



EUROPEAN COMMISSION
DG REGIO – Unit "Thematic Development"

Contribution of the EU Cohesion Policy to the Ports and Maritime Transport

Patrick Bernard-Brunet

European Commission
Directorate-General for Regional Policy

CPMR Seminar "Ports and Maritime Transport"
Gijón (Spain) – 19 November 2007



Presentation outline:

- (1) EU Cohesion Policy: objectives & priorities for 2007-2013
- (2) References to Maritime Transport (Regulations, Guidelines)
- (3) Provisional plans by Member States



1. Cohesion: objectives & priorities

The Cohesion Policy in simple words and figures:

Competence of the EU (Article 158 of the Treaty),
whose goals are:

- to reduce the gap between the regions, focussing on the less-developed ones,
- to help the regions to meet the challenges of the globalisation of the economy,
- to improve co-operation between EU regions.

Cohesion policy = about 1/3 of the EU budget



The disadvantaged regions (2007-2013)

(Overall budget for Cohesion Policy: about € 347 billion)

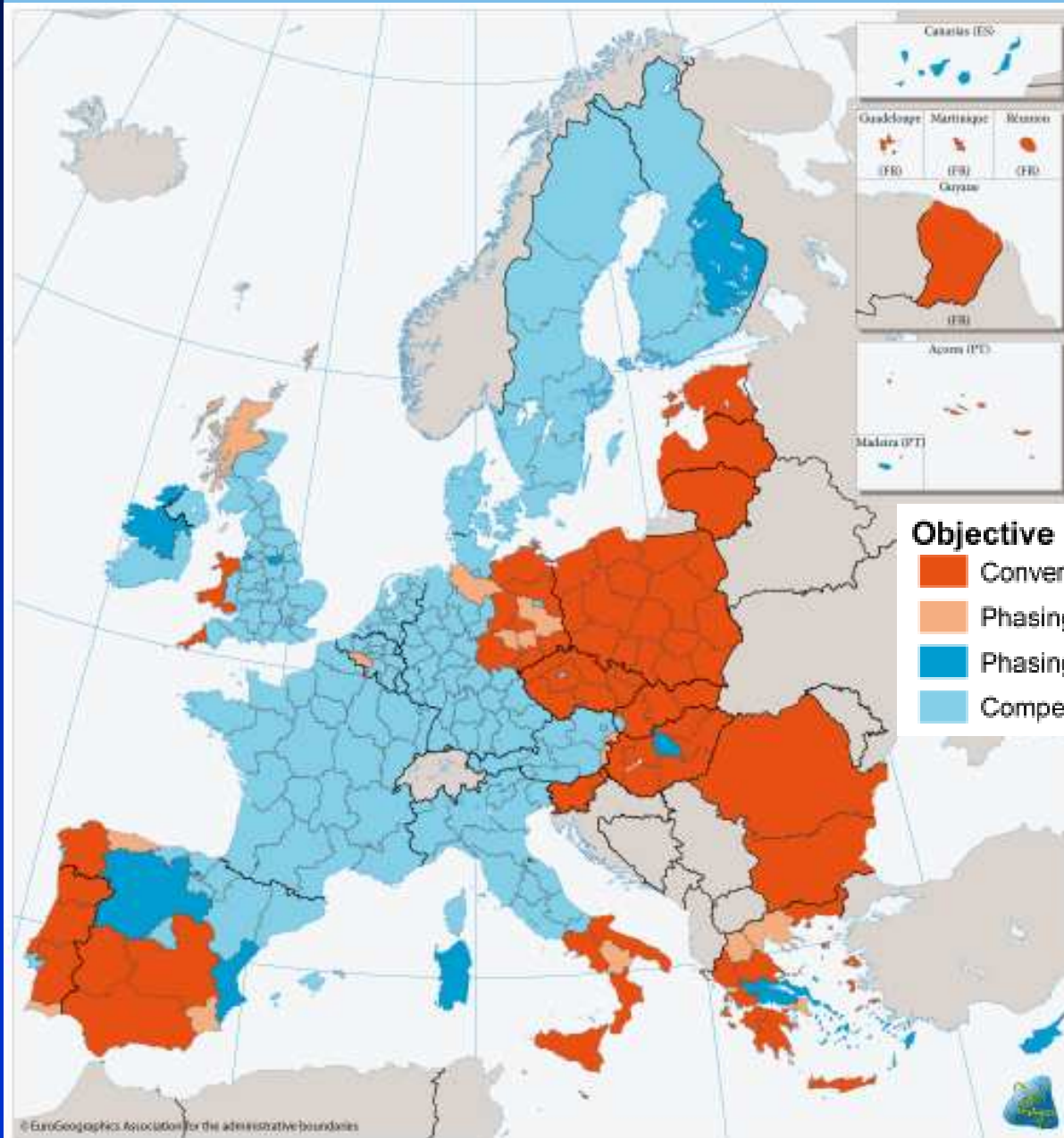
- **“Convergence” Objective:** regions in which GDP per head does not reach 75% of the average for the Union € 283 billion (81.5%)
- **“Regional Competitiveness and Employment” Objective:** regions facing difficulties such as changes in key sectors, decline of traditional activities, economic / social crisis, deterioration in the urban areas, depopulation of rural areas € 55 billion (16%)
- **“Inter-regional Cooperation” Objective** € 8.7 billion (2.5%)
- ▶ *The main novelty: the use of the Structural Funds will be focused on Lisbon priorities (innovation and knowledge society, employment, environment and risk prevention, accessibility)*



2007-2013
Programming
Period

EUROPEAN COMMISSION

DG REGIO – Unit "Thematic Development"



Objective

- Convergence Regions
- Phasing-out Regions
- Phasing-in Regions
- Competitiveness and Employment Regions



2. References to Maritime Transport

Regulations : the manual of instructions for the use of Structural Funds (the role of the Commission and the managing authorities, the financial management, evaluation, committees, the scope of each fund...)

