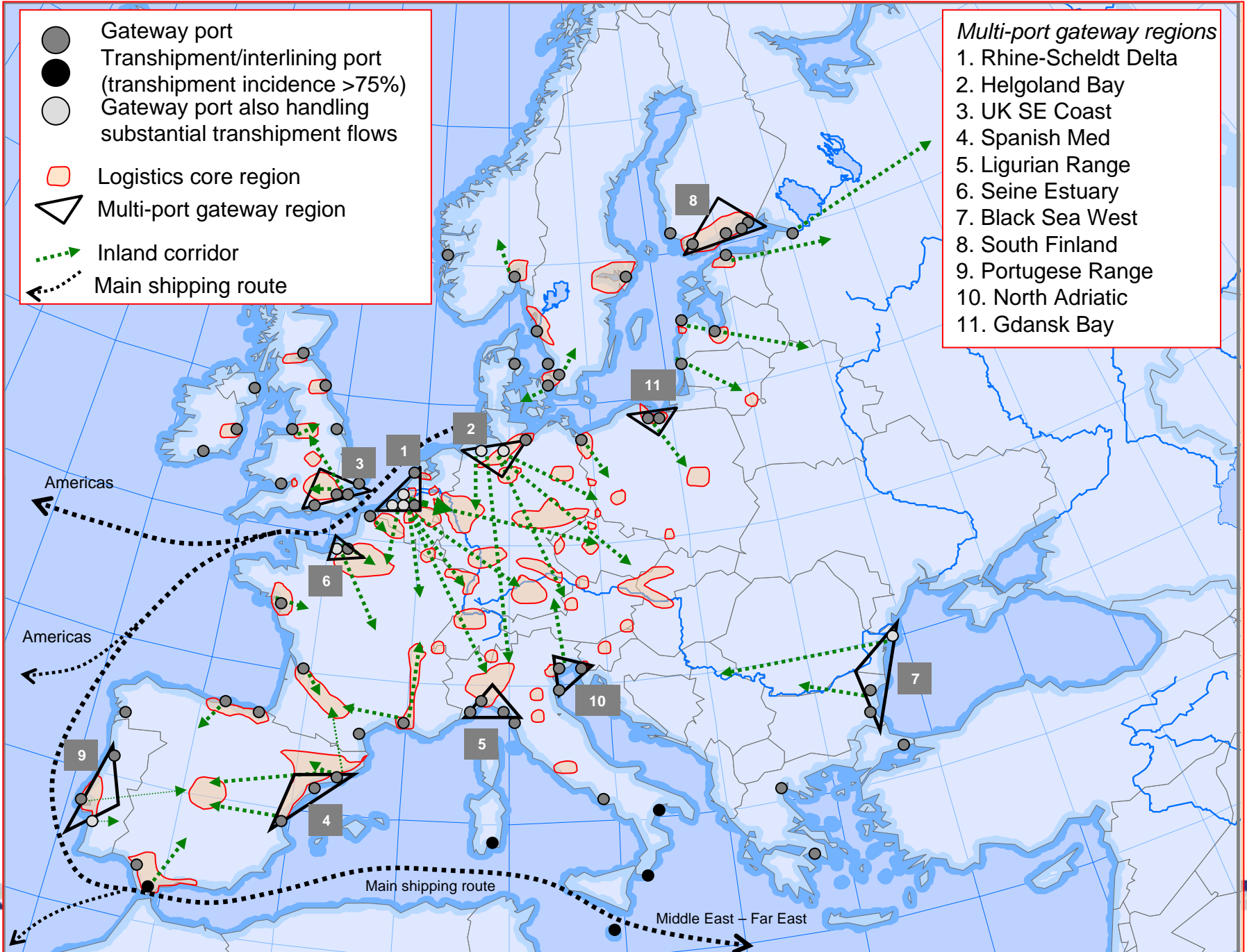
- Logistics integration process
- Port competition has extended to logistics chains
- Regionalisation of the port concept
- Captive hinterlands diminish





