



Европейски парламент Parlamento Europeo Evropský parlament Europa-Parlamentet Europäisches Parlament
Euroopa Parlament Ευρωπαϊκό Κοινοβούλιο European Parliament Parlement européen Parlaimint na hEorpa
Europski parlament Parlamento europeo Eiropas Parlaments Europos Parlamentas Európai Parlament
Parlament Ewropew Europees Parlement Parlament Europejski Parlamento Europeu Parlamentul European
Európsky parlament Evropski parlament Euroopan parlamentti Europaparlamentet

Lijst van de EP Think Tank publicaties

<https://www.europarl.europa.eu/thinktank>

Gebruikte zoekcriteria om de lijst te genereren :

Rangschik sorteer op datum

Zoekterm "gemeenschappelijk havenbeleid"

16 Resulta(a)t(en)

Datum opstelling : 17-04-2024

European maritime single window: Harmonised digital reporting for ships

Publicatietype Briefing

Datum 26-08-2019

Auteur PAPE Marketa

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm administratieve formaliteit | administratieve samenwerking | gemeenschappelijk havenbeleid | harmonisatie van de normen | informatie en informatieverwerking | OPVOEDING, ONDERWIJS EN COMMUNICATIE | POLITIEK | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | technologie en technische voorschriften | TRANSPORT | uitvoerende macht en overheidsadministratie | uitwisseling van informatie | vervoer over zee | vervoer over zee en over binnenwateren

Samenvatting Every time a ship calls at a port, its maritime transport operator has to submit a set of pre-arrival information to a range of entities and agencies. Currently, the reporting process is not harmonised across EU ports. In addition, the information provided by ships is not efficiently shared among the actors concerned. The resulting multiple reporting places an excessive administrative burden on shipping operators, with negative impacts rippling down the logistics chain. Within broader efforts to modernise EU transport, the European Commission is proposing to bring all the reporting linked to a port call together into one digital space – the 'European Maritime Single Window', to harmonise reporting procedures for shipping operators and to ensure data can be shared and reused efficiently. Interinstitutional negotiations concluded on 7 February, the agreed text was adopted by the Parliament in plenary on 18 April and by Council on 13 June 2019. After publication in the Official Journal, the new regulation entered into force on 14 August 2019, while the measures within it will apply from 15 August 2025. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

European Maritime Single Window environment

Publicatietype Briefing

Datum 18-12-2018

Auteur REMAC Milan

Beleidssterrein Vervoer

Zoekterm administratieve formaliteit | administratieve samenwerking | boot | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economische analyse | EUROPESE UNIE | gemeenschappelijk havenbeleid | harmonisatie van de normen | haveninstallatie | impactonderzoek | informatie en informatieverwerking | ongeval bij het vervoer | OPVOEDING, ONDERWIJS EN COMMUNICATIE | POLITIEK | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | Recht van de Europese Unie | richtlijn (EU) | tariefbeleid | technologie en technische voorschriften | TRANSPORT | uitvoerende macht en overheidsadministratie | uitwisseling van informatie | veiligheid op zee | vereenvoudiging van de formaliteiten | vervoer over zee | vervoer over zee en over binnenwateren | Vervoerbeleid | voorstel (EU)

Samenvatting This briefing analyses the impact assessment accompanying the legislative proposal of the Commission to establish the European Maritime Single Window environment (EMSWe). The goal of the EMSWe is to decrease and harmonise throughout the EU, the reporting formalities and obligations of the maritime operators when calling at ports in the EU. The IA provides the overview of the main problems of the existing legislation and the policy options considered by the Commission to deal with them. Despite some minor inconsistencies, the IA provides a solid analysis of the current problems related to reporting obligations of ships when calling at a port.

