



ANNUAL REPORT

European Federation
of Inland Ports
(EFIP)

2017





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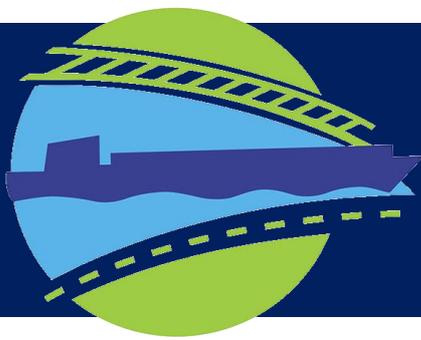
The European Federation of Inland Ports (EFIP) brings together nearly 200 inland ports and port authorities in 16 countries of the European Union and Switzerland. EFIP has also observer members in Serbia, Slovakia and Ukraine.

The voice of inland ports in Europe

Since 1994, EFIP has been the voice of the inland ports in Europe. EFIP highlights and promotes the role of inland ports. Furthermore, it actively follows all developments in the field of EU policy of importance to inland ports and represents the inland ports vis-à-vis the European institutions and other international bodies.

An important information network for and about inland ports

EFIP offers its members the possibility to exchange information, expertise and best practices with colleagues in other countries.



FOREWORD



Towards 2030, the transport sector faces serious challenges due to changing markets, low-emission mobility requirements, multimodal hinterland connections, alternative fuels infrastructure needs, circular economy, energy transition, digitalisation of transport, market innovations and changing port-city relations. These topics are high on our agenda as they will fuel a transition in our ports during the coming years to become greener and smarter, and to become and connected hubs. This is a daunting task given the high EU ambitions, but inland ports have already taken their responsibility and continue to unite and work in a constructive way to address and find integrated solutions.

In 2017, EFIP co-organised two events on themes that cover these structural challenges. EFIP was one of the initiators of the workshop on "*Regeneration of Port Cities and Port Areas discussing the key question of how to strengthen port-city relations*" organised by the Committee of the Regions and the Maltese Presidency of the Council of the EU on 16 May 2017 in Brussels. The main conclusion was the need for continuous interaction and a long-term, integrated management approach and governance models involving both local authorities and ports.

On the 15th of November 2017, EFIP organised together with INE, EBU and ESO a very successful high-level Inland waterways & Ports dialogue, facilitated by the Port of Strasbourg. The coalition of inland waterway transport (IWT) and ports handed over a declaration with its vision towards 2030 to Wim van de Camp, member of the European Parliament, and Violeta Bulc, EU Commissioner for Transport. The declaration states that green, smart and congestion-free transport and logistics serving a circular and bio-based economy will only be a reality tomorrow if we can build on a solid policy strategy supported by sufficient and effective implementation tools and funds.

Internally, EFIP had two successful gatherings with an Executive Committee meeting hosted by the Szczecin and Swinoujscie Seaports Authority (Poland) and a General Assembly hosted by HAROPA-Ports de Paris (France), which brought together a lot of members. During the interactive open session in Poland, EFIP members and representatives from the sector, the European Commission and the Polish national government discussed how to unlock the economic potential of the Oder Waterway (E-30), a missing link in the TEN-T Core network for ports, Poland and the EU. In Paris, during a lively debate with contributions from high

representatives from the European institutions, including Karima Delli (Chair of the TRAN Committee in the EP) and Daniela Rosca (Head of Unit, Ports and Inland Navigation, EC), members discussed the need for a blueprint for port clusters and inter-port cooperation and the key ingredients for successful and strategic inter-port partnerships, considering new cooperation models of ports and the example of HAROPA.

With strong support from our members, EFIP has worked intensively on the revision of the General Block Exemption Regulation (GBER) during the last year. Member States have now more flexibility to implement state aid measures for inland ports without prior Commission approval (up to €50 million in inland ports) leading to a quicker implementation of crucial infrastructure investment projects. EFIP has also successfully finalised work package 7 on “inland ports performance” as part of the 4-year project called PORTOPIA. We also took the next steps to secure the gathering of information and data on ports in the future in a structural manner.

Furthermore, in 2018 we will amongst other things focus on multimodality, combined transport, the revision of the RIS directive, Naiades II, digitalisation in ports, sustainable transport and above all, we will strengthen our voice to maintain dedicated CEF funds, programmes and opportunities for inland ports in the period 2021-2028.