Strategic Guidelines for Cohesion (SGC): how to implement the EU priorities (Lisbon, Gothenburg) through the regional programmes

http://ec.europa.eu/regional_policy

(in the 22 official languages of the EU)



References in the Regulations

The ERDF (I)

"Convergence" Objective:

- improvement of trans-European networks and links to these networks (of which the motorways of the sea, Priority Project n°21)

"Regional competitiveness/Employment" Objective:

- strengthening secondary transport networks by improving links to TEN-T networks, to regional railway hubs, airports and ports, or to multimodal platforms; by providing radial links to main railways lines; and by promoting regional and local inland waterways, and short-sea shipping



References in the Regulations

The ERDF (II)

"Territorial Cooperation" Objective (limited budget)

Actions may include:

Investments in cross-border sections of trans-European networks; investments to improve local and regional access to national and trans-national networks; investments to enhance inter-operability of national and regional systems...



References in the Regulations

The Cohesion Fund (12 new Member States + GR, ES, PT)

- The trans-European transport networks, in particular priority projects of common interest (of which *the motorways of the sea*)
- areas related to sustainable development which clearly present environmental benefits - in the transport sector: rail, river and *sea transport*, intermodal transport systems, management of road, sea and air traffic, clean urban transport and public transport



References in the Strategic Guidelines for Cohesion (SGC)

- priority to the TEN-T, in particular to the 30 projects of European interest (regions eligible under the Convergence objective),
- support to rail infrastructure,
- promoting environmentally sustainable transport networks,
- complementary investment in secondary connections (integrated regional transport strategy covering urban and rural areas),
- improving the connectivity of landlocked territories to the TEN-T, development of secondary links, with a focus on inter-modality and sustainable transport - in particular, harbours and airports should be connected to their hinterland,
- developing the “motorways of the sea” and short-sea shipping as a viable alternative.



3. Provisional plans by Member States

Reminder: Transport issues in the Operational Programmes (OP)

- Justification of priorities and relative financial allocations (coherence with the Strategic Guidelines for Cohesion, earmarking commitments, ex-ante evaluation and SWOT analysis)
- Content of overall transport strategy and sub-sectoral strategies (spending balance on sub-sectors, absorption capacity, project pipeline, coordination and complementarity between OPs and funds)
- Strategic Environmental Analysis and Environmental Impact Assessment
- Public Private Partnerships
- List of major projects (indicative)



Planned funding for Transport (2007-2013)

- 2000-2006 period: total Transport = € 50 billion
 - ERDF (25 Member States): +/- € 34 billion
 - Cohesion Fund (14 Member States): +/- € 16 billion
 - Ports: +/- €3 billion (mostly GR, ESP, IT) = 6%
- 2007-2013 (provisional figures for 27 Member States):
 - New system of codes includes new TEN-T categories (railways, mobile rail assets, motorways, multimodal and inland waterways) but they don't apply to the motorways of the sea
 - Preliminary estimates from submitted draft OPs show:
 - total transport plans ~ €75.8 bn (23.2% of Cohesion budget, +50% compared to 2000-2006)
 - of which Ports ~ €3.5 bn (4.6% of Transport)
 - TEN-T Rail: € 18.4 bn ; TEN-T Motorway : € 17.4 bn



Planned funding for Transport (2007-2013)

Biggest investors in Ports (and % of investments in Transport)

Member State	Total Transport	Ports	%
Spain	€ 7.4 billion	€ 1.1 billion	15%
Italy	€ 3.8 billion	€ 584 million	15.2%
Poland	€ 22.7 billion	€ 443 million	2%
Greece	€ 5.2 billion	€ 279 million	5.4%
Portugal	€ 2.8 billion	€ 203 million	7.3%
Romania	€ 5.3 billion	€ 135 million	2.5%



Planned funding for Transport (2007-2013)

Remarks:

- These figures include river ports (cf. Austria ~ 33% of the investments planned in Transport)
- Other investments cover ports (for instance Multimodal Transport ~ € 2 billion for the 27 Member States)
- Bulgaria, The Netherlands, Finland and Ireland: no investments planned in ports for 2007-2013
- Preliminary figures! on November 14: 206 programmes decided (out of 431)



Examples of projects (2000-2006)

- **Extension of the port of Gijon:** strengthening of the breakwaters and expanding of the storage areas to cater larger ships
(Cohesion Fund € 247 million + EIB loan € 225 million)
- **Port of Le Havre (« Port 2000 »):** development of container traffic facilities
(ERDF € 38 million + EIB loan € 140 million)
- **Interreg IIIB North West Europe (BE, NL, UK, FR, IRL):**
Project « EPOS: Electronic Port Surveillance System »
Development of a shared technology infrastructure for the control and surveillance of ports areas (cameras, digital servers, heat detection technology) – Oostende and Calais
(Total cost: € 11.4 million / ERDF Grant: € 3.7 million)



Thank you for your attention

http://ec.europa.eu/regional_policy

↳ once they are all adopted, presentation of the Operational Programmes and their context (regional social and economic situation, priorities of the programmes, managing authorities...)