

CROSSROADS OF TRANSPORT NETWORKS



Seaports do not merely handle ships. A modern port interconnects and offers a choice between various transport modes. Goods are transferred from sea to rail, road and inland navigation and vice versa.

Ports combine networks of rail tracks, roads, canals and rivers which connect the sea with the European hinterland. An infinite flow of products pass through them in many different forms: in containers, on pallets, in bags, in coils, on trailers, in secured tanks, in bulk, ...

Ports are characterised by a constant movement of ships, trains, trucks and barges which bring these products from the place where they are produced to their final consumer.

Intermodal door-to-door transport, the environmental-friendly alternative to congested roads, would be impossible without seaports.

SAFE H(E)AVENS

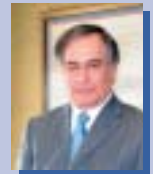
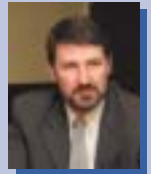
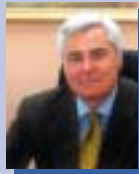
When calling at a European port, a ship is sure to find all services to accommodate it, its crew and its cargo. All port services are performed in an efficient, safe and secure way and respond to the needs of the customer.

Ports also play an important role in maritime safety and prevention of pollution through sophisticated maritime traffic monitoring systems, technical-nautical assistance to ships and facilities to collect ships' waste to avoid discharges at sea.

Ports invest heavily in security measures to prevent terrorism, illegal immigration, and other criminal activity. It is their responsibility to protect passengers, staff, cargo, ships and port installations and to offer a safe and secure working climate for all activities on their territory.

Ports furthermore endeavour to reduce the environmental effects of their operations and pursue an active environmental management policy in order to co-exist in harmony with the community in which they operate.

BRINGING IT ALL TOGETHER: THE PORT MANAGER



The port manager is the strategic coordinator who is responsible for the overall well-being and promotion of the port. He or she is the focal point for port customers, commercial operators, public stakeholders and governmental bodies. Port managers make sure ports are safe, secure, clean and efficient.

Port managers may have different institutional backgrounds, ranging from traditional “port authorities” to commercial market players. In the context of globalisation of trade and shipping, a trend is noticeable throughout Europe towards more autonomy of port management, independent from local, regional or national government.

The European Sea Ports Organisation (ESPO) unites port managers from over 800 different ports in 23 European countries and is the principal interface between European seaports and the institutions of the European Union.

PORTS AND EUROPE

- There are over 1000 seaports in Europe handling in total 3,5 billion tonnes of cargo per year.
- About 700 of these ports each handle less than 1 million tonnes and there are only 10 ports in Europe which handle more than 50 million tonnes.
- 350 million passengers pass through European seaports annually, which equals almost 70 % of the European population.
- On average, port costs constitute only between 5 and 10 % of the total door-to-door cost of goods exported overseas from Europe.
- If you put the number of containers which can annually be handled at a major port container terminal on a row, you cover almost half of the earth's circumference.
- An average European port accommodates about 250 different marine animal species, 70 types of birds and 60 types of plants.
- Maritime transport is 13 times less polluting than road transport in terms of carbon and particulate emissions and 19 times less in terms of hydrocarbons.
- Carrying goods by sea within the EU on a short sea vessel rather than by road alleviates Europe's congested roads of 250 trucks.
- Approximately 350.000 people in Europe work in ports and directly related services (excluding industry) – the total European maritime cluster provides employment to about 2,5 million people.
- Ports and directly related services (excluding industry) generate a value added of about 20 billion Euro – the value added produced by the total European maritime cluster is estimated at 111 billion Euro.
- Over 90 % of Europe's trade with the rest of the world is shipped through its seaports as well as 43 % of intra-European trade.

Colophon:

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ESPO – European Sea Ports Organisation vzw/asbl
Treurenberg 6 B - 1000 Brussel/Bruxelles
Tel: 32.2.736.34.63 - Fax: 32.2.736.63.25
E-mail: mail@espo.be - Website: www.espo.be

PORTS CREATING OPPORTUNITIES



BY CONNECTING PEOPLE, PRODUCTS AND BUSINESS
BY CONNECTING EUROPE



European Sea Ports Organisation vzw / asbl

WHAT IS A PORT ?



*If one does not know to which port one is sailing,
no wind is favourable.*

Lucius Annaeus Seneca (5BC – 65 AD)
Roman playwright and philosopher



A port is a home for ships and their crew.

Emanuele Grimaldi
Italian shipowner



*When I was six years old, my father regularly took me to the port.
That's how I became fascinated about it and later
I absolutely wanted to work there.*

Leo Van Looy
Chief crane driver, Antwerp Port Authority, Belgium



EU legislation defines a seaport as an area of land and water made up of such works and equipment as to permit, principally, the reception of ships, their loading and unloading, the storage of goods, the receipt and delivery of these goods, and the embarkation and disembarkation of passengers. But for me a seaport is mainly openness towards the world; opportunities; dreams; fascination; the door to link human activities all over the globe and the main aperture to the beautiful world of the sea.

