



Union des Ports de France: **EU PRIORITIES** **2020-2024**



1 Greening ports
and transport



2 Enhancing smart ports



3 Strengthening the Trans-European
Network for Transport (TEN-T)



4 Investing in ports



5 Ensuring open and fair
international trade

PORTS: KEY PLAYERS OF THE GREEN DEAL

Ports naturally have **several dimensions and purposes**. They are a set of facilities that ensures vessels safety, an authority that organizes services expected by ships-owners as well as an ecosystem that creates values. Ports are intrinsic connexion between economic, urban and natural (sensitive) areas.

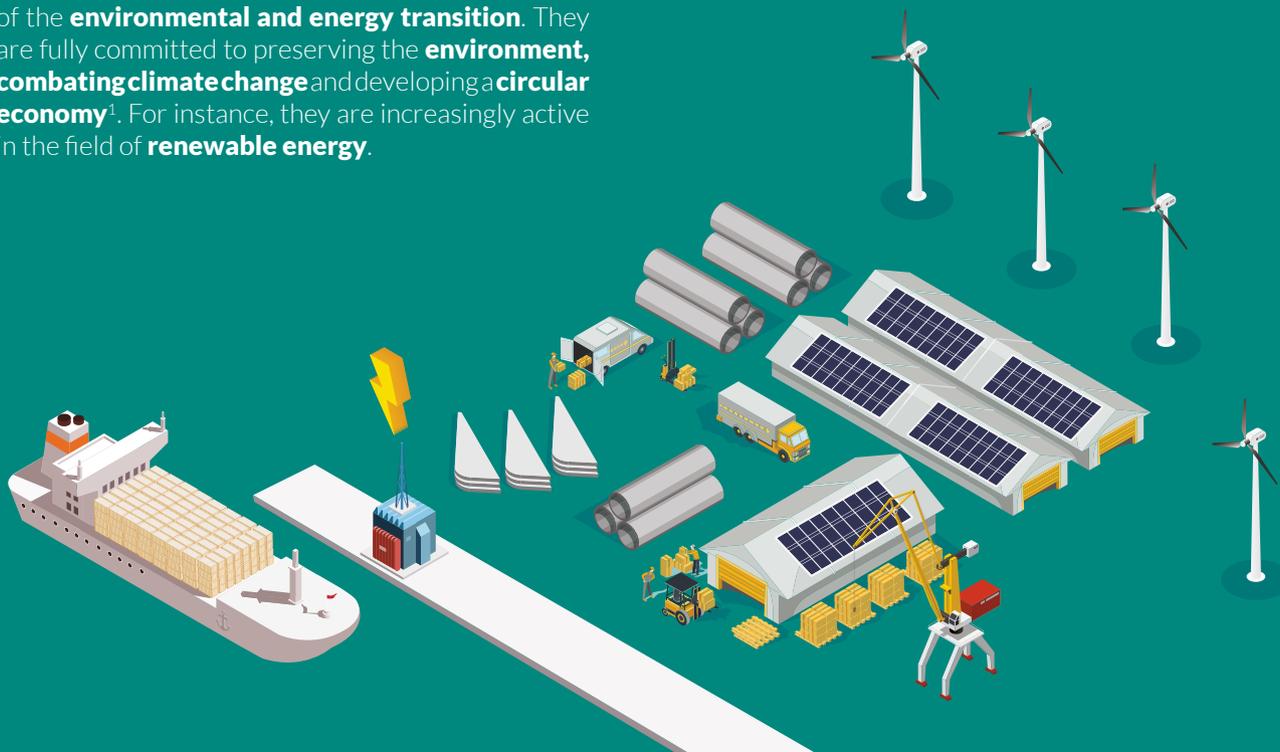
They are also TEN-T **multimodal nodes** supporting international and intra-European trade and mobility. As infrastructure and service providers for maritime transport, ports are also **logistic, industry, energy and digital hubs**.