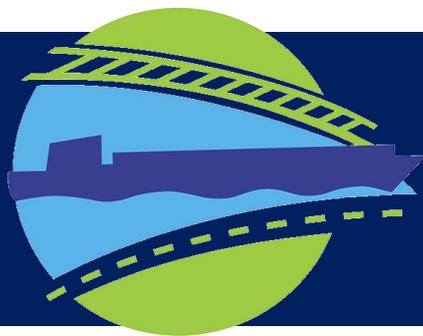
The foundation of our organisation and activities are the members and it is thanks to their commitment and input that EFIP is able to perform on the EU level. I would like to thank all EFIP members for their continued support, engagement, proactivity in working together and supporting our common cause to strengthen the position and role of inland ports on the EU level.

I am very happy that over the last year our network has been further expanded and stabilised with a new member, i.e. Kędzierzyn-Koźle Terminale Sp. z o.o. (PL) (KKT), a private inland port. Furthermore, the Hungarian Federation of Danube Ports has expressed its willingness to join our network in 2018, an important partner for our work on the Danube.

I would also like to thank the secretariat for their excellent work, enthusiasm and dedication in serving the interests of inland ports in Europe. I am looking forward to continue our good efforts in 2018, an important thematic year for multimodal inland ports.

Thank you,

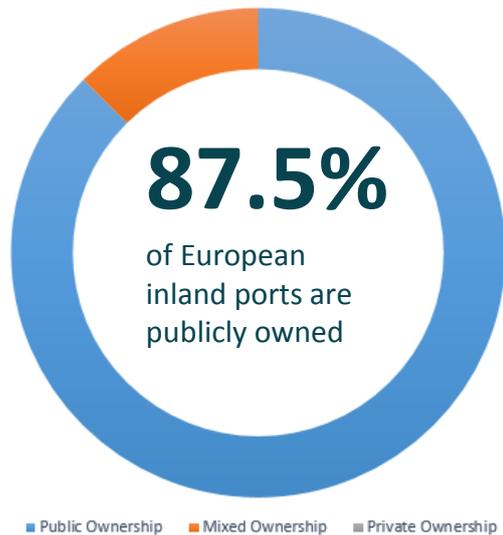
Roland Hörner
EFIP President



FACTS & FIGURES*

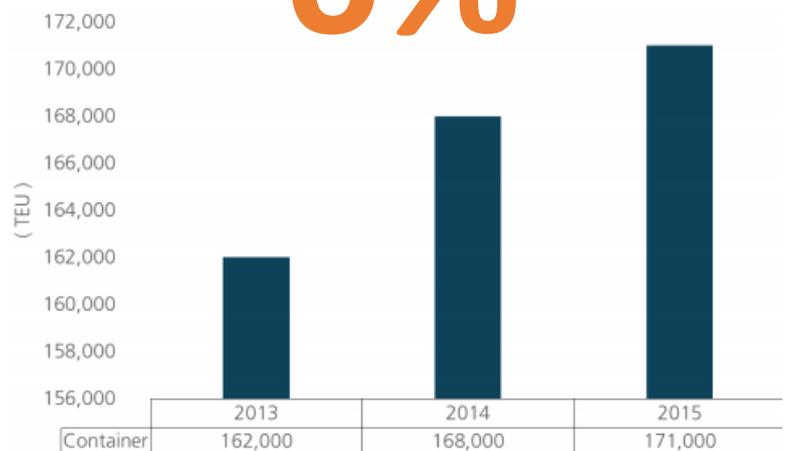
69.2%

OF EUROPEAN INLAND PORTS APPLY INITIATIVES TO IMPLEMENT **GREEN ACTIONS**.