Loyola de Palacio
European Commissioner for Transport



*A port is a charming place of rest
for a soul weary of the struggles of life.*

Charles Baudelaire (1821-1867)
French Poet



*Our city with its port was founded by the vikings -
and is still the platform from where the world is conquered.*

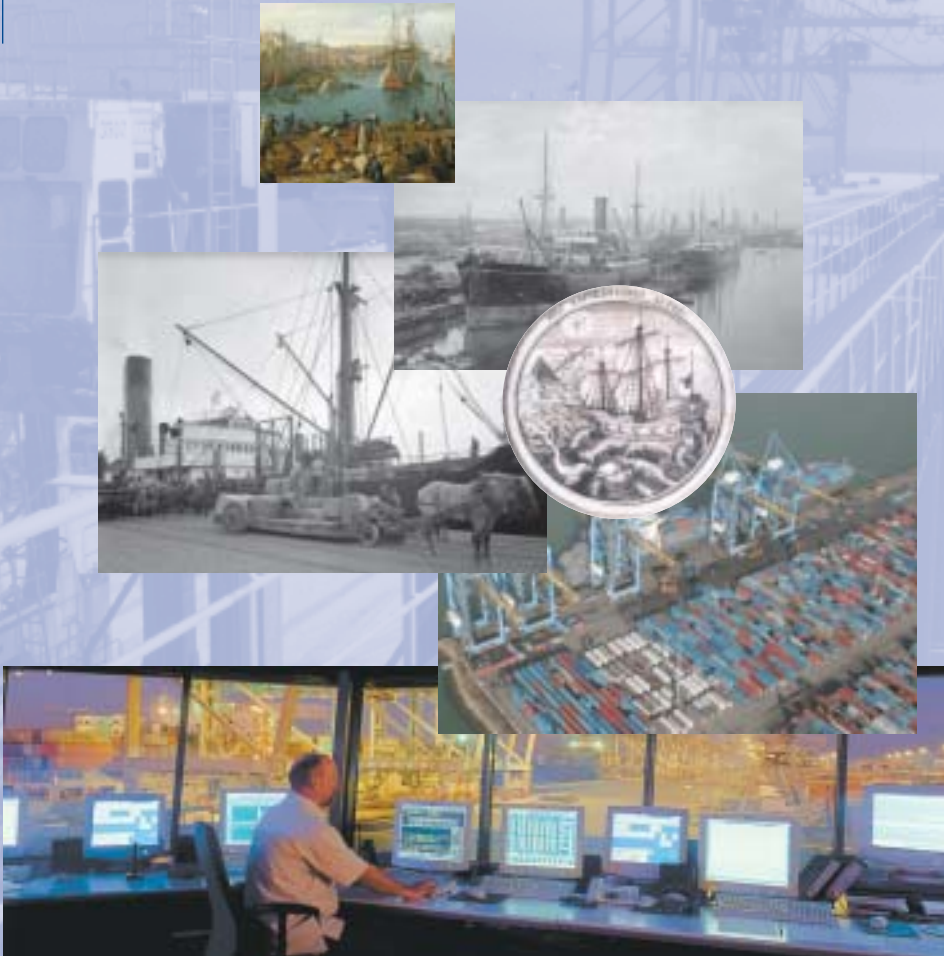
Louise Gade
Mayor of Aarhus, a port city in Denmark



*The view of the port and the city from the sea is truly magnificent.
One can still see the same town walls, church spires and red tiled rooftops that
were seen by wanderers and merchants centuries ago.*

Mr. and Mrs. G. Sidney Waits Jr.
Cruise passengers

THE IMAGE OF A PORT



The perception of a port has changed throughout history.

In the dark ages, the port was mainly seen as a safe haven, a place where a ship could find shelter from the many dangers at sea. With the increase of trade, the role of port cities as generators of wealth and prosperity grew dramatically. From the late 19th and early 20th century, the romantic view remains - the port as a window on the world - as well as an image of labour-intensive quayside activity. The post-war perception is characterised by industrial installations and containers.

A modern port still provides safe shelter, generates added value, accommodates a wide array of industrial activity - and remains a gateway to the world. But above all, the 21st century port has become a centre of expertise with highly skilled staff operating state of the art technology.

MOTORS OF EUROPEAN DEVELOPMENT



Since ancient times, ports have contributed to the prosperity and cohesion of Europe.

The oldest European civilisations had their main ports surrounding the Mediterranean Sea. Powerful maritime republics emerged, forever associated with endeavour and exploration. Internationally renowned names such as Marco Polo, Vasco da Gama and Christopher Columbus introduced global trade to Europe. World commerce flourished through the ports of the Atlantic and the North Sea where innovative financial and insurance techniques first saw the light of day. The legendary Hanseatic league of merchants was the driving force behind a wide range of port cities around the North Sea and Baltic Sea.

Today, seaports are indispensable components of the European single market and the Trans-European Transport Network. Europe's external trade relies almost exclusively on its seaports. Moreover, for many islands and peripheral regions, ports form the only connection to mainland Europe and the rest of the world. The centuries-old symbiosis between ports and cities is nowadays translated in innovative development partnerships.

STRENGTH IN DIVERSITY



It is often said that no two ports are alike. European ports can indeed be very different, even if they are located in the same country. This diversity is reflected in geographical characteristics, size or the type of traffic handled. Europe has estuary ports, city ports and island ports, mega-size ports and small local ports, container ports, industrial ports, cruise and ferry ports, as well as fishing ports.

But the diversity goes further than these visible characteristics. Ports are organised and managed in very different ways, often linked to long-standing traditions.

The diversity of the port sector is a strength. It allows each individual port to respond to specific market needs, whilst taking into account the social, environmental and cultural framework in which it operates.