Briefing [EN](#)

Port reception facilities for the delivery of waste from ships

Publicatietype Briefing

Datum 22-03-2018

Auteur VIKOLAINEN Vera

Beleidssterrein Milieu | Vervoer

Zoekterm Aantasting van het milieu | administratieve formaliteit | beheer van afvalstoffen | bestrijding van de verontreiniging | boot | EG-richtlijn | EUROPESE UNIE | gemeenschappelijk havenbeleid | haveninstallatie | LANDBOUW, BOSBOUW, EN VISSERIJ | MILIEU | milieubeleid | milieubescherming | POLITIEK | Recht van de Europese Unie | TRANSPORT | uitvoerende macht en overheidsadministratie | verontreiniging door schepen | vervoer over zee en over binnenwateren | vervuiling van de zee | visserij | vissersvaartuig

Samenvatting This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission's impact assessment (IA) (consisting of part 1 and part 2), accompanying the above-mentioned proposal, submitted on 16 January 2018 and referred to Parliament's Committee on Transport and Tourism. Ship-generated waste, such as oily waste, sewage and garbage, poses a significant threat to the marine environment (IA part 1, p.3). The current legal framework laying down the rules applicable to ship-generated waste is Directive 2000/59/EC (hereafter referred to as 'the directive'). The directive is based on the provisions of the International Convention for the Prevention of Pollution from Ships (the MARPOL Convention), which was developed by the International Maritime Organization (IMO) and regulates discharges at sea. The directive strengthens the regime established under MARPOL through a port-based approach, focusing on operations in ports, including 1) development of waste reception and handling plans in ports; 2) advance notification of waste by ships before entry into port; 3) mandatory delivery of ship-generated waste; 4) payment of fees by ships for the reception of their ship-generated waste; 5) exemptions for ships engaged in scheduled traffic; 6) inspections to verify compliance with the delivery requirements; and 7) development of an information and monitoring system.

Briefing [EN](#)

Het geïntegreerd maritiem beleid

Publicatietype Infopagina's over de EU

Datum 01-09-2017

Auteur OJAMAA Priit

Beleidssterrein Visserij

Zoekterm Aantasting van het milieu | duurzame mobiliteit | ECONOMIE, VERKEER EN HANDELSVERKEER | gemeenschappelijk handelsbeleid | gemeenschappelijk havenbeleid | handelsbeleid | internationaal recht | internationaal vervoer | kustbescherming | maritiem toezicht | MILIEU | milieubeleid | organisatie van het vervoer | RECHT | TRANSPORT | veiligheid op zee | vervoer over zee | vervoer over zee en over binnenwateren | Vervoerbeleid | vervuiling van de zee

Samenvatting Het geïntegreerd maritiem beleid (GMB) is een holistische benadering van alle maritieme beleidsaangelegenheden van de EU. Vanuit de gedachte dat de Unie, door een gezamenlijk beleid inzake de zeeën en oceanen vast te stellen, tot een hogere opbrengst kan komen met geringere schade voor het milieu, bestrijkt het GMB uiteenlopende terreinen, zoals visserij en aquacultuur, scheepvaart en zeehavens, het mariene milieu, marien onderzoek, offshore-energie, scheepsbouw en aanverwante bedrijfstakken, maritiem toezicht, maritiem en kusttoerisme, werkgelegenheid, ontwikkeling van kustregio's en externe betrekkingen in maritieme zaken.

Infopagina's over de EU [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

Vervoer over zee: strategische aanpak

Publicatietype Infopagina's over de EU

Datum 01-06-2017

Auteur RATCLIFF Christina

Beleidssterrein Vervoer

Zoekterm Aantasting van het milieu | arbeidsduur | arbeidsomstandigheden en -organisatie | arbeidsveiligheid | beroepsopleiding | bestrijding van de verontreiniging | concurrentie | concurrentierecht | EUROPESE UNIE | gemeenschappelijk havenbeleid | gemeenschappelijk vervoersbeleid | MILIEU | milieubeleid | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | organisatie van het vervoer | trans-Europees netwerk | TRANSPORT | varend en vliegend personeel | verontreiniging door schepen | vervoer over zee | vervoer over zee en over binnenwateren | Vervoerbeleid | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting Bij de EU-bepalingen ten aanzien van het zeevervoer gaat het hoofdzakelijk om toepassing in deze sector van het principe van dienstverleningsvrijheid en de juiste omgang met mededingingsregels, waarbij wordt gezorgd voor een hoog niveau van veiligheid, goede arbeidsomstandigheden en milieunormen.

