


**Environment
(continued)**

For non-methane volatile organic compounds (NMVOC), the proposal even results in ambitions that are technically unfeasible. The Port of Rotterdam Authority therefore believes that parts of the proposal must be revised on the basis of updated data. These tightened standards should also be implemented effectively and unambiguously by the European member states.

Nature: Birds and Habitats Directives

The European Commission is currently evaluating the Birds and Habitats Directives, also called the 'fitness check'. These directives are highly important for the port of Rotterdam in the granting of permits to businesses in the port and industrial complex and for the 'impact' on surrounding Natura 2000 areas. The Port of Rotterdam Authority supports a review of these directives, which can also entail further clarification in the explanation. National interpretation has currently fragmented the implementation of the nature policy and there are unclear points. The Port of Rotterdam Authority therefore argues for a better explanation of the definitions in the directives (e.g. when is a contribution to nitrogen deposition significant), scrapping of the double test of plans and projects, and the possibility of realising projects 'working with nature'. Currently, these issues makes businesses uncertain and thus affects the investment climate of the port of Rotterdam. The Port of Rotterdam Authority therefore asks for European nature policy that provides a framework to prevent differences of interpretation between the member states.

Governance
Clarity about state aid and unambiguity for tax liabilities of sea port authorities

The prescribed transparency of financial relations between authorities and port authorities and between port management and commercial services provided by the port authority is a necessary step towards a level playing field in the area of port financing.

A first step is the required financial transparency in the current port services regulation. A formal interpretation of the European Convention by means of a guideline of the application of the state aid regulations for sea ports continues to be the desired final element for the Port of Rotterdam Authority. The discussion on corporation tax for sea port authorities runs parallel to this. The competitive position of the Dutch sea ports is in danger of deteriorating further if the European Commission forces the Netherlands to introduce corporation tax liability for port authorities. This would result in an uneven playing field, since it is not introduced for all European ports. The introduction of corporation tax liability would not only increase the existing unequal competition between the Dutch sea ports and surrounding sea ports, but would also put the investment power of the Dutch sea ports and employment under pressure.

BUSINESS CLIMATE PORT AND INDUSTRIAL COMPLEX ROTTERDAM EUROPE

Port of Rotterdam Authority

The objective of the Port of Rotterdam Authority is to enhance the port's competitive position as a logistics hub and world-class industrial complex. Not only in terms of size, but also with regard to quality. The core tasks of the Port Authority are to develop, manage and exploit the port in a sustainable way and to render speedy and safe services for shipping.

More information

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With 80 terminals, 3,000 companies, 180,000 (direct and indirect) jobs and an added value of approximately €21 billion (3.2% of the GNP), the port of Rotterdam forms the economic hotspot of the Netherlands and Europe. Every year 30,000 ocean-going vessels and 110,000 inland vessels call at the port, making the port of Rotterdam the access port to the European market.

EUROPE BUSINESS CLIMATE ROTTERDAM



The port of Rotterdam offers businesses good and multimodal access to the European hinterland. Diverse transport and industrial businesses come together in the port and industrial complex of Rotterdam, creating opportunities for modal shift which benefit inland shipping and rail, intensive land use, co-siting and distribution of residual flows (CO₂, heat, etc). Although the port of Rotterdam is well positioned due to its cluster advantages and space for development (including Maasvlakte 2), the position of Mainport Rotterdam as Global Hub and Europe's Industrial Cluster is not as obvious. The port of Rotterdam has been confronted in past years with developments which impacted its competitive position considerably. The lower economic growth forecasts in Europe, geopolitical tensions, the rise of shale gas, the increased scale and alliances in container shipping, the historically low oil price and increasing regulatory pressure are a few examples.

A strong business climate for businesses in the Rotterdam region is essential to ensure that the port of Rotterdam retains and improves its position. However, this is not an automatic process. Businesses establish themselves in the port of Rotterdam if they directly have a sufficiently clear picture of the conditions of their establishment or of further development of an existing establishment. Major advantages range from optimal logistical access to the hinterland to attractive power prices, reliable tax policy, attractive residential environment, or from effective permit procedures to a strong labour market potential.

