



EUROPEAN SEA PORTS ORGANISATION ASBL / VZW
ORGANISATION DES PORTS MARITIMES EUROPEENS ASBL / VZW

Ports and the TEN-T/CEF (proposals)

Port Debate: Future Transport infrastructure
in EU –consequences for the ports in the
Baltic Sea Region

Sorø, January 19th 2012



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Summary

1. Context
2. ESPO's initial views on TEN-T proposal
3. Connecting Europe Facility – EU Funding
4. Political process



1. Context

★ Global Economy

- International redistribution of labour and capital & integration and globalization of markets, production and consumption
- Economic crisis makes realisation of TEN-T projects more challenging

★ Role and significance of seaports

- Ports and adequate infrastructure connections are vital for European industry and trade competitiveness
- Hinterland and port infrastructure play a crucial role in the success of intermodal transport (and for carbon reduction objectives)



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2. ESPO's initial views on the TENT Guidelines proposal

- ★ Ports in the Core Network
- ★ Ports in the Comprehensive Network
- ★ Motorways of the Sea
- ★ Multimodal corridors

Ports in the Core Network

- ★ **List of core ports is available in Annex of the Guidelines**
 - Reasonably balanced geographically
 - Number of core ports still not clear
 - List contains port clusters (Kotka-Hamina, Calais-Dunkerque, Bremen-Bremerhaven...); which criteria were used? How would this work in practice?
 - Transshipment ports are included, major oil ports not included (impact on TEN-T)
 - Guidelines establish same obligations for all ports. Rail connection always necessary? (i.e. ro-ro ports, transshipment ports)



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Ports in the Core Network

- ★ **Some clarifications and improvements seem necessary**
 - Selection criteria and methodology to be added in the TEN-T Guidelines
 - Overall mechanism for updating the Core network should be further clarified
 - Obligations should meet realistic needs (e.g. road connections should not be ignored; reduce burden on the private sector)



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Ports in the Comprehensive Network

- ★ **List of comprehensive ports is not available - only maps**
 - Number and identification of ports not clear/easy from the maps
 - Approx 225 ports in the Comprehensive Network
- ★ **Comprehensive network should be as inclusive as possible**
 - What's in it for me?
 - Same obligations for all comprehensive ports?



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Motorways of the Sea

★ MOS concept in TEN-T Guidelines proposal

- Concept remains rather vague
- No review of the concept has been undertaken (MS content with MOS policy?)

★ ESPO's view on MOS

- MOS as services connecting hinterlands
- Maritime section of the core network
- Connections with neighboring countries
- MOS within the same Member State (possible?)



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Multimodal corridors

★ Pro's

- Multimodal corridors include seaports and their accesses
- Pre-identified port projects (funding available)
- European coordinators (in principle - Always effective in the past?)
- Port authorities can be part of the multimodal corridor' platforms (in principle)



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Multimodal corridors

★ Con's

- Definition of the 10 multimodal corridors is not always detailed nor accurate.
- Rail oriented corridors (what about road?)
- What about the projects not pre-identified within a corridor?
- European corridor development plan ready 6 month after entry in force of Regulation- Is it realistic?

★ **The list/definition of corridors can be amended under the co-decision procedure**

Connecting Europe Facility - CEF

★ TEN-T Investment Needs:

- Total (Comprehensive + Core Network) 1.500 B€
- Core Network Corridors (2030): 250 B€

Budget 2014 – 2020 for EU Transport Infrastructure according to Commission Proposal of 29 June 2011 (MFF):

Connecting Europe Facility 40,0 B€		Cohesion Fund 68,7 B€	
	Transport Infrastructure 21,7 B€	Transport Infrastructure 10,0 B€	
		31,7 B€	

★ Funding/Financing of the rest: national funds, private money (PPP), etc..



Connecting Europe Facility - CEF

Works		All MS	Cohesion countries
Rail	Cross border	40%	80-85%
	Bottleneck	30%	80-85%
	Other projects of common interest	20%	80-85%
Inland waterways	Cross border	40%	80-85%
	Bottleneck	30%	80-85%
	Other projects of common interest	20%	80-85%
Inland transport connections to ports and airports (rail and road)		20%	80-85%
Development of ports		20%	80-85%
Development of multi-modal platforms		20%	80-85%
Reduce rail freight noise by retrofitting of existing rolling stock		20%	20%
Freight transport services		20%	20%
Secure <u>parkings</u> on road core network		20%	20%
Motorways of the sea		20%	20%
Traffic management systems	ERTMS (rail)	50%	80-85%
	Other modes	20%	80-85%
Cross border road sections			80-85%



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How can ports make the most of EU funding?

★ Summary EU Funding rates:

- Up to 50% EU co-financing for studies
- Up to 30% for bottlenecks
- Up to 40% for cross border projects (rail & IWW)
- Up to 50% for ITS projects

★ Shouldn't EU funding rates show the prominent role of ports in the TEN-T framework?

- Still not clear if (rail/IW) bottlenecks in ports' inland connections are entitled to grants up to 30%.
- Up to 40% for inland connections to ports (including road connections)



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Political process ahead

- ★ European Parliament - Rapporteurs in TRAN Committee have been appointed:
 - Koumoutsakos(GR) and Riquet (FR) for PPE
 - Ertug (DE) and Ayala Sender(ES) for S&D.
- ★ European Council
 - Polish Presidency - First proposal (compromise text) in December 2011
 - Danish Presidency
 - Cyprus Presidency (as from July 2012)
- ★ Timing not known



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Thank you for your attention