Infopagina's over de EU [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

The liberalisation of EU port services

Publicatietype Briefing

Datum 10-03-2016

Auteur KATSAROVA Ivana | PAPE Marketa

Beleidssterrein Interne markt en douane-unie | Regionale ontwikkeling | Vaststelling van wetgeving door het EP en de Raad | Vervoer | Werkgelegenheid

Zoekterm concessieovereenkomsten voor dienstverlening | ECONOMIE, VERKEER EN HANDELSVERKEER | EUROPESE UNIE | gemeenschappelijk havenbeleid | handelsbeleid | havendienst | haveninstallatie | heffingen op vervoersinfrastructuur | Recht van de Europese Unie | toegang tot de markt | TRANSPORT | uitwerking van EU-wetgeving | vervoer over zee en over binnenwateren | Vervoerbeleid | vrij verrichten van diensten | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting Serving as access points to Europe, the European Union's approximately 1 200 seaports are crucial both for its transport sector and its competitiveness. They also have significant potential for creating jobs and attracting investors.

The European Commission plans to redress the huge disparities in performance levels by modernising the port services offered by the EU's 329 main seaports. The reform is aimed at eliminating unfair competition, guaranteeing a level playing field and improving the commercial efficiency of ports. Two previous attempts to liberalise port services (in 2001 and 2004) provoked controversy, particularly regarding their social/labour market aspects, and were rejected by the European Parliament.

The latest initiative combines a legislative and a 'soft' approach. The previously contentious cargo handling and passenger services will not be opened up to the market through legislation. Instead, the Commission is focusing on establishing a clear framework for market access to port services and common rules on the transparency of public funding for ports and the charges for users. The 'soft' approach comprises an action plan and the launch of sectoral social dialogue.

This briefing updates an earlier edition, of 1 February 2016, PE 573.963.

A more recent edition of this document is available. Find it by searching by the document title at this address: <http://www.europarl.europa.eu/thinktank/en/home.html>

Briefing [EN](#)

Market access to port services

Publicatietype Kort overzicht

Datum 01-03-2016

Auteur PAPE Marketa

Beleidssterrein Industrie | Interne markt en douane-unie | Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm concessieovereenkomsten voor dienstverlening | ECONOMIE, VERKEER EN HANDELSVERKEER | gemeenschappelijk havenbeleid | handelsbeleid | haveninstallatie | heffingen op vervoersinfrastructuur | toegang tot de markt | TRANSPORT | vervoer over zee en over binnenwateren | Vervoerbeleid | vervoersmarkt | vrij verrichten van diensten | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting In a third attempt to liberalise the European Union's port services, in 2013 the European Commission proposed a regulation aimed at eliminating unfair competition and improving the commercial efficiency of the major EU seaports. While establishing a framework for market access to port services, and common rules on both the transparency of public funding for ports and charges for users, the proposal does not affect Member States' social and employment rules.

Kort overzicht [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Multimedia [Market access to port services and financial transparency of ports](#)

The liberalisation of EU port services

Publicatietype Briefing

Datum 01-02-2016

Auteur KATSAROVA Ivana | PAPE Marketa

Beleidssterrein Interne markt en douane-unie | Regionale ontwikkeling | Vaststelling van wetgeving door het EP en de Raad | Vervoer | Werkgelegenheid

Zoekterm ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economisch beleid | EUROPESE UNIE | gemeenschappelijk havenbeleid | handelsbeleid | haveninstallatie | heffingen op vervoersinfrastructuur | marktliberalisatie | organisatie van het vervoer | organisatie van het vervoer | overheidssteun | Recht van de Europese Unie | tariefbeleid | toegang tot de markt | TRANSPORT | uitwerking van EU-wetgeving | vereenvoudiging van de formaliteiten | vervoer over zee en over binnenwateren | Vervoerbeleid

Samenvatting Serving as access points to Europe, the European Union's approximately 1 200 seaports are crucial both for its transport sector and its competitiveness. They also have significant potential for creating jobs and attracting investors. The European Commission plans to redress the huge disparities in performance levels by modernising the port services offered by the EU's 329 main seaports. The reform is aimed at eliminating unfair competition, guaranteeing a level playing field and improving the commercial efficiency of ports. Two previous attempts to liberalise port services (in 2001 and 2004) provoked controversy, particularly regarding their social/labour market aspects, and were rejected by the European Parliament. The latest initiative combines a legislative and a 'soft' approach. The previously contentious cargo handling and passenger services will not be opened up to the market through legislation. Instead, the Commission is focusing on establishing a clear framework for market access to port services and common rules on the transparency of public funding for ports and the charges for users. The 'soft' approach comprises an action plan and the launch of sectoral social dialogue. This briefing updates an earlier edition, of 7 December 2015, PE 572.818. A more recent edition of this document is available. Find it by searching by the document title at this address: <http://www.europarl.europa.eu/thinktank/en/home.html>