While ports have been, and still are, platforms for hosting logistics and conventional energy activities as well as heavy industries, they are also at the heart of the **environmental and energy transition**. They are fully committed to preserving the **environment, combating climate change** and developing a **circular economy**¹. For instance, they are increasingly active in the field of **renewable energy**.

In order to cope with the new mobility challenges, ports are investing in **integrated digital systems**. As entry and exit points for data, they act as enabler of the digital ecosystem.

As such, ports create **employment** as well as local and EU **added value**. They contribute to the **sustainable, smart and inclusive blue growth** objectives, as well as to **social, economic and territorial cohesion**.

¹ <https://www.ademe.fr/expertises/economie-circulaire>



1 GREENING PORTS AND TRANSPORT



To meet the Paris Agreement objectives, the IMO aims for a 50% reduction in maritime emissions by 2050². French ports **endorse such objectives** and are fully committed to supporting their implementation while developing a **strategy to reduce air pollution**. French ports will help to achieve the **European Green Deal**.

French ports believe the **ecological and energy transition of maritime transport** must involve:

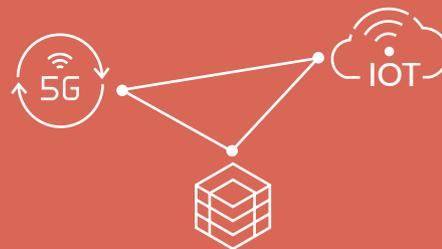
- The definition of **global solutions** that guarantee the competitiveness of the European maritime sector, such as the creation of **new emission control areas**. For instance, French ports support the creation of an Emission Control Area extended to the Mediterranean Sea as a whole, as proposed by France;
- The swift deployment of shore-side facilities for **alternative fuels** and **on-shore power supply**, whatever the technology used. This would require strengthening fiscal convergence between Member states with regard to energy taxation and international standards.

French ports call on the EU to support the effective **energy transition of ports**:

- Through a **comprehensive approach** to intra-EU transport policy, multimodality and the internalisation of external costs;
- by taking into account the **port diversity**, both with regard to the types of traffic that they handle and their integration with their territories;
- by easing **modal shift** through the deployment of multimodal terminals and increased support for combined transport. It requires an **ambitious revision of the combined transport directive** as well as better **financial support for motorways of the sea**;
- by aligning its new Action Plan for Circular Economy with a strategy for **industrial ecology in ports**.

² Initial IMO Strategy on reduction of GHG emissions from ships, IMO, 13 avril 2018

2 ENHANCING SMART PORTS



Speeding up **port digitalisation** is key to meet the numerous challenges of the supply chain, passenger mobility, security and safety, as well as the integration of ports in their territory and to tackle climate change.

French ports:

- > Encourage the development of **digital infrastructure and networks** in ports;
- > Call on the EU to massively support, as part of its research and innovation strategy, the industrial development of **5G**, the “**Internet of Things**” and **breakthrough digital technologies** (blockchain, artificial intelligence, etc.);
- > Support the deployment of **port and maritime telematics applications** in connection with digital solutions throughout the whole supply chain taking cyber-security into account.



3 STRENGTHENING THE TRANS-EUROPEAN NETWORK FOR TRANSPORT (TEN-T)

Since 2013, freight and passenger **traffic has been increasing regularly** in French (respectively + 7% and 3%³) and European ports (respectively + 7% and 4%⁴).

The growth in traffics requires adapting transport solutions in a door-to-door approach and enabling in particular a North-South intra-European rebalancing, in view of reducing the environmental footprint of the supply chain.