BETWEEN 2013 AND 2015, THE AVERAGE OF **CONTAINER HANDLING** INCREASED ALMOST CONSTANTLY BY

6%



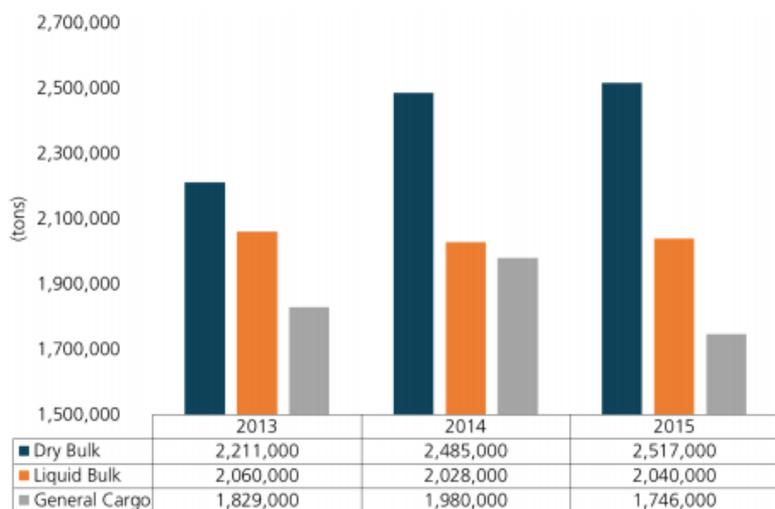
TOP 10

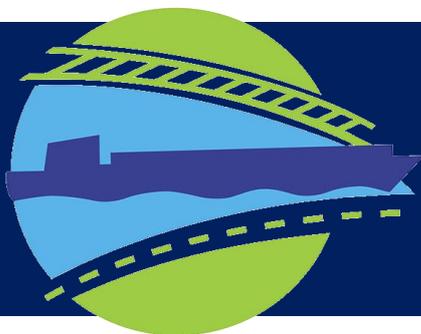
ENVIRONMENTAL PRIORITIES FOR EUROPEAN INLAND PORT SECTOR :

1. AIR QUALITY
2. RELATIONSHIP WITH LOCAL COMMUNITY
3. WATER QUALITY
4. PORT EXPANSION (LAND RELATED)
5. GARBAGE / PORT WASTE
6. SOIL CONTAMINATION
7. HAZARDOUS CARGO
8. ENERGY CONSUMPTION
9. NOISE
10. SHIP WASTE

BETWEEN 2013 AND 2015, THE AVERAGE OF DRY BULK HANDLING INCREASED BY NEARLY

15%





DOSSIERS

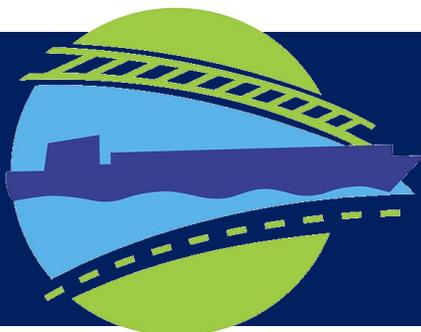
1. GBER

THE ISSUE

On 17 May 2017, the Commission extended the scope of the General Block Exemption Regulation (GBER) to inland ports. This allows Member States to make public investments in inland ports with prior Commission approval. EFIP has successfully asked over the last years to include infrastructure investments in inland ports and broaden the scope of Article 56 (GBER) on local infrastructure. The GBER aims to simplify the application of state aid rules, reducing administrative burden and costs. The main challenge for EFIP was to have a GBER that would comply with the daily practice and type of investments foreseen in Europe's inland ports. EFIP is satisfied with the final version of the GBER and the new thresholds for inland ports. EFIP also appreciated the cooperation with its members, partner organisations (ESPO) and the European Commission, DG COMP and especially DG MOVE.

EFIP'S INPUT

- EFIP requested more pragmatic criteria for the inclusion of inland ports infrastructure in the GBER;
- EFIP raised awareness on the EU level about the public and non-commercial function of inland ports;
- EFIP asked attention for the multimodal nature of logistic activities in inland ports;
- EFIP successfully requested a threshold which is in line with actual and future investment levels in inland ports;
- EFIP requested maintenance dredging to be considered as an eligible cost;
- EFIP expressed its concern about the single investment project clause as projects which are not intrinsically or geographically linked cannot be considered as one;
- EFIP requested a specific category of port infrastructure for the use of alternative fuels.



DOSSIERS

KEY ACTIVITIES

- EFIP organised several meetings with representatives from DG COMP and DG MOVE over the last year ;
- EFIP contributed to the two consultation rounds in 2016 on the GBER which can be found [here](#);
- EFIP participated in a session on the GBER during the Danube Ports Policy Day in Budapest;
- EFIP has initiated the idea of a GBER practical guide for inland ports to be available in 2018.