Briefing [EN](#)

The liberalisation of EU port services

Publicatietype Briefing

Datum 07-12-2015

Auteur KATSAROVA Ivana | PAPE Marketa

Beleidssterrein Interne markt en douane-unie | Regionale ontwikkeling | Vervoer | Werkgelegenheid

Zoekterm administratieve formaliteit | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economisch beleid | EUROPESE UNIE | gemeenschappelijk havenbeleid | handelsbeleid | haveninstallatie | heffingen op vervoersinfrastructuur | marktliberalisatie | organisatie van het vervoer | organisatie van het vervoer | overheidssteun | POLITIEK | Recht van de Europese Unie | tariefbeleid | toegang tot de markt | TRANSPORT | uitvoerende macht en overheidsadministratie | uitwerking van EU-wetgeving | vereenvoudiging van de formaliteiten | vervoer over zee en over binnenwateren | Vervoerbeleid | vrij verrichten van diensten | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting Serving as access points to Europe, the European Union's approximately 1 200 seaports are crucial both for its transport sector and its competitiveness. They also have significant potential for creating jobs and attracting investors.

The European Commission plans to redress the huge disparities in performance levels by modernising the port services offered by the EU's 329 main seaports. The reform is aimed at eliminating unfair competition, guaranteeing a level playing field and improving the commercial efficiency of ports. Two previous attempts to liberalise port services (in 2001 and 2004) provoked controversy, particularly regarding their social/labour market aspects, and were rejected by the European Parliament.

The latest initiative combines a legislative and a 'soft' approach. The previously contentious cargo handling and passenger services will not be opened up to the market through legislation. Instead, the Commission is focusing on establishing a clear framework for market access to port services and common rules on the transparency of public funding for ports and the charges for users. The 'soft' approach comprises an action plan and the launch of sectoral social dialogue.

A more recent edition of this document is available. Find it by searching by the document title at this address: <http://www.europarl.europa.eu/thinktank/en/home.html>

Briefing [EN](#)

Implementation and effects of the Third Maritime Safety Package: Ex-Post Impact Assessment

Publicatietype	Studie
Datum	28-10-2015
Auteur	TZARNORETCHKA Biliانا
Externe auteur	Annex I of this Report has been prepared by Milieu Ltd., by Gijs Nolet, Lise Oulès, Valentina Mabilia and Nienke van der Burgt from Milieu Ltd at the request of the Ex-post Impact Assessment Unit of the Directorate for Impact Assessment and European Added Value, within the Directorate-General for Parliamentary Research Services (DG EPRS) of the European Parliament. Feedback to the research paper has been provided by Prof. Henrik Ringbom, Prof. Eduard Somers, Jasmine Coppens and Sarah Fiona Gahlen.
Beleidssterrein	Beoordeling van wetgeving en beleid in de praktijk Omzetting en uitvoering van wetgeving Vervoer
Zoekterm	aansprakelijkheid administratief beheer audit beginsel van wederzijdse erkenning boot burgerlijk recht economische geografie EG-richtlijn EG-verordening EU-instellingen en Europese overheid EU-lidstaat Europees Agentschap voor maritieme veiligheid EUROPESE UNIE FINANCIËN gegevensverwerking gemeenschappelijk havenbeleid GEOGRAFIE Informatica en gegevensverwerking INTERNATIONALE BETREKKINGEN internationale conventie Internationale Maritieme Organisatie INTERNATIONALE ORGANISATIES internationale politiek maritiem beleid ONDERNEMING EN CONCURRENTIE ongeval bij het vervoer OPVOEDING, ONDERWIJS EN COMMUNICATIE PRODUCTIE, TECHNOLOGIE EN ONDERZOEK RECHT Recht van de Europese Unie scheepsvlag technologie en technische voorschriften toepassing van het EU-recht TRANSPORT veiligheid op zee veiligheidsnorm Verenigde Naties vervoer over zee en over binnenwateren Vervoerbeleid verzekeringen voertuigdocumenten zeeverzekering
Samenvatting	Maritime safety remains high on the political agenda for the European Union, being the driving force behind the adoption of the three Maritime Safety Packages and including it as one of the main themes of the Parliament's recommendations for the EU's maritime transport policy until 2018. This study provides an analysis of the effectiveness of the measures included in the Third Maritime Safety Package. It illustrates (through simplified intervention logic tables), the extent to which the anticipated effects have materialised and the challenges encountered during the first years of implementation. The report concludes that the majority of the anticipated short- and mid-term effects have materialised, while the assessment of the longer term effects led to a more cautious conclusion. Please click here for the full publication in PDF format
	Studie EN

