

Role of ports in EU Transport Policy – the level playing field for all ports

Voices from port industry, Tommy Halén, CEO THAB

The headline for this session is “EU port and maritime policy – Where are we going”. Today some good words of wisdom has been said as “The future depends what you do today”. Then it is important that we all have the same goal.

In Sweden our port and 4 other ports are appointed as a Core Port. I have some points that I will take up;

1. We have asked our government about rights and obligations for a core and comprehensive ports without any result.

We have understood from discussions with different persons from EU that there are no formal EU regulated pressure that can be used against Sweden or other countries that not follow the idea of developing the TEN-T network. We have understood that it is up to the member states, in our case the Swedish authorities to decide on the development of infrastructure to core ports.

It is unfortunate that the rules are unclear and to succeed to develop the transport network I believe that EU should be able to implement some rules that are mandatory for the member states to follow.

2. Pat Cox have been working on the Scandinavian Mediterranean Corridor, as well as his colleagues from the other corridors for a couple of years and Mr. Brian Simpson, responsible for the MoS has started much later. Therefore it is very important according to me that implementation and work plans is done simultaneously.

It is also important that funding from EU is connected to the corridor work plans and project lists. If not! I see a risk that the corridors work and upgrading will be delayed.

To coordinate the land and the sea activities it is important for the Nordic countries since the majority of the export and import cargo is coming via the ports. For example: In Sweden, 90-95% of all exports and imports is coming through the ports.

3. According to me there is too much focus on the tunnel under Fehmarn Bält.

Fehmarn Bält will be a complement to the MoS and not vice versa. Both the land road and sea route is needed when all forecasts indicate future capacity problems.

The ports are already there taking care of the traffic today and they need help with hinterland connections etc. today.

4. Competitive neutrality between the different modes of transport. Sea transport is taking their cost. This is not the case for truck transports.

It is also important that state aid can't be used for competition

5. The different tools from different EU projects such as Swiftly Green, could be connected into the project "onthemosway". Here we have the possibility to collect all good tools on the same place.

/Tommy Halén