French ports:

- Call for a **revision** of the TEN-T regulation **as soon as 2021**. It should ensure **consistency with the implementation of CEF 2** and with the revision of the rail freight corridors regulation;
- Suggest to add a **new TEN-T core network criterion** based on **rail freight corridors** in order to guarantee their consistency with TEN-T corridors. It should be an add-on to the existing criteria, including those relating to NUTS I;
- Support **ports clustering** in line with the diversity of local situations and therefore recognizes all forms of ports association enabling the development of the TEN-T.
- Support the recognition of the **cross-border nature of seaports** and motorways of the sea;

³ based on data from the French Ministry of Ecological and Solidarity Transition and Eurostat

⁴ based on data from Eurostat



TEN tec

Realignment of the TEN-T corridors post 2020 (CEF 2 Regulation)

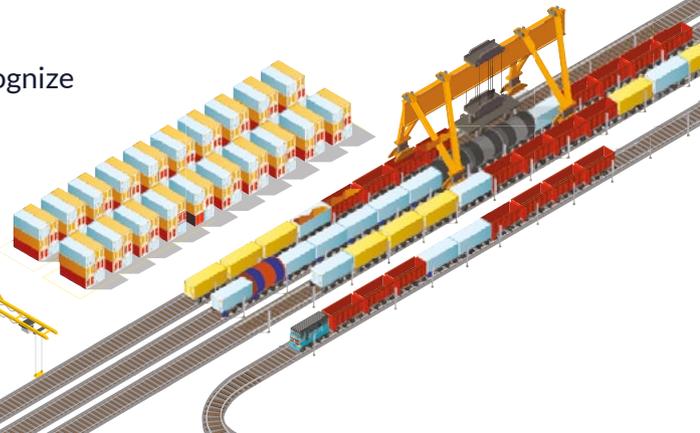
4 INVESTING IN PORTS

more than €3 billions €
invested
in the coming years.

More than € 3 billions will be invested into French ports in the coming years.

French ports:

- Support an ambitious 2021-2027 budget for **CEF, Horizon Europe** and the European structural and investment funds such as the **European Maritime and Fisheries Fund (EMFF) and the ERDF funds**;
- Put an emphasis on the complementarity between **subsidies** and **financial instruments** which should not be substituted to one another in the future, especially on non-mature markets;
- Encourage the **use of various forms of aid** (subsidies, tax incentives...) to **support the deployment of alternative fuels and on-shore power supply**, and more generally energy transition at ports;
- Ask for funding for **port renewal projects** relying on the most appropriate funds.
- Call for a review of the **General Block Exemption Regulation** in order to facilitate the financing of investment projects by:
 - Creating a new category of aid for **multimodal platforms** in order to achieve high modal shift objectives;
 - **Exempting European funds under shared management**, and in particular the ERDF funds and the EMFF;
 - **Exempting national co-financing** for projects supported by European funds, especially CEF and ERDF funds.
- Ask for the **taxonomy** for sustainable activities to recognize the environmental value of ports.





5 ENSURING OPEN AND FAIR INTERNATIONAL TRADE

At world level: 80% of goods travel by sea (in volume)⁵.

French ports:

- Support the EU's efforts to **ensure the opening of international trade**, while strengthening its social and environmental dimension, in particular, vis-à-vis the United Kingdom;
- Ask for **flexible financial supports** to adapt in the long term infrastructures to **security** and **border controls** after **Brexit**;
- Support the development of **connectivity with neighbouring countries** (such as Southern Mediterranean) and its extension to neighbouring countries in the **outermost regions** (such as the Indian Ocean, the Guyana Plateau and the Caribbean);
- Call for ensuring a link between the **Belt and Road Initiative** and **TEN-T** that preserves TEN-T development policy while ensuring fair competition between European ports.

⁵ Review of Maritime Transport 2019, CNUCED



MEMBERSHIP

Union des Ports de France (UPF), the French ports association represents **46 active members bringing together all French commercial and fishing port managing bodies** (mainland and overseas).

French ports are located over four major European maritime areas: the Mediterranean, the Atlantic, the Channel-North Sea and the French Overseas.

Total passengers

35 million passengers
9 % of traffic in European seaports

Total goods

390 million tonnes
10% of traffic in European seaports

36% Share of trade with Europe
15% with the United Kingdom

Total fishery products
200.000 tonnes

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