Liberalisation of EU port services: state of play

Publicatietype	Briefing
Datum	30-10-2014
Auteur	KATSAROVA Ivana
Beleidssterrein	Vervoer
Zoekterm	arbeidsrecht en -betrekkingen concessieovereenkomsten voor dienstverlening consumptie dienst van algemeen belang ECONOMIE, VERKEER EN HANDELSVERKEER EUROPESE UNIE financiering van de EU Financiën van de EU gecombineerd vervoer gemeenschappelijk havenbeleid gemeenschappelijk vervoersbeleid handelsbeleid havendienst haveninstallatie interne markt marktliberalisatie Opbouw van Europa organisatie van het vervoer Recht van de Europese Unie sociale dialoog toegang tot de markt trans-Europees netwerk TRANSPORT uitwerking van EU-wetgeving vervoer over zee en over binnenwateren Vervoerbeleid vervoerspersoneel vrij verrichten van diensten werkgelegenheid WERKGELEGENHEID EN ARBEID
Samenvatting	Serving as access points to the continent, Europe's approximately 1 200 seaports are crucial to both the European transport sector and the competitiveness of the European Union (EU). They also have significant potential for creating jobs and attracting investors. There are huge disparities in performance levels between the various EU ports, however, and this has resulted in traffic diversions, longer journeys by sea and by land, and, consequently, higher CO2 emissions. The European Commission plans to resolve this situation through its latest proposal to liberalise port services in the EU's 319 main seaports.
	Briefing EN , FR

Cost of Non-Europe in the Single Market for transport and tourism: air and maritime transport (Annex II)

Publicatietype Studie

Datum 28-10-2014

Externe auteur This study has been written by Andreu Ulied, Oriol Biosca and Efraín Larrea (MCRIT) with relevant contributions from Julia Rzepecka (VVA) and Stephanie Kirchmayr-Novak (OIR), coordination and review by Giovanni Familiari (T33), at the request of the European Added Value Unit, within the Directorate-General for Parliamentary Research Services of the European Parliament.

Beleidssterrein Europese meerwaarde | Vervoer

Zoekterm EUROPESE UNIE | financieel beheer | gemeenschappelijk havenbeleid | gemeenschappelijk vervoersbeleid | goederenvervoer | intercontinentaal vervoer | internationaal recht | interne markt | kostenanalyse | lucht- en ruimtevervoer | luchtrecht | luchtverkeersleiding | luchtvervoer | MILIEU | milieubeleid | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | organisatie van het vervoer | RECHT | reizigersvervoer | trans-Europees netwerk | TRANSPORT | veiligheid op zee | veiligheid van het luchtverkeer | vermindering van gasemissie | vervoer over binnenwateren | vervoer over zee | vervoer over zee en over binnenwateren | Vervoerbeleid | vervoersmarkt

Samenvatting Cost of Non-Europe Reports identify the possibilities for economic or other gains and/or the realisation of a 'public good' through common action at EU level in specific policy areas and sectors. This Cost of Non-Europe Report seeks to analyse the costs for citizens, businesses and relevant stake-holders of remaining gaps and barriers in the Single Market in transports, as well as to examine the benefits from further action in the tourism sector. This particular study - the second in a series - reviews European air and water transport policy and regulation, and identifies areas, where further legislative action is necessary to complete the Single Market in these sectors. In addition, the paper looks at the impact of the completion of the Single market in relation to intercontinental transport. Based on that, it quantifies the "Cost of non-Europe" by giving an estimate of the net benefits that rebalancing European intercontinental gateways, which would stem from the completion of the Single Market in these air and maritime transport areas, would produce for the whole European economy.