2. CEF

THE ISSUE

By the end of 2017, the [CEF-Transport](#) budget has allocated 92.3% of its €23.2 billion grant resources earmarked for the 9 TEN-T core corridors in the current financial framework 2014-2020, while at the same time the cohesion envelope has been fully allocated. Due to the limited CEF funding, EFIP fears that inland port infrastructure investments which are key for regional socio-economic development and job creation will be put under pressure. The main challenge is to find the right mix of financial instruments amongst the needed funds for port infrastructure development and leveraging private investments through blending. The “blending approach” is considered by the European Commission as the new financial strategy:

- Ensuring complementarities and blending grants with financial instruments (EFSI), European Structural and Investment funds (ESI), National promotional banks and private sector funds.
- Exploiting cross-sectorial synergies between Transport, Energy, broadband projects and related priorities (decarbonisation, digitalisation and innovation) such as CEF Transport & Horizon 2020 (R&D and works) and between CEF Transport & CEF Energy (aligned with TEN-T Corridor Work Plans).



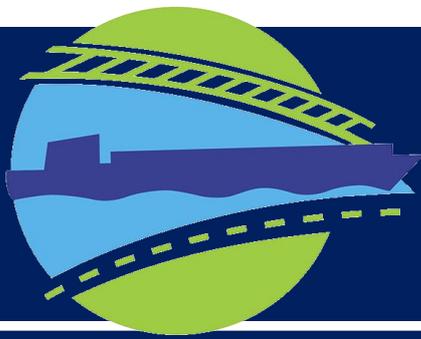
DOSSIERS

EFIP'S INPUT

- EFIP stressed that the inland ports and IWT-related projects need dedicated budget and support over the entire budgetary period in order to reach a 30% modal shift rate by 2030.
- EFIP considers the necessity to maintain CEF grants along with the implementation of EIB financial instruments and Public-Private Partnerships (PPPs) in the scope of the total investment needs of € 1.5 trillion on the TEN-T network by 2030. This is especially the case for projects having less potential to generate revenues and attracting private investors, but which demonstrate the EU and/or public added value.

KEY ACTIVITIES

- As part of the CEF Mid-Term Evaluation implemented in the first quarter of 2017 by the European Commission, EFIP presented its [Position Paper on the CEF mid-term Review](#) in terms of legislative, policy, technical and financial support and developments of the CEF programme.
- As part of the “CEF transport coalition” of 30 associations, EFIP re-launched the “[More EU budget for Transport](#)” campaign with a strong statement towards the European institutions and Member States during the “Connecting Europe Days” in Tallinn (Estonia) in September 2017.
- In view of the next Multi-annual Financial Framework (2021-2028) and revision of the TEN-T guidelines (2020-2023), EFIP updated the “Infrastructure Project Pipeline” for the period 2015-2030. The database contains 162 different projects (Work & Studies), in 47 port authorities from 11 different Member States.
- EFIP provided several tailor-made information memos on the 2016 Synergy call, the 2016 CEF calls and the 2017 blending call, including analysis, procedures and steps to be undertaken when applying.
- EFIP participated in two workshops linked to the Commission's study to identify barriers in the regulatory and administrative processes that influence an efficient planning and implementation of TEN-T core network projects.



DOSSIERS

3. EFSI & Financial instruments

THE ISSUE

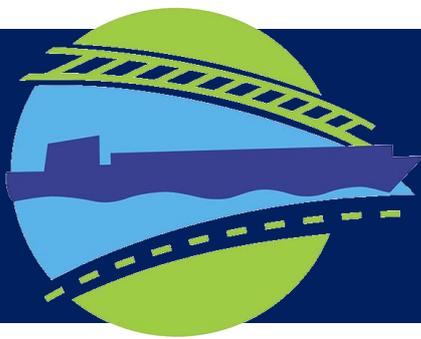
The [European Fund for Strategic Investments](#) (EFSI) was jointly launched by the European Commission and the European Investment Bank (EIB) in 2015 as part of the “[Investment Plan](#)”. It aims to attract private capital thanks to the leverage of EU public investments to help finance projects across Europe. In December 2017, the European Parliament voted on the Regulation to extend and enhance EFSI, with an investment target from € 315 billion until mid-2018 in “EFSI 1.0” to € 500 billion until end-2020 in “EFSI 2.0”. The Regulation will enter into force on 1 January 2018. 40% of EFSI infrastructure and innovation projects will contribute to climate action in line with the Paris Agreement. Since 2015, the transