



2nd Ports and Logistics Forum

Opportunities and challenges for the Italian ports and logistics in the framework of the EU transport policies in the context of the post-2020 discussion

**Herald Ruijters, European Commission, DG MOVE
Livorno – 5 April 2017**



Valletta Declaration – 29 March 2017

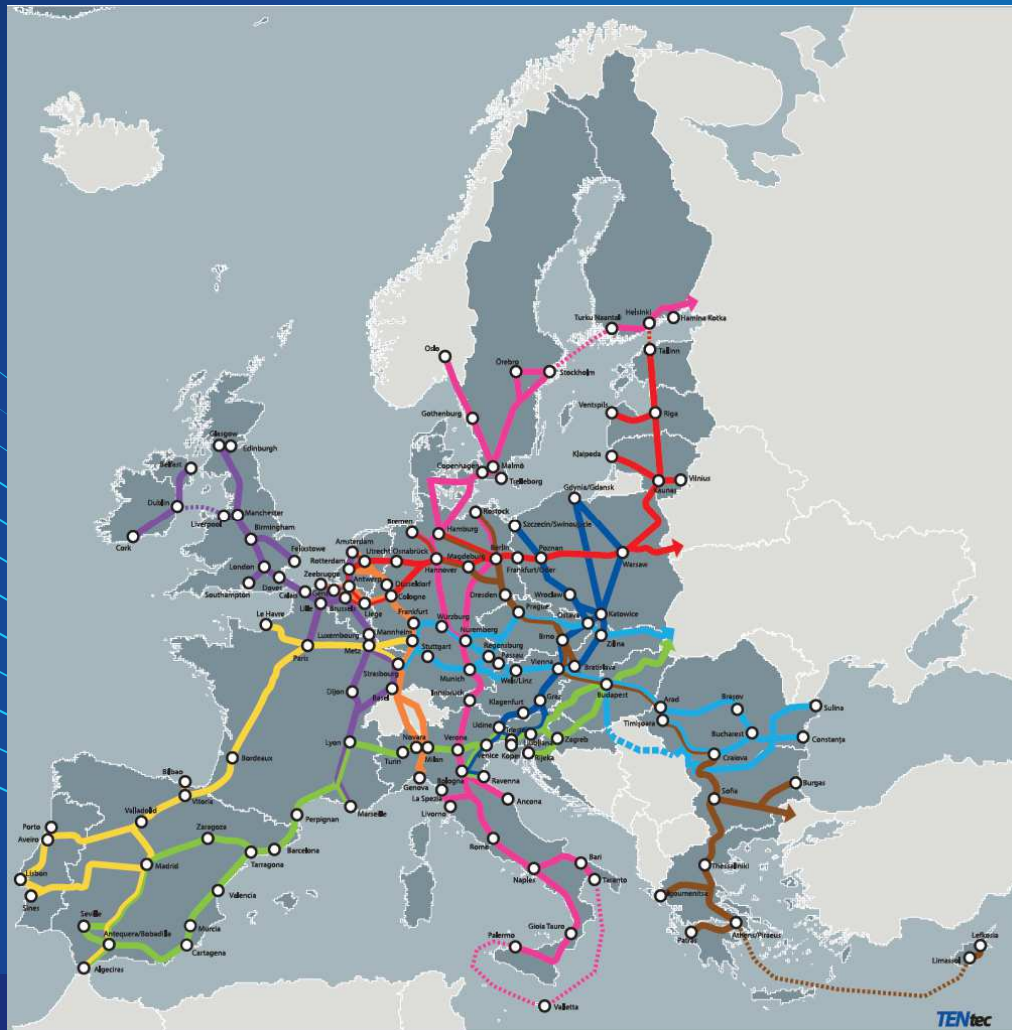
1. UNDERLINE that, in order to develop a world leading maritime transport industry in Europe, it is essential to provide stable, predictable and competitive framework conditions based on high international standards for safety, security, environment and social conditions;
2. RECALL that well-connected and modern ports and efficient short sea shipping play a key role to preserve and attract new industries and logistic activities, to link up the different regions within the internal market of the Union and support the greening of transport;
3. CALL for enhanced connectivity, in terms of reliable, frequent and sustainable maritime links, in order to bridge existing gaps, prevent isolation and offer equal growth opportunities for islands and outermost regions and peripheral and insular regions;



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4. INSIST on the need to boost the creation of a network of multimodal transport corridors connecting industrial, peripheral, insular and island areas and featuring modern trans-shipment facilities, efficient and sustainable port infrastructure, automation trends and advanced technologies embedded in the appropriate regulatory and administrative framework and CALL for continued work in this regard within the framework of the guidelines of the trans-European transport network (TEN-T) and the Connecting Europe Facility making optimal use of the relevant financial instruments and grants.

