



Strategic ports, sustainable industry: Charting Europe's maritime course

Ports at the Heart of Europe: Private Sector Insights on the EU Port Strategy

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FEPORT Members

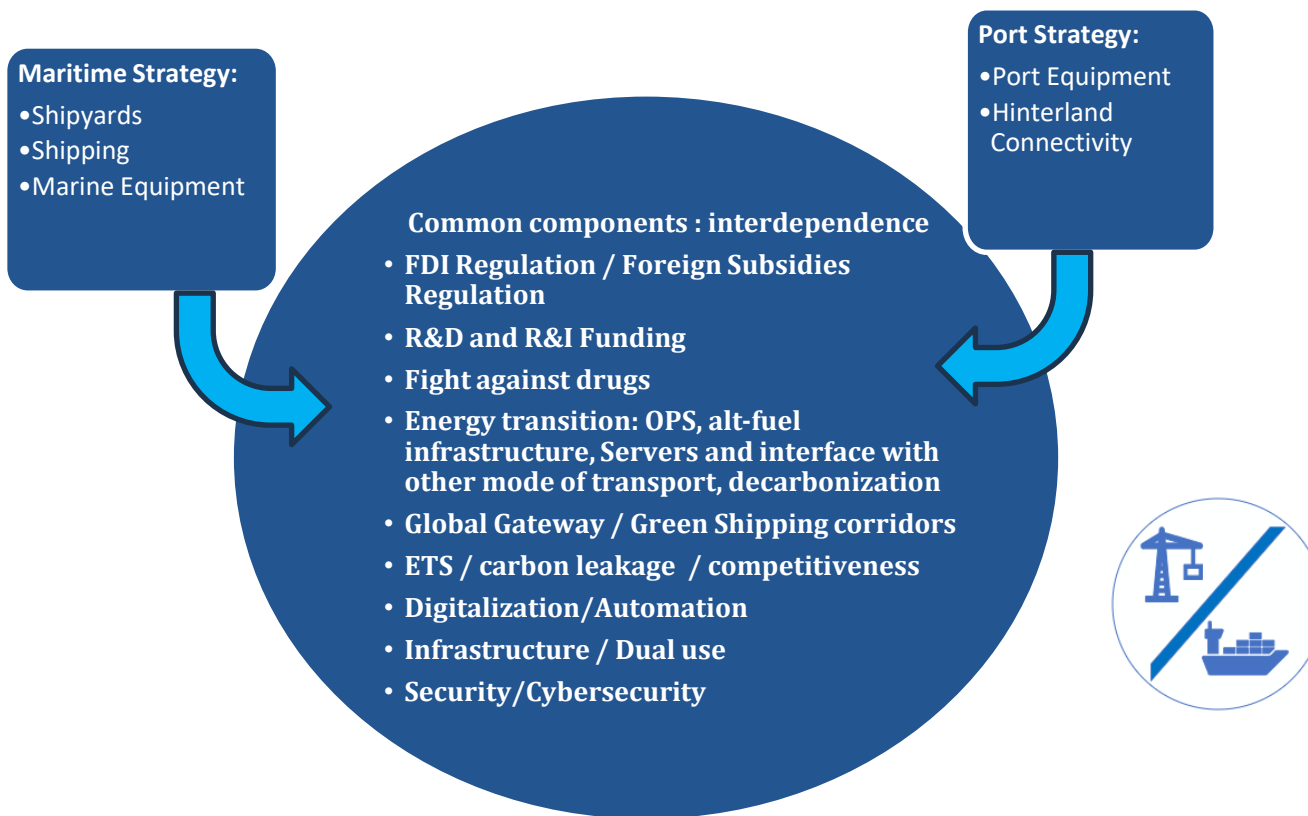


FEPORT members perform activities and are present in



FIGURES	
Investment over the last ten years	EUR 70 billion*
Number of employees***	400,000*
Number of companies	2,290*
Throughput in tonnes – 2022	3.5 billion tonnes **
Throughput in TEUs - 2022	96 million TEUs **
EU Imports	€1 126 billion**
EU Exports	€1 300 billion**

The links between the two strategies



FEPORT 1st contribution in April 2025 to the reflection on the EU Ports Strategy

The EU Port Strategy should aim at:



Competitiveness & resilience of EU Ports

- Enhance Access to Financing
- Leverage Free Trade Agreements
- Strengthen Connectivity and Resilience
- Reduce legislative burdens and reporting obligations



Physical and Cyber Security in Ports

- Promotion of policies that support the fight against drug trafficking
- Financial support for the implementation of such policies
- Creation of an EU early warning system for cyberattacks
- Support in implementation of NIS 2 for SMEs



Ports as Key Enablers of Military Movements

- Public funding for investments in dual-use superstructure
- Closer cooperation between authorities and private stakeholders to avoid distortions in commercial operations and optimise the movement of military goods
- Better communication of requirements and capabilities needed by the military
 - Support funding via Readiness 2030, SESI, and Security Action for Europe



Support a competitive green transition in ports

- Provide tax incentives to terminal operators to decarbonise
- Recognise cargo handling as taxonomy aligned
- Clarification of roles and responsibilities each port stakeholder has

FEPORT 2nd contribution on the EU Ports Strategy in the framework of the Call for Evidence closed on July 28th

The EU Port Strategy should aim at:



Competitiveness & resilience of EU Ports + **State Aid Framework**

- Enhance Access to Financing
- Leverage Free Trade Agreements
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Why a State Aid Framework for Ports?

