

The Effect of Price regulation on European Ports about efficiency of the port

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Abstract—European port as an important part of the European countries economy's economic development has the very profound influence in Europe. European ports is the important foreign economic and trade hub of Europe, port price regulation of foreign trade impact on the economic efficiency and even Europe. This article processing handling cost price from Europe impose extra surcharge two aspects analysis and container port price regulation effect on the efficiency of the port.

Keywords—European ports, price regulation, port efficiency

I. PREFACE

Price regulation is a core content of economic regulation refers to the monopoly industry, regulators from the efficient allocation of resources and services fair supply point of view, to limit the monopoly price, for the purpose of the price (called charge) in regulating industry level and price system of regulation. Among them, the price level regulation focuses on the distribution of risks and benefits between enterprises and users, both to provide services by regulating businesses, or to accept service of users or consumers, have a very important influence, therefore, the government agency to ensure the efficiency of resource allocation and distribution fairness, as an important content of regulation will be the price level. Specifically, the price level refers to the charging standard for each unit services, generally considered normal and reasonable cost paid two factors and according to the total cost as the calculation basis; And price regulation system (also called price structure regulation) mainly for the same product or service, for different consumer class and the elasticity of demand for different unit price.

Since the 1970' s, in the whole world range, relax regulation as the main content of the change, is thoroughly change the traditional supply mode of infrastructure industry. There are different economic theory research results, especially the natural monopoly theory, property rights theory and the development of the theory of regulation economics, to relax the regulation of private supply and infrastructure department provides a new theoretical basis. Port as an important part of national infrastructure, at the same time, due to the evolution of the ports themselves, become the property right system change in the active area. Modern port service functions to broaden, extension, and as a result of the change of competitive environment port gradually weakened and fade natural monopoly characteristics, further promoted the price regulation reform in European ports. , on the other hand, with the rising costs

in recent years, more than 10 years did not change the port charge to receive standard (mainly refers to the container and bulk cargo) of foreign trade has obviously not adapt to the development of port enterprises the status quo. So our prices and containers port from Europe charge extra two big aspects to analyze the influence on the efficiency of the port price.

II. PROCESSING COST IMPACT ON THE EFFICIENCY OF PORT LOADING AND UNLOADING PRICES IN EUROPE

Most trade world powers have a very advanced trading port, Europe is the world's one of the most developed area of economy trade and maritime industry, a total of container harbor about 1130. In 2008, total annual European seaport container throughput of 0.9071 million TEU, accounts for over 20% of the world's port container throughput. European transportation cost is lower, so the European port easily form the port location advantages, thereby attracting a large number of dependent on water transportation industry to port agglomeration, the business scope includes cargo handling, storage, and docking services, also have the goods processing, equipment, and the corresponding business services.

European port activity is no longer confined to port, port facilities in Europe has been and the organic combination of industrial layout, the effective utilization of resources to improve the efficiency of transportation, storage and processing. European port resources in addition to tangible, ports and other infrastructure, including ports management and related administrative departments (such as customs, frontier defense and commodity inspection, etc.) provided by the service. European ports as the center of the world processing loading and unloading services, whether lingang industrial production needed raw materials imports, or after processing and manufacturing of finished products export, requires the goods can through in a timely manner. European ports can at the same time to meet all kinds of the needs of different goods, container rapid transit, pass.

Because of port efficiency can show the port of loading and unloading rate, rate of loading and unloading of freight rates, which to a certain extent, also affect the cost, so the loading rate is too high or too low are not appropriate, hard Numbers reflect the port of loading and unloading rate is port infrastructure construction, especially in the large equipment, such as information technology science and technology. So formulate reasonable processing and handling of price regulation, is beneficial to improve the efficiency of the port, on the other hand too high or too low processing handling all affect the price of the port price,

which affects the efficiency of port.

| The destination | Additional price |
|--|--------------------------|
| To and from mainland in northern Europe, Scandinavia, Baltic sea and the Mediterranean Sea | 5 euros per container; |
| To and from Mr Felix, thamesport, teal and Southampton | 1.5 euros per container; |
| To and from the UK domestic ports | 3.5 euros per container; |

III. EUROPEAN PORTS EXTRA SURCHARGE FOR CONTAINER PORT EFFICIENCY

For example , starting from September 15, 2004, the main ocean carrier of the collection of containers from and to the Europe and the Mediterranean "extra" surcharges. This aroused the concern of the outside world, whether from those areas for port will be charged the same cost. Liner conference member companies in the far east, said in a statement that the charge imposed these additional cause is due to the beginning in July this year came into effect in the international convention on the safety of ships and port facilities produced during the implementation of additional expense.

