

From: [Art. 4.1(b)] (TRADE)
Sent: 03 December 2015 15:57
To: [Art. 4.1(b)] (TRADE)
Subject: Meeting TTIP dredging - 20 July

From: [Art. 4.1(b)] (TRADE)
Sent: Wednesday, July 22, 2015 3:45 PM
To: SCHLEGELMILCH Rupert (TRADE); [Art. 4.1(b)] (EEAS-WASHINGTON); [Art. 4.1(b)] (TRADE)
Cc: [Art. 4.1(b)] (TRADE)
Subject: Meeting TTIP dredging - 20 July

[Art. 4.1(b)] met today with [Art. 4.1(b)], who is busy in elaborating a strategy to open up the US market for EU dredgers.

[Art. 4.1(b)] indicated that for dredging there is little competition in the US, the main company (50% market share) being publicly traded and having around 1000 employees. He confirmed that only 10 dredging vessels have been built in the US over the last 10 years. [Art. 4.1(a)]

[Art. 4.1(a)] . He confirmed the interest of a number of ports ([Art. 4.1(a)] [Art. 4.1(a)]): they are increasingly funded at state level and in certain states like Florida they have to compete for the state money. COM passed the message that US negotiators deny the existence of a lack of capacity, and continue to underline the fact that they got no complaint so far e.g. from ports: it is therefore important that US stakeholders who are interested in TTIP start to take a more proactive attitude. * explained that until now ports had taken a low profile, but could be convinced to become more outspoken (e.g. at the stakeholders event, next round) or at least to signal to DOT/USTR their needs and interest for the EU strategy.

[Art. 4.1(a)]

[Art. 4.1(a)]

[Art. 4.1(b)]

* [Art. 4.1(b)]