



A new European ports policy

The response of ESPO

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Summary

1. Challenges of European seaports
2. Ingredients of a European ports policy
3. ESPO response to the new ports policy
communication
4. Conclusions

1. Challenges of European seaports

- Sustainable development of ports
- Focus on logistics chains
- Strategies of market players
- Implications for port governance

Sustainable development of ports

- Ports function in a strong growth environment
- This calls for continuous investment in port facilities and connections
- This creates ecological and societal pressures



Focus on logistics chains



- Ports are key elements in value-driven logistics chain systems
- This offers substantial network possibilities
- This also poses numerous coordination problems

Strategies of market players

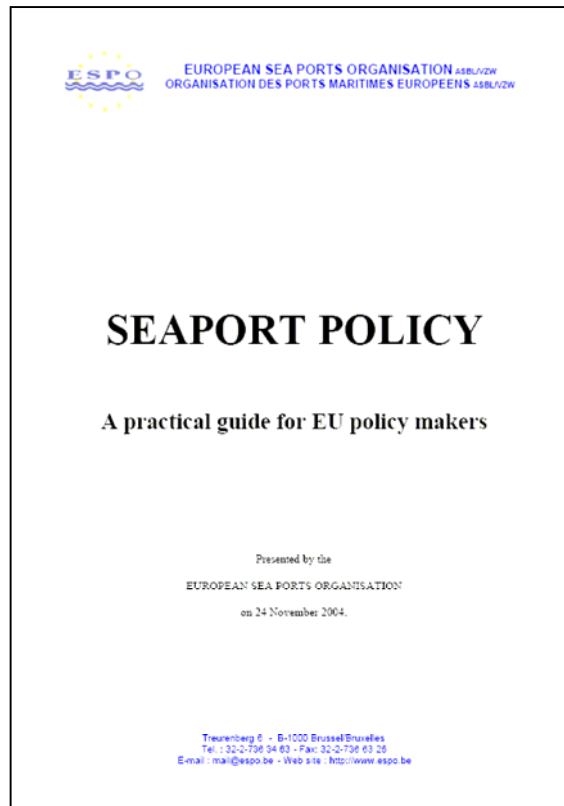
- Powerful and footloose actors control freight from origin to destination
- Global groups invest and operate terminals in several ports worldwide
- These actors and groups have strong bargaining power



Implications for port governance

- The ability of port authorities to:
 - secure public and private investments
 - ensure optimal performance of service providers
 - accommodate conflicting interests (commercial / public)
 - act as facilitators in the logistics chain
 - create strategic networks
- largely depends on:
 - governance structure and degree of autonomy
 - use of governance tools such as concessions
 - managerial skills and culture
 - political and legal framework

2. Ingredients of a European ports policy



“Seaport policy – A practical guide for EU policy makers”

ESPO recommendations issued 24 November 2004

What is not needed

- Interventionism and regulation of market-driven processes
- Fragmentation of initiatives and policies
- Negative attitude towards the sector
- Ignorance of the diversity and complexity of the sector
- Legislation for the sake of having legislation

What is needed

- Facilitation of port capacity development, including maritime access and hinterland connections (stable investment climate)
- Fostering of competitive and efficient services in ports and within the transport chain
- Stimulation of the wider community responsibilities of ports
- Clarification of EU Treaty rules and a better coordination and application of existing legislation
- Recognition of the dynamic role of port authorities

3. ESPO response to the new ports policy communication



The General Assembly of ESPO meeting in Algeciras – 31 May 2007

Preparatory work

24 November 2004	Publication of « Seaport policy – A practical guide for EU policy makers» after the failure of the first port services' Directive
1 June 2006 (Stockholm)	Publication of a series of policy recommendations for the consultation on a European ports policy (adoption of the principal themes)
November 2006 – May 2007	Thematic contributions to the consultative workshops of the European Commission
31 May 2007 (Algeciras)	Publication « A port policy for all seasons » - formal contribution to the consultation
31 October 2007	General response to the Communication on a European ports policy