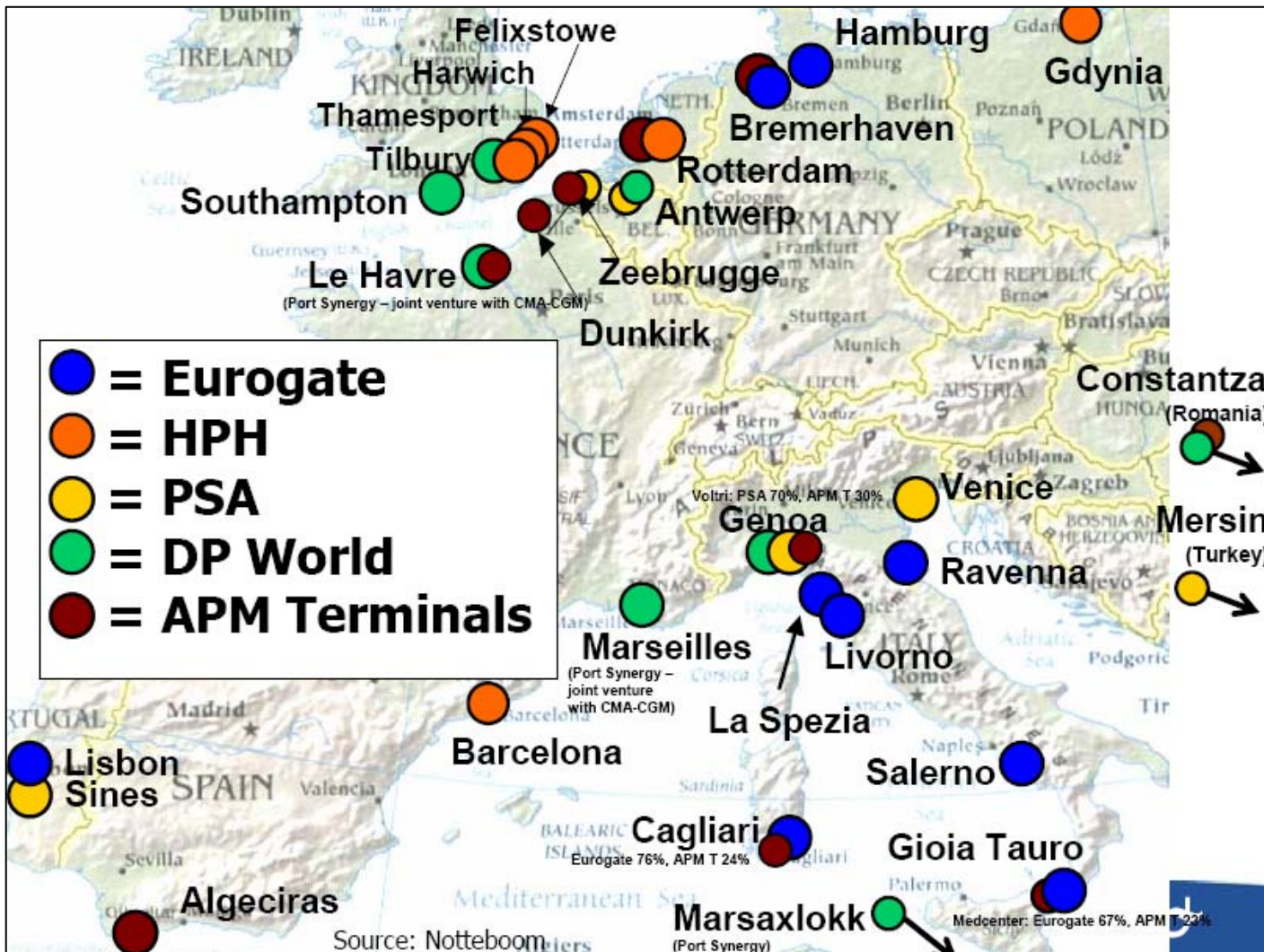
Source: Cushman & Wakefield, Healey & Baker





2. Strategies of market players

- Logistic operators, carriers and terminal operators
- Power struggle: who controls the chain ?
- Horizontal and vertical integration
- Mergers and acquisitions
- Growing interest from financial suitors (investment banks, pension funds, ...)
- 'Footloose' character



Source: Notteboom (2008)

3. Sustainable development

- Growth environment creates negative externalities
- Ecological and societal tensions
- Port development – scarcity of land
- Emissions and global warming
- NIMBY phenomenon
- Public perception of ports
- Security and safety of operations





Implications for port governance

- Traditional role of port authority under pressure:
 - Opportunities, e.g. mediator, business promoter, link between local community and international partners, ensure clean, safe and secure environment, solving bottlenecks, ...
 - Uncertainties, e.g. conflicting interests, limited financial means, political influence, legal restrictions, commercial autonomy, ...
- Is EU policy providing tools for port authorities to meet the challenges?



