Basic information

2023/2059(INI) INI - Own-initiative procedure	Procedure completed
Building a comprehensive European port strategy **Subject** 3.20.09 Ports policy	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	BERENDSEN Tom (EPP)	10/05/2023
	Shadow rapporteur VAN BREMPT Kathleen (S&D) RASMUSSEN Bergur Løkke (Renew) PAULUS Jutta (Greens/EFA) VAN OVERTVELDT Johan (ECR) PIMENTA LOPES João (The Left)	

Committee for opinion	Rapporteur for opinion	Appointed
INTA International Trade	WINKLER Iuliu (EPP)	24/05/2023

European Commission

Commission DG	Commissioner
Mobility and Transport	VĂLEAN Adina

Key events

Date	Event	Reference	Summary
11/05/2023	Committee referral announced in Parliament		
07/12/2023	Vote in committee		
15/12/2023	Committee report tabled for plenary	A9-0443/2023	

16/01/2024	Debate in Parliament		
17/01/2024	Decision by Parliament	T9-0025/2024	Summary
17/01/2024	Results of vote in Parliament		

Technical information	
Procedure reference	2023/2059(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 55
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/9/11992

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE750.225	18/09/2023	
Amendments tabled in committee		PE754.736	14/10/2023	
Committee opinion	INTA	PE750.079	29/11/2023	
Committee report tabled for plenary, single reading		A9-0443/2023	15/12/2023	
Text adopted by Parliament, single reading		T9-0025/2024	17/01/2024	Summary

European Commission

Document type	Reference	Date	Summary
Commission response to text adopted in plenary	SP(2024)371	29/07/2024	

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency

Name	Role	Committee	Date	Interest representatives
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	06/11/2023	Port of Antwerp-Bruges International
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	18/10/2023	Brunswick Group Limited srl
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	03/10/2023	Port of Antwerp-Bruges International

VAN BREMPT Kathleen	Shadow rapporteur	TRAN	03/10/2023	European Sea Ports Organisation
RASMUSSEN Bergur Løkke	Shadow rapporteur	TRAN	02/10/2023	Confederation of Danish Industry
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	02/10/2023	European Transport Workers' Federation
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	02/10/2023	Transport and Environment (European Federation for Transport and Environment)
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	29/09/2023	Vrije Universiteit Brussel
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	26/09/2023	SEA Europe
RASMUSSEN Bergur Løkke	Shadow rapporteur	TRAN	25/09/2023	European Sea Ports Organisation
MARQUES Margarida	Shadow rapporteur for opinion	INTA	18/09/2023	ESPO - European Sea Ports Organisation
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	07/09/2023	Port of Antwerp-Bruges International
BERENDSEN Tom	Rapporteur	TRAN	31/08/2023	Groningen Seaports NV Havenbedrijf Rotterdam NV North Sea Port Port of Amsterdam NV Port of Moerdijk
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	18/07/2023	Brunswick Group Limited srl
WINKLER Iuliu	Rapporteur for opinion	INTA	17/07/2023	Federation of European Private Port Companies and Terminals
BERENDSEN Tom	Rapporteur	TRAN	06/07/2023	Bentley Systems, Incorporated
BERENDSEN Tom	Rapporteur	TRAN	06/07/2023	Koninklijke Vereniging van Nederlandse Reders
BERENDSEN Tom	Rapporteur	TRAN	06/07/2023	European Sea Ports Organisation
BERENDSEN Tom	Rapporteur	TRAN	30/06/2023	Bundesverband der Deutschen Industrie e.V.
BERENDSEN Tom	Rapporteur	TRAN	29/06/2023	UK Mission to the European Union
BERENDSEN Tom	Rapporteur	TRAN	27/06/2023	ORAM
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	16/06/2023	PSA Antwerp
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	14/06/2023	European Dredging Association
BERENDSEN Tom	Rapporteur	TRAN	02/06/2023	European Sea Ports Organisation
BERENDSEN Tom	Rapporteur	TRAN	02/06/2023	Hamburg Port Authority
BERENDSEN Tom	Rapporteur	TRAN	24/05/2023	FEPORT
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	23/05/2023	European Sea Ports Organisation
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	04/05/2023	North Sea Port
VAN BREMPT Kathleen	Shadow rapporteur	TRAN	03/05/2023	FEPORT

Other Members

Transparency		

Name	Date	Interest representatives
VARIATI Achille	07/12/2023	Assarmatori

Building a comprehensive European port strategy

2023/2059(INI) - 17/01/2024 - Text adopted by Parliament, single reading

The European Parliament adopted, by 585 votes to 21, with 26 abstentions, a resolution on building a comprehensive European port strategy.

