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Keyword "ports policy"

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Creation date : 19-04-2024

[Revision of Directive 2009/16/EC on port state control](#)

Publication type Briefing

Date 04-05-2023

Author JANSEN Talander Hugo

Policy area Transport

Keyword AGRICULTURE, FORESTRY AND FISHERIES | directive (EU) | EU institutions and European civil service | European Maritime Safety Agency | EUROPEAN UNION | European Union law | fisheries | fishing port | fishing vessel | maritime and inland waterway transport | maritime shipping | ports policy | shipping policy | TRANSPORT

Summary Since 2021, the European Commission has been planning to make proposals to revise the core building blocks of the EU maritime safety legislation, such as the Directives on Port State Control and Flag State Control, the Directive on Accident Investigations and the Regulation Founding the European Maritime Safety Agency (EMSA). This implementation appraisal starts with a recap on the existing EU port state control policy and legislation and then reviews and summarises existing evaluations and discussions on their implementation, produced by EU institutions and their advisory bodies. The findings of the ex-post evaluations of the directive and statements by relevant stakeholders all indicate that the Port State Control Directive has been well transposed and implemented by the Member States, and that overall the system performs well, thus contributing to the increased level of safety of ships calling at EU ports. The directive, adopted in 2009 and in force since 2011, introduced drastic changes to the pre-existing system, notably in the way ships are selected for inspection. Today, based on the experience gained over more than a decade of relatively unproblematic implementation, the co-legislators should be able to review the port state control regime, making some generally anticipated technical updates to it in order to take into account the overall digitalisation of the shipping industry, among other things. The co-legislators should also consider more fundamental issues, such as the possible introduction of fishing vessels within the scope of the regime.

Briefing [EN](#)

[EU port cities and port area regeneration](#)

Publication type Briefing

Date 27-04-2017

Author PAPE Marketa

Policy area Regional Development | Transport

Keyword common transport policy | construction and town planning | economic and social cohesion | ENVIRONMENT | environmental impact | environmental policy | EU finance | EU financing | European construction | EUROPEAN UNION | maritime and inland waterway transport | ports policy | SOCIAL QUESTIONS | TRANSPORT | transport infrastructure | transport policy | transport regulations | urban economy | urban renewal | urbanisation

Summary Ports have always been an important asset to Europe, serving as gateways to the rest of the world and as connection points to rivers across European territory. For centuries, ports and their cities developed hand in hand, the port generating prosperity for the city. This has changed with the industrial revolution, globalisation and the rapid development of containerisation. Most ports moved out of their cities and their mutual relationship began to suffer. Today, this relationship experiences a new dynamism, driven on both sides by the aspiration to revive ports after the recent crisis, while at the same time making the most of their potential as a stimulus for city life and regeneration. In recent years, a variety of policy options have been identified and their efficiency tested. Port authority organisations were among the first to realise that for ports to flourish in the long term, their cities also need to prosper, and began taking steps towards improving their mutual relations. The progressive development of the EU's urban policies can pave the way to further joint development of ports and cities and offer new solutions to urban challenges, essential for achieving the smart, sustainable and inclusive society envisaged in the Europe 2020 strategy.

Briefing [EN](#)

[State Aids to EU Seaports](#)

Publication type Study

Date 15-12-2011

External author Karel Vanroye, Kees Verweij, Rikkert de Kort and Maja Koster (Buck Consultants International - BCI)
Holger Kramer (Institut für Seeverkehrswirtschaft und Logistik - ISL)
Gilbert Meyer, Delphine Dubreuil and Géry Deffontaines (Catram Consultants)

Policy area EU Law: Legal System and Acts | Transport

Keyword Belgium | BUSINESS AND COMPETITION | competition | control of State aid | economic geography | economic policy | ECONOMICS | Europe | FINANCE | financing and investment | France | GEOGRAPHY | Germany | Greece | Italy | maritime and inland waterway transport | maritime shipping | Netherlands | political geography | ports policy | public financing | Slovenia | Spain | State aid | TRANSPORT | United Kingdom

Summary This study examines the application of the EU State Aid rules for infrastructure investments in the seaport sector and compares recent examples of State Aids for the northern and southern EU seaports against the background of various types of port organisation. The findings of the study can be used for future debates on EU port policy in the TRAN Committee.

Study [DE](#), [EN](#), [FR](#)

Executive summary [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [MT](#), [PL](#), [SK](#), [SL](#)

The Evolving Role of EU Seaports in Global Maritime Logistics - Capacities, Challenges and Strategies

Publication type [Study](#)

Date [15-10-2009](#)

External author [Karel Vanroye and Bart van Mol \(Buck Consultants International\)](#) with the support of [Catram Consultants](#) and [Institute of Shipping Economics and Logistics \(ISL\)](#)

Policy area [Environment](#) | [Transport](#)

Keyword [carriage of goods](#) | [deterioration of the environment](#) | [ENVIRONMENT](#) | [marine pollution](#) | [maritime and inland waterway transport](#) | [maritime safety](#) | [maritime shipping](#) | [navigational code](#) | [organisation of transport](#) | [ports policy](#) | [TRANSPORT](#) | [transport network](#) | [transport policy](#)

Summary The market environment for seaborne trade has changed considerably within the last 15 years. Globalisation, offshoring and the unprecedented growth of containerisation have led to changes in maritime transport and logistics chains. The worldwide economic downturn of 2008-2009 has also had an impact on the ports and maritime sectors. Most ports and shipowners have experienced decreasing freight volumes or throughputs. This study aims to explain the impact of these developments on seaports and to formulate recommendations for the European Parliament.

Study [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [NL](#), [PL](#)

Executive summary [XL](#)