An EU State aid framework for ports that lists all possible funding mechanisms, compensation measures and State Aid schemes that can be used by Member States to boost the competitiveness of the EU “glocal” port sector as it faces big challenges and fierce competition from non-EU countries.

Investment needs justifying the need for a dedicated state aid meeting:

- **Green and energy-efficient cargo handling equipment** (STS cranes, RTGs, straddle carriers, reach stackers, tractors, forklifts, AGVs, bulk cargo equipment, RoRo ramps, heavy lift gear, pumping systems, retrofitting existing machinery).
- **Security equipment** (CCTV, access control, biometric scanners, fencing, X-ray scanners, explosive trace detectors, radar, AIS).
- **Training and upskilling of personnel** (equipment operation, safety, IT systems).
- **Energy efficiency measures to reduce operational energy costs.**
- **Digital transition tools** (Terminal Operating Systems, automation, Port Community Systems, AI platforms, IoT sensors, cybersecurity).
- **Dual-use adaptation of superstructures/infrastructures** (e.g. storage areas for civilian and military use).
- **Construction of immobile superstructures** (warehouses, storage facilities).
- **Support for labour attractiveness** (transport to terminal, employee benefits).
- **Rail access infrastructure**

Second FEPORT contribution to the reflection on the EU Port Strategy

What are the advantages of a clear EU State aid framework for ports?

It would:

- Provide predictable, transparent rules that reduce legal and financial risk.
- Promote a level playing field, ensuring investments are not undermined by unfair government subsidies.
- Encourages investment in sustainable, innovative projects that align with EU goals.
- Supports the development of modern infrastructure, improving port efficiency and boosting long-term returns.
- In short, the framework increases investor confidence by ensuring a stable, fair, and sustainable environment for port investments.

Second FEPOR contribution to the reflection on the EU Port Strategy

What are the advantages of a clear EU State aid framework for ports?

Military mobility and dual use of ports

- An EU State aid framework for ports is a vital tool for private investors in the era of military mobility because it:
- Clarify the conditions on investments in dual-use infrastructure that benefits both military and civilian logistics, ensuring robust investment opportunities.
- Encourages sustainable and strategic upgrades to ports, enhancing their capacity to handle both military and civilian traffic.
- Reduces investment risk by ensuring that public funding aligns with EU defense and security objectives.
- Provides a stable and predictable investment environment, especially in times of geopolitical uncertainty.
- Provides a solution to the competition distortion which will be caused by dual-use investments only in a handful of ports
- Can close the funding gap of dual-use projects, composed of the net between what is commercially viable (rate of return on investment) and the military requirements.
- For private investors, this framework creates clear pathways to participate in the development of military-critical infrastructure, fostering long-term growth and stability.

European Port Alliance – Public-private partnership against drug smuggling and criminal infiltration

Since January 2024, FEPOR joined the European Port Alliance against Drugs and is participating to all meetings on this topic given its importance.

FEPOR underlines the need to opt for a supply chain approach as ports should not be stigmatized more than other segments of the maritime logistic chain.

Commissioner Magnus Brunner Internal Affairs and Migration is in charge of the Internal Security Strategy

European Port Alliance (EPA): *“The EPA will play a key role in the new EU action plan by enhancing security monitoring across ports to combat organized crime.”*

Emphasis on Smaller Ports: *“Smaller ports, where many drug seizures occur, will be targeted with enhanced security measures to prevent illegal drug flows.”*

International Cooperation: *“Stronger coordination among EU and global law enforcement agencies will be vital to effectively address drug trafficking.”*

Comprehensive EU Response: *“The fight against organized crime requires a coordinated EU response, with the EPA ensuring that ports act as barriers against criminal activity.”*

European Port Alliance, high level meeting in Gdansk and Copenhagen

FEPORT has been invited to participate to the Ministerial Meetings of the European Ports Alliance Public-Private Partnership, in Gdansk in April 2025 and in Copenhagen in July 2025 .

FEPORT advocates:

- Clarify GDPR rules on storing and sharing security data, including criminal records and biometrics for access control.
- Establish EU-wide screening principles for high-risk port roles to support cross-border consistency.
- Promote wider implementation of whistleblowing tools and worker protection mechanisms.
- Develop formal public-private cooperation frameworks with shared protocols and joint risk assessments.
- Integrate personnel security into the EU's critical infrastructure strategy, alongside physical and cyber security

And as Seneca could have once said :

"If one knows to which port one is sailing, winds will be favourable"



Thank you for your attention