Trans-European Network for Transport



- TEN-T and CEF policy framework are well-established and delivering
- Effective tools for leading change in transport: Corridors – project pipeline – issue papers – role of the European Coordinators
- CEF at full speed:
 - 2014-2015: €20 billion CEF grants already allocated to 452 projects, mobilizing €37.7 billion of total investment.
 - 2016 call: € 1.9bn available, 4x oversubscribed.
- Digitalisation – decarbonisation
- Link with other policy areas: defence, urban, agriculture, innovation ,etc.

Future investment needs in EU Transport

	Short-term 2014-2020 (7y)	Medium-term 2014-2030 (17y)
Core Network Corridors	€ 250bn	€ 740bn ³
Other Transport investment needs	€ 800bn	€ 1,800bn
TOTAL needs	€ 1,050bn ¹	€ 2,440bn ⁴
Gap vs current trend ²	€ 300bn	€ 700bn

¹ Based on extrapolation of OECD/Eurostat data (total transport infrastructure investment in the EU-28 amounted to EUR 730 billion for 2000-2006 and EUR 820 billion for 2007-2013)

² Current trend of around €100bn spending per year versus estimated need

³ TEN-T Corridors studies

⁴ Need estimated based on 1% of GDP spent on transport infrastructure



Overcoming the Investment Gap

How to make the best use of funding/financing instruments?





The Investment Plan for Europe : TEN-T contribution



1. MOBILISING FINANCE FOR INVESTMENT

- Mobilise at least €315bn over 3 years via the European Fund for Strategic Investments (EFSI)
- *Blending call – opportunity to bridge TEN-T / EFSI project pipelines*



2. MAKING FINANCE REACH THE REAL ECONOMY

- European Investment Advisory Hub
- European Investment Project Portal
- *A more pro-active Hub ;*
- *Enhanced dialogue between EIB and European coordinators to stimulate the project pipeline*



3. IMPROVED INVESTMENT ENVIRONMENT

- Single Market
- Removing regulatory barriers
- Structural reforms at national level
- *New CBS report on progress and remaining challenges*
- *Impact assessment and legislative proposal on streamlining procedures (permitting, public procurement, one stop shop)*
- *EU Single Investment Teams and improved coordination*

"Blending" call rationale

- **Support through financial instruments (e.g. debt financing) may not always be sufficient for the projects needed to complete the trans-European transport network.**
- **A targeted grant in these cases would enable the financial case to be established**
- **Blending, in the context of this Call, is the use of CEF grants in projects utilising private finance, or with finance from NPBs/EIB.**
- **The European Fund for Strategic Investments (EFSI) should be used whenever possible in order to maximise the leverage of private sector involvement.**

The rational of blending

Proven

Approach has been successfully applied in a number of projects both in cohesion and non-cohesion Member States: e.g. Calais port expansion, PPP in Bratislava, Riga clean urban transport, Investment platform for rail access to ports in Spain, LNG public bus fleet in Mallorca