Studie [EN](#)

Port Services: Initial Appraisal of the Commission's Impact Assessment

Publicatietype Briefing

Datum 08-11-2013

Auteur MANIAKI-GRIVA Alexia

Beleidssterrein Effectbeoordeling vooraf | Vervoer

Zoekterm concurrentie | ECONOMIE, VERKEER EN HANDELSVERKEER | EUROPESE UNIE | gemeenschappelijk havenbeleid | handelsbeleid | havendienst | havenverkeer | interne markt | kartelvoorschriften | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | toegang tot de markt | toezicht op overheidssteun | trans-Europees netwerk | TRANSPORT | vervoer over zee en over binnenwateren | zeevaart

Samenvatting This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission's Impact Assessment accompanying its proposal for a Regulation of the European Parliament and of the Council establishing a framework on the market access to port services and the financial transparency of ports (COM (2013) 296), submitted on 23 May 2013. It analyses whether the principal criteria laid down in the Commission's own Impact Assessment Guidelines, as well as additional factors identified by the Parliament in its Impact Assessment Handbook, appear to be met by the IA. It does not attempt to deal with the substance of the proposal.

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

Liberalisation of EU port services: issues and consequences for dock workers

Publicatietype Briefing

Datum 20-03-2013

Auteur KATSAROVA Ivana

Beleidssterrein Vervoer

Zoekterm arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | concurrentie | concurrentiebeleid | ECONOMIE, VERKEER EN HANDELSVERKEER | gemeenschappelijk havenbeleid | goederenvervoer | handelsbeleid | haveninstallatie | marktliberalisatie | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | toegang tot de markt | TRANSPORT | vervoer over zee en over binnenwateren | vrij verrichten van diensten | werkgelegenheid | WERKGELEGENHEID EN ARBEID | zeevaart

Samenvatting EU ports play an important role in facilitating the EU's external trade and internal market exchanges and are a direct and indirect source of more than half a million jobs. The Commission has been trying for many years to develop a specific EU policy framework for ports.

Briefing [EN](#)

European Ports Policy and Current International Maritime Developments

Publicatietype Studie
Datum 15-05-2008
Externe auteur Karel Vanroye, Bart van Mol (Buck Consultants International), Holger Kramer (ISL) and Gilbert Meyer (Catram Consultants)
Beleidsterrein Internationale handel | Vervoer
Zoekterm buitenlandse handel | ECONOMIE, VERKEER EN HANDELSVERKEER | gemeenschappelijk havenbeleid | handelsbeleid | haveninstallatie | havenverkeer | internationale handel | navigatievoorschriften | Oost-Westhandel | Panamakanaal | TRANSPORT | vervoer over zee en over binnenwateren | Vervoerbeleid | vrachtschip | zeevaart
Samenvatting The widening of the Panama Canal, on which works commenced in September 2007, as well as the steady growth of India and China have a significant impact on certain European ports in view of competitiveness, organisation and capacity. The impact will be analysed in this note.
Studie [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

The evolving role of EU seaports in global maritime logistics – capacities, challenges and strategies

Publicatietype Studie
Datum 15-05-2008
Externe auteurs Karel Vanroye and Bart Van Mol (Buck Consultants International)
Beleidsterrein Industrie | Internationale handel | Vervoer
Zoekterm administratief beheer | bedrijfsorganisatie | delokalisatie | ECONOMIE | economische groei | economische situatie | gecombineerd vervoer | gemeenschappelijk havenbeleid | goederenvervoer | haveninstallatie | koopvaardijvloot | maritiem beleid | materiaalbeheer | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | TRANSPORT | vervoer over zee en over binnenwateren | zeevaart
Samenvatting The market environment for seaborne trade has changed considerably within the last 15 years. Globalisation, off-shoring and the unprecedented growth of containerisation have led to changes in maritime transport and logistics chains. This study aims at explaining the impact of these developments on seaports and at formulating recommendations for the European Parliament.
Studie [DE](#), [EN](#), [FR](#), [IT](#)