

(English version)

**Priority question for written answer P-004500/25  
to the Commission  
Kris Van Dijck (ECR)  
(12 November 2025)**

*Subject:* Exclusion of port superstructures from the General Block Exemption Regulation

The General Block Exemption Regulation (EU) No 651/2014 <sup>(1)</sup> currently excludes investments in port superstructures from eligible costs for state aid, as set out in Article 56b(3) thereof.

This provision distinguishes between infrastructure (such as quays, access roads and underground works) and superstructure (which includes cranes, warehouses, buildings and shore-side electricity installations). Only the first category is eligible for state aid, while superstructures are explicitly excluded.

However, several EU policy initiatives, such as the Alternative Fuels Infrastructure Regulation <sup>(2)</sup> and the FuelEU Maritime Regulation <sup>(3)</sup>, require substantial investments in port facilities, including shore-side electricity systems, safety equipment and dual-use infrastructure. This exclusion appears to run counter to the EU's own objectives on decarbonisation, safety and strategic autonomy.

1. How does the Commission justify maintaining the exclusion of port superstructures from the General Block Extension Regulation, given that it may hinder the implementation of key EU legislation?
2. How will the Commission assess whether the current rules remain consistent with the Union's climate, transport and security objectives?

Submitted: 12.11.2025

**Answer given by Executive Vice-President Ribera on behalf of the European Commission  
(9 January 2026)**

Public funding can be used to steer investment towards specific policy objectives, such as the greening of transport, emission reductions, etc.

The rationale for granting investment aid is not the same for infrastructure as for superstructure. The former is so costly, that investment costs mostly cannot be recouped over its lifetime and so relying on private funding would mean that vital elements of the European transport network are not built.

Port superstructures are mainly productive assets of logistics and transport companies, which can be amortised with revenue from their exploitation.

Having said that, various possibilities for supporting specific superstructures in ports exist. Decarbonisation aid can be granted under Article 36 of the General Block Exemption Regulation (GBER) EU No 651/2014 <sup>(1)</sup> and the acquisition or up-grading of clean vehicles, including vessels, is eligible for support under Article 36b GBER respectively under the Commission's Guidelines on state aid for Climate, Environmental Protection and Energy <sup>(2)</sup> (CEEAG).

Moreover, proposals for supporting certain elements of inter-modality are included in the draft Land and Multimodal Transport Guidelines and Transport Block Exemption Regulation <sup>(3)</sup>.

Shore-side electricity infrastructure as well as recharging and refuelling infrastructures are covered by the definition of port infrastructure of Article 2(157) of the GBER and are as such eligible for support under Articles 56b and 56c GBER.

State aid rules are regularly reviewed and brought, where necessary, into line with developments. Citizens and stakeholders can contribute to this process through the various consultation activities accompanying the reviews.

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<sup>1</sup> OJ L 187, 26.6.2014, p. 1, ELI: <http://data.europa.eu/eli/reg/2014/651/oj>.

<sup>2</sup> OJ L 234, 22.9.2023, p. 1, ELI: <http://data.europa.eu/eli/reg/2023/1804/oj>.

<sup>3</sup> OJ L 234, 22.9.2023, p. 48, ELI: <http://data.europa.eu/eli/reg/2023/1805/oj>.

<sup>(1)</sup> Commission Regulation (EU) No 651/2014 of 17 June 2014 declaring certain categories of aid compatible with the internal market in application of Articles 107 and 108 of the Treaty, OJ L 187, 26.6.2014, p. 1.

<sup>(2)</sup> Communication from the Commission — Guidelines on state aid for climate, environmental protection and energy 2022, C/2022/481, OJ C 80, 18.2.2022, p. 1.

<sup>(3)</sup> [https://competition-policy.ec.europa.eu/public-consultations/2024-lmtg-and-tber\\_en](https://competition-policy.ec.europa.eu/public-consultations/2024-lmtg-and-tber_en).