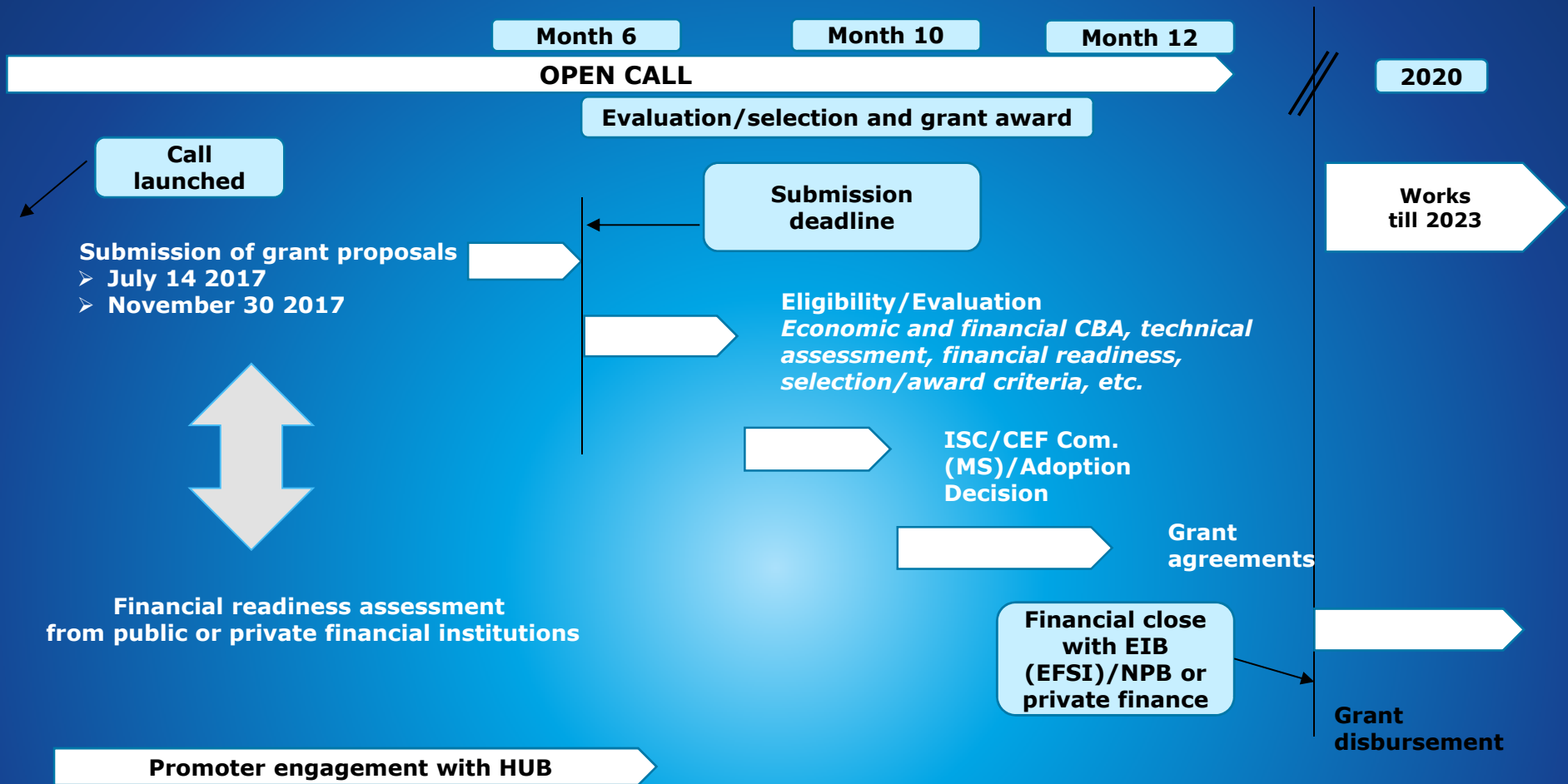
Impactful

Specifically in the context of the Cohesion Member States, the grant component helps in speeding up the preparation, quality and implementation of projects

CEF Blending Call 2017

- Blending, in the context of the CEF Call, is the combination of CEF grants with finance from the EIB, notably the EFSI, or with finance from National Promotional Banks or private investors
- As for a "conventional call", but :
 - Letter of support by public or private financial institutions to be included in the submission
 - Financial readiness evaluated to assess project "maturity"
 - Disbursement of grants conditional to financial closure

Blending call : process



Key milestones for transport investment in the next multi-annual financial framework

- Quantification of investment needs : input from Member States by end May 2017
- VP Katainen Project Team on the Investment Plan for Europe by June 2017:
 - Investment needs - Core network Corridors, horizontal priorities, other policy areas
 - Quantification of impacts on growth, job creation and decarbonisation
 - Story Telling on Corridor, TEN-T projects and flagship projects
- Commission reflection paper on the future of EU finances referred to in President Juncker White Paper (College seminar 21/6, adoption 28/6)
- Connecting Europe Conference in Tallinn on 21-22 September 2017 (back to back with the Informal Council on 20-21 September)
- Conference in Strasbourg on 15 November 2017 (back to back with the EP plenary session)
- TEN-T days, Ljubljana (April 2018)
- COM proposal on next MFF (1st quarter 2018, tbc)



THANK YOU FOR YOUR ATTENTION

MORE INFORMATION AVAILABLE AT

<http://ec.europa.eu/transport>

<http://ec.europa.eu/invest-eu>

<http://www.eib.org/invest-eu>

<https://ec.europa.eu/inea>

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