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# Estonian Ports Association joins BPO

## Common vision and goals

Estonian Ports Association's mission is to promote and encourage Estonian maritime organization from one border to another and to maintain the Estonian Sea.

**E**stonian Ports Association, a new member of the Baltic Ports Organization, gathers all active commercial ports in Estonia. Besides those, there are also smaller ports like Lehtma, Mõntu and Loksa, participating in all port-related discussions and proceedings, which add a valuable contribution to encourage and develop the Estonian ports' enterprise.

### Well located harbours

Situated on the eastern shore of the Baltic Sea, with nearly 3,800 km of coastline, Estonia is a great base for production and distribution, providing effective access to a consumer market of 300 mln. Both cargo and pax transportation play a significant role in the turnover of the Estonian shipping sector and have a significant role in the country's economy. Passenger and freight links provide fast sea crossings across the Baltic Sea and easily navigable waters as well as a constant water level with no tides. This ensures

safe access to Estonian ports all year round. Plenty of land available for the construction of new terminals and facilities makes Estonian harbours unique on a European scale and provides a wide perspective for rapid development.

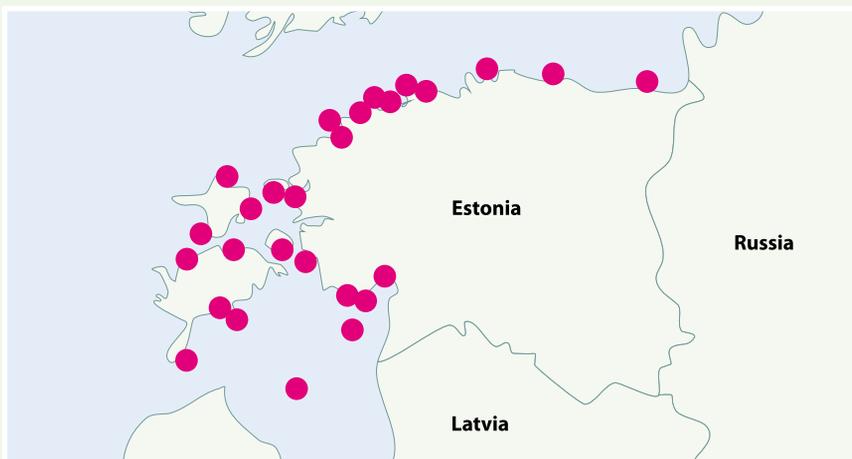
The country's ports and entire logistics system, working 24/7/365, provide value-added services and high flexibility of the specialized terminals and warehouses, enabling customers to trade with a wide variety of goods and services. The country has captured a considerable share of the rapidly growing transit trade through the Baltic Sea. Estonia's major exports are machinery and equipment, mineral products, agricultural products and food preparations, metal products, and wood products, whereas among the main imports we can find machinery and equipment, mineral products, agricultural products and food preparations as well as transport equipment.

### Development plan

The Estonian economy is successfully emerging from the crisis period. However, the ongoing financial crisis in Europe shows the destabilizing effects on the Estonian economy and monetary policy. However, the Estonian Ports Association was established, among others, to share the will and the constructive initiative with the state and related business organizations. The Association considers it necessary to develop cooperation not only between port organizations but with all active Estonian logistics cluster companies.

### Mission and vision

There might emerge a misleading understanding that competition for trade volumes does not conduce to constructive cooperation between port enterprisers. Still, that is not how Estonian Ports Association builds its philosophy. The Association's mission is to promote and encourage Estonian maritime organization from one border to another and to maintain the Estonian Sea. The vision is to be open-minded and a reliable non-profit organization, which encourages cooperation between Estonian ports, keeping maritime culture and maritime politics on a respectable level.



Port of Abruka  
Tallinn Bekker Port  
Port of Heltermaa  
Port of Kihnu  
Port of Kuivastu  
Port of Kunda  
Port of Lehtma  
Port of Loksa  
Manilaid  
Port of Miiduranna

Munilaid  
Muuga Harbour  
Port of Mõntu  
Paldiski South Harbour  
Paldiski North Port  
Paljassaare Harbour  
Port of Pärnu  
Port of Ringsu  
Port of Rohuküla  
Port of Roomassaare

Port of Saaremaa  
Port of Sillamäe  
Port of Sviby  
Port of Sõru  
Port of Triigi  
Old City Harbour (Vanasadam)  
Port of Virtsu  
Saarte Liinid AS  
Tallinna Sadam AS

# Discussing the EU budget for transport infrastructure

**Baltic ports met in the European Parliament to discuss the EU budget for transport infrastructure thanks to Anne E. Jensen, Member of the EP, who hosted the lunch debate organized on March 19<sup>th</sup>.**

**J**anusz Lewandowski, Commissioner for the EU budget, presented the political process for the European Union's budget for the period of 2014-2020. He mentioned that when it comes to financing infrastructure development in Europe, there is a need to invite private parties to co-finance the projects. However, Lewandowski stated that the involvement of private capital, specifically in transport infrastructure projects, is more difficult than for example in energy projects. Therefore, despite the cuts in the EU budget, specifically in the Connecting Europe Facility tool, the Commission plans to secure public (EU) funds to finance TEN-T infrastructure.

is a substantial decrease. Inés Ayala Sender also informed that the European Parliament recently rejected the European Council's conclusions on the EU budget for 2014-2020 in their current form. The EP wants more flexibility and efficiency in the proposed EU budget for 2014-2020. Sender concluded that the political process is still on-going and a compromise should be found.

José Anselmo, TEN-T Policy Officer from the European Commission, presented an overview on what DG Mobility and Transport is planning to do when it comes to the TEN-T Programme for 2014-2020. José Anselmo informed that TEN-T program will still be available to ports with good

in the aftermath of the rejection of the Multiannual Financial Framework 2014-2020 by the Parliament. Clear priorities on the annual budget depend on the financial resources agreed at multiannual level.

Bogdan Ołdakowski, Secretary General of BPO, said that, "the future EU budget in general and specifically how the EU will finance transport infrastructure is crucial to the ports. First of all ports are part of the overall EU transport system, so we should be aware how the EC will finance the TEN-T network in 2014-2020. Looking from a Baltic perspective, we hope that the financing of TEN-T projects will be balanced evenly in the whole EU."



Inés Ayala Sender, MEP from the Committee on Transport and Tourism, focused on the main aims of the Connecting Europe Facility (CEF). She stated that the budget for Transport Infrastructure within CEF has been cut from EUR 32 bln initially to EUR 23 bln in the last version of the EU budget, which

projects. One of the priorities will be given to support development of infrastructure for LNG bunkering in the ports. Anselmo appreciates the role BPO is playing in developing LNG as a fuel for shipping.

Anne E. Jensen summed up the debate underlining the importance of this discussion

The BPO lunch debate gathered over 30 representatives from the European Parliament, the European Commission, Baltic ports, trade organizations, and regional offices in Brussels. The debate in the European Parliament is an annual event dedicated to EU topics relevant for Baltic ports. ■

## Baltic Ports Conference 2013

Venue: Klaipėda, Lithuania

Date: September 5-6, 2013

More information at [www.bpoports.com](http://www.bpoports.com)