Together with you we want to work on a vital, sustainable and competitive port complex!



Power (cooling water)

Which projects and dossiers are important for improving the port's competitive strength and sustainable development, and through that the business climate?

Transport & Logistics

Eliminating bottlenecks on TEN-T key corridors

Rotterdam is located on three of the nine core corridors in the Trans-European Transport Network (Rhine-Alpine, North Sea-Baltic and North Sea-Mediterranean). The Port of Rotterdam Authority participates in regional cooperation (EGTC) to promote territorial cohesion for the Rhine-Alpine corridor. Also, the Port of Rotterdam Authority collaborates actively in strengthening the core network and promoting the modal split in favour of the rail and inland shipping modalities. Bottlenecks in the corridors require a solution that allows the network to function optimally. The Caland railway bridge – Theemsweg Route has been identified as a bottleneck in the studies on all three core corridors. A European contribution of approximately €60 million has been reserved for the project.

Energy

LNG as new and clean transport fuel

The Port of Rotterdam Authority aspires to a major part in making transport fuels better for the environment and contributing to the diversification of the power supply. The port wants to achieve this by developing into the LNG hub for Europe. A necessary condition of this is investment in a good infrastructure. That is what the Port of Rotterdam Authority is doing, assisted by European funding. In the Port of Rotterdam area, the Gate terminal and the breakbulk terminal (which is under construction), offer possibilities for LNG. It is important to extend the LNG infrastructure along the hinterland connections. The European Commission also needs to come up with a policy that stimulates the use of LNG as a transport fuel. The Port of Rotterdam Authority is therefore in favour of tightening emissions standards for inland shipping. However, the Stage V emission standard proposed with the review of the 'Non Road Mobile Machinery' regulation (NRMM) is too ambitious for inland vessels. This leads to the conclusion that LNG as a fuel alone would not be a sufficient solution for inland shipping to meet Stage V standards. After treatment systems would be necessary. This essential and cost-increasing technology does not stimulate the use of LNG as a clean transport fuel. The Port of Rotterdam Authority therefore argues for adherence to the American TIER 4 standard. This standard results in emission reductions of approximately 75% compared with the current CCR2 standard, and can be achieved when LNG is used as a transport fuel.

ROAD CCS: realisation of demonstration project in Rotterdam

The government and business community cooperate in developing the possibilities for CO₂ capture, storage and reuse (Carbon Capture Use and Storage). The CO₂ comes from new power plants, but also from industry (in Rotterdam). Sufficient funding from Europe and the Dutch government is essential to actually implement this development. The Port of Rotterdam Authority participates in the realisation of the ROAD ('Rotterdam Opslag en Afvang Demonstratieproject') project. This CCS demonstration project has the best chance of succeeding, and in a few years it must be the first operational one in the European Union. Under the current market conditions the CCS technology cannot be continued after the demonstration project. This would require a higher CO₂ price and CCS operations on a larger scale. Together with the businesses in the port and the regional authorities, the Port of Rotterdam Authority strives to promote the necessity of reforming the European CO₂ emissions trading system. It is also important that the European Union makes a greater effort to help the CCS market develop fully.

Environment

Air quality policy: realistic standards and uniform implementation

The European Commission has evaluated and tightened its air quality policy. The review of the National Emission Ceilings (NEC) formed part of this. The Port of Rotterdam Authority supports the development of National Emission Ceilings (NEC). Under this scheme, countries demonstrably assume their responsibility for air quality improvement and thus contribute to reducing the 'transboundary emissions', so that the background levels in the Netherlands also decrease. The Port of Rotterdam Authority is moderately positive about the new ceilings proposed by the European Commission. The European Commission bases the emission ceilings and corresponding reduction goals for the Netherlands (for 2020 and 2030) on data which is partly incorrect. The data used for NO_x results in disproportionate costs, because the efforts exceed the application of the 'Best Available Technique'. >>