Ports play a crucial role in the EU economy, creating wealth and jobs, facilitating foreign trade, connecting to the hinterland, ensuring growth in the blue economy and industrial production, the energy transition and security of energy supplies, as well as the EU's strategic autonomy.

Foreign influence

Parliament called on the Commission to present an **EU strategic policy framework** to reduce and limit the influence and financial and operational control exerted over the EU's ports and in their processes and hinterland operations by non-EU countries and monitor the involvement of third countries in the ports of neighbouring countries within the scope of the European Neighbourhood Policy and the Enlargement Policy.

The resolution stressed that limiting foreign investments, in particular by state-owned-controlled-or-influenced enterprises, in an individual port in one Member State can negatively affect the competitive position of that port relative to neighbouring ports that do not have these limitations, which underlines the need for a joint European strategy for ports.

Members underlined that, in particular, the **aggregated presence of enterprises under the control and/or influence of the Chinese state** in the core network ports and nodes of the Trans-European Transport Network (TEN-T) has important implications for the resilience and security of individual nodes and the network as a whole.

The Commission is called on to:

- propose a framework for the continuous monitoring and reporting, jointly with the Member States, on the influence of non-EU countries in EU ports, in particular TEN-T ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

- strengthen the role of the protective measures for ports via an ambitious revision of the Foreign Direct Investments Regulation (FDI Regulation), including by making a foreign direct investment screening system mandatory in all Member States;

- urgently carry out a risk assessment of China's involvement in maritime infrastructures that includes its impact on labour and the environment.

Security

Parliament called on the Commission and the Member States to specifically address the need to prevent and **reduce the risks of espionage and sabotage** in ports with a dual use or military function, such as ports that are used by NATO, including via foreign vessels. It expressed concern about the increasing dependence on non-EU producers for (border) security equipment in ports, as well as ship-to-shore cranes that are able to collect data on the origin and destination of containers.

The Commission is called on to:

- pay particular attention to the threat that foreign investments may pose to **intellectual property**, in particular through forced technology transfers;

- do further research and to collect data on the coverage and risks of non-EU companies' involvement in **cyber and data security** in critical infrastructure and to support the development of comprehensive contingency plans for ports.

Members deplored the fact that EU ports are misused by criminal organisations as key entry points for illicit drugs. European ports are particularly exposed to the trafficking of other illicit products such as weapons or counterfeit items, as well as to customs and VAT fraud. It is necessary to step up the fight against these activities.

Role of ports in the energy transition

Parliament stressed the vital role ports play in the energy transition. It called on the Commission and the Member States to address the **increasing need for investments in ports and terminals and their infrastructure** so that they can assume their role in the energy transition. It called on the Commission to analyse and address the need for fast track permitting of port expansions in the context of the energy transition.

The Commission is also asked to:

- include ports in its **Circular Economy** strategy and assist the Member States and local port authorities by providing guidance on implementing projects related to circularity;

- deliver on its **modal shift** ambition as put forward in the Green Deal and tackle the remaining challenges for inland waterways and, especially, rail freight to boost their uptake in ports and their connectivity to the hinterland;

- provide **future-proof training, education and life-long learning opportunities**, and to promote social dialogue, to put port workers in the centre of the digital and green transition.

Competitiveness of EU ports and companies

Parliament stressed that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks as well as for Europe's supply chain sovereignty. It considered that European legislation should not undermine the competitiveness of EU ports and create carbon and business leakage to ports outside the EU.

Members underlined the **risks of delocalisation** of container transhipment activities to non-EU ports with the aim of evading the requirements of the EU emission trading system (ETS) Directive and the FuelEU Maritime Regulation. The called for the strict application of the transhipment monitoring provisions of these two pieces of legislation to detect and prohibit such behaviour.

Stressing that a consistent European port strategy is essential to ensure fair competition, the resolution encouraged increased cooperation between European ports and the elimination of harmful practices such as under-pricing. Members believe that a **reformed and strengthened customs union** with a common customs code will preserve the integrity of the single market, helping to maintain EU competitiveness in the twin green and digital transitions and avoid unfair competition between European ports.

In conclusion, Parliament called for a **European Port Summit** to further develop the aforementioned issues and to explore the possibilities for enhanced cooperation between European ports to this end. It called on the Commission to present a **comprehensive European Port Strategy** addressing the aforementioned issues by the end of 2024.