II. EU policy context



Logistics:
keeping
freight moving

EU Freight transport agenda

- Package of proposals adopted October 2007
- Communication ports policy
- Logistics Action Plan
- Communication Freight-oriented Rail Network
- Consultation Motorways of the Sea
- Consultation European Maritime Transport Space without Barriers



EU Ports Policy Communication

- Port performance and **hinterland connections**
- Expanding capacity while respecting the environment
- Modernisation
- A level playing field – clarity for investors, operators and users, including (inter alia):
 - Role of port authorities
 - State aid and financing
 - Concessions
- Establishing a structured dialogue between ports and cities
- Work in ports



Trans-European Networks – Transport (TEN-T) review

- Ports Policy Communication announces: the status and needs of hinterland connections to ports and their impact on a balanced network of traffic flows will be analysed in view of 2010 review TEN-T
- TEN-T funding so far to Motorways of the Sea actions



Motorways of the Sea :

- Under TEN-T since 2004
- 4 corridors
- First stage: funding to studies and master plans
- TEN-T 2008 call : funding for concrete MoS projects, port infrastructure and maritime services. No results available.
- Different implementation in 4 areas



Elements for discussion TEN-T review

- Financing/ limited governmental budgets : Guidelines on use of public financing for port investments (State aid guidelines) promised for 2008 : radical approach?
- Balance of traffic flows within EU : interventionism?
- 300 TEN-T ports (1.5 tonnes traffic / 200 000 passengers annually): how to prioritize?
- Investing in port/hinterland infrastructure meets environmental regulations: will promised guidance on application of EU environmental legislation to port development be sufficient?



Timing:

- Stakeholder conference - 14-15 October 2008 (12 thematic workshops devoted to waterborne transport)
- Green Paper in December 2008/ January 2009
- Formal stakeholder consultation process in the first half of 2009
- Preparation of the actual review with the aim of a formal Commission proposal in 2010



ESPO Conference 2009 : “The European port system: Towards a sustainable network vision”

Marseilles 14-15 May 2009



**ESPO 2009
CONFERENCE**

MARSEILLES 14-15 MAY 2009



THE EUROPEAN PORT SYSTEM
TOWARDS A SUSTAINABLE NETWORK VISION

Europe has a diverse port system which consists of a range of major hubs as well as a vast amount of regional and local ports. All these ports have a role to play in accommodating the ever-increasing flows of cargo and passengers moving in and out of Europe. How sustainable is the current lay-out and geographical balance of this system? Will it be able to cope with growth expectations without creating more congestion and other negative externalities? What is the competitive effect of new hubs emerging in countries neighbouring the EU? What visions exist for the future?

The ESPO 2009 Conference will deal with these key questions in the context of the forthcoming mid-term review of the Trans-European Transport Networks which is announced for 2010 and the European Commission's maritime transport strategy for 2018. Bottlenecks of the major European port-oriented transport corridors will be analysed as well as the development potential of regional co-operative networks between ports.

The conference will finally look at the opportunities EU policy instruments and funding mechanisms may bring. Particular attention will in this context be paid to the impact of the EC State aid and environmental guidelines which have both been announced for the end of 2008.



The ESPO 2009 Conference is organised in co-operation with the Port of Marseilles Authority



**PORT AUTONOME
DE MARSEILLE**

Full programme and practical details will be available soon on: www.espo.be



European Sea Ports Organisation v.z.w./ a.s.b.l.



III. Conclusions

- Port authorities can potentially play an important mediating role in integrating ports in logistics networks
- EU TEN-T policy will focus in 2009-2010 on priority hinterland connections to ports
- Additional tools include State aid guidelines and environmental guidance
- A potentially controversial debate lies ahead!



Thank you for your attention



Lieselot Marinus – Policy advisor

European Sea Ports Organisation (ESPO)

Treurenberg 6 – B-1000 Brussel / Bruxelles - Tel + 32 2 736 34 63 – Fax + 32 2 736 63 25

Email: Lieselot.Marinus@espo.be – www.espo.be