The carrier plans to levy fee standards for: domestic ports, between 1.5 pounds to 3.5 pounds per box; Between Europe, Scandinavia, Baltic sea and the Mediterranean ports, 5 euro per box. Despite the far east whether liner conference did not suggest that these fees will also apply to those areas of the container back and forth, but with the globalization of industry characteristics, this standard will soon be introduced clearly. Far east liner conference said that these "extra" surcharge will be imposed at each pier is now above the fee to the safety standards of practice, and the shipper and the consignee will have to be the cost of the contract. The guilds also said, according to the survey, members of the company in the implementation of ISPS ship certification, a terminal surcharge to the shipper and the consignee and arrange treasure box pier dispatching and transport in the process of the phenomenon of the rising cost of operation and management. In addition, the council members also warned that if between a terminal operator and the carrier is unable to agree on ISPS terminal surcharge on this issue, Europe's freight will appear serious blocking. These additional fees imposed by the carrier are as follows: From the table above we Can see that, the European port fee levied additional container promoted the price rising costs, reduce the efficiency of port, is not conducive to the healthy development of the European ports, so prices in the harbour make careful planning to ensure efficiency of the port.

IV. HARBOUR'S TOTAL CONTAINER THROUGHPUT

Europe, the United States and China's port container throughput in 2000-2008 To spit the total changes shown in Figure 1.2000 in Europe, the U.S. and ChinaThe port's total container throughput of 5100 million TEU0.4 million TEUs and 2.63 million TEUs. In 2000-2008, the EuropeanChau harbor's total container throughput of the average annual growth rate of 7.46%, high But much lower than in the U.S. (4.38%), China (24.18%). By the U.S. sub-Mortgage crisis triggered by the impact of the global financial crisis in 2008, European seaHong Kong's total container throughput and essentially flat in 2007, as 9071 million TEU, only China's port container throughput (1.28 of the total Million TEU) of 70.8%, but still far higher than that of the United States.(2.83 million TEUs). European seaports in 2009 is expected container throughput The total amount will be lower than in 2008.

In recent years, Europe's top 5, top 10 and top 15 largest seaport container throughput accounted for a share of the total container throughput of the European harbor basic upward trend, indicating a gradual increase of the concentration of the European seaport container throughput.



Among European harbor two long-term container throughput of the port of Rotterdam and the Port of Hamburg.In 2000-2008, the average annual growth rate of the container throughput of the port of Rotterdam and the Port of Hamburg were 7.40% and 10.92%, respectively, higher than Singapore and Hong Kong (7.25 percent), New York - New Jersey Port (7.06%) and the Port of Los Angeles (6.12%), but lower than in Shanghai (22.25%), Europe, the United States and of the port's total container throughput growth with the same period in the same relative relationship.The Hamburg Port container throughput of the average annual growth rate higher than the Port of Rotterdam, indicating the status of the Port of Rotterdam in the European container harbor in decline, while the status of the Port of Hamburg has increased with the EU's eastward expansion, the Port of Hamburg in the European container transportin enhancing the locational advantages

V. REGIONAL HARBOR CONTAINER THROUGHPUT

A large number of European seaports, connected to the core area of the harbor and hinterland logistics by road, rail and waterways.Excepthinterlandrelativelyindependent portal port, the location of the relative concentration of

hinterland overlapping other harbor constitute over 12 Hong Kong portal area. European Multi-Port Gateway District in 2008, independent portal in Hong Kong, and the Mediterranean Regional port's container throughput of 6 5.194 million TEUs

5,344,000 TEUs and 0,172,000 TEUs, accounting for European Sea Ports

The total container throughput of 71.87%, 16.92% and 11.21%. Europe Multi-Port portal ports constitute and container throughput in Table 2. By In the hinterland of the structure and scale of the economic and trade portal area The harbor container throughput difference larger harbor container throughput The average annual growth rate of the development of economic and trade situation with the corresponding hinterland Related. In addition, in Marseilles, Port of Liverpool, Bilbao, that does not DeGeneres Port Piraeus Port, Malaga port, Klaipeda and plug

The Thessaloniki Port independent portal in Hong Kong, Marseille Port Container The higher throughput reached 848,000 TEUs in 2008, than the Hong Kong and the portal area but the Sike Bay throughput (796,000 TEUs)

Different European regions harbor the development of container transport is as follows:

a:Rhine - Scheldt Delta and Black Helgoland Bay container port throughput in 2008 accounted for 41% of the the European seaport container throughput total. Past 10 a, the market share of the Rhine - Scheldt delta ports maintained at a level of 24% to 25%, relatively stable, where market share declined in the Port of Rotterdam, the Port of Antwerp, Zeebrugge and Amsterdam Hong Kong's market share increased. Germany's northern port market share rose

to 18.3% in 2008 from 14% in the late 1990s, the Baltic feeder logistics development is the rapid growth of Bremerhaven and Hamburg Port container throughput.

b:The Seine estuary port's market share dropped from 5.5% in 1989 to 2.9% in 2008. The Le Havre launched hinterland development strategies, plans by rail transportation will the port hinterland by the Seine estuary expand to the whole territory of France. Hinterland expansion strategy compatible port reform process, contribute to the revival of the port of Le Havre.

C:Spain's Mediterranean coast port market share increased by 4% in 1993 to 6.9% in 2008; Black Sea West Coast ports to fill the blank of the container business, market share reached 1.7% in 2008. This is mainly due to the EU enlargement, the heart of the European economy in the two-way flow between the Central and Eastern Europe to the Eastern European low-cost regional expansion as well as raw materials and consumer goods.

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