ESPO welcomes the new ports policy communication

- The communication faithfully reflects the results of the consultation
- It covers a broad range of relevant topics (e.g. port expansion and city-port relations)
- It focuses on pragmatic non-legislative instruments and measures (« soft law »)
- It does not advocate interventionist action regarding orientation of traffic flows in Europe
- It recognises the key role of port authorities

Measures and instruments actively supported

- Guidelines on the application of Community environmental legislation to port development
- Legislative proposal on the creation of a European Maritime Transport Space without Barriers
- Establishment of a set of generic performance indicators
- Guidance on concessions, technical-nautical services and cargo-handling (« labour pools »)
- Guidelines on State aid to ports
- Application of Directive 2006/111/EC to all ports
- Inventory of problems with ports in third countries
- European « Open Ports » day
- Guidelines on means to reconcile security and accessibility of port areas
- Dialogue between port stakeholders including social dialogue

More can be done to encourage port development

- Clear time limit for producing environmental guidelines (originally foreseen for 2008)
- Measures to reinforce the legal status of port development projects
- Simplification of environmental legislation
- Actions in the field of management of water bodies and sediments (dredging problems)

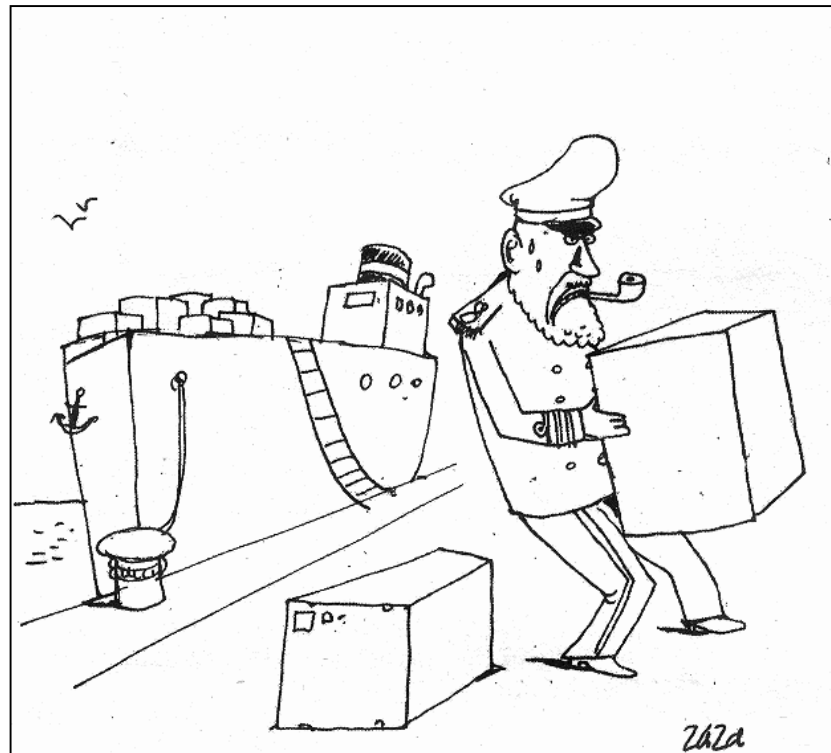
ESPO will remain vigilant regarding

- Proposals aimed at redistribution of traffic flows in Europe
- A possible legislative proposal on the use of concessions
- A possible regulation of port charges (including incentives for environmental or other reasons)

4. Conclusions

- European seaports are faced with multiple and complex challenges
- These have governance implications which call for port authorities which are strong and sufficiently autonomous
- A proportional, stable and coherent European policy framework is needed
- The new communication generally meets these conditions
- ESPO actively supports the majority of means and instruments proposed in the communication
- Vigilance nevertheless remains necessary
- Implementation of the new ports policy requests a continued dialogue with all relevant stakeholders ...

... in order to avoid certain pitfalls of the past



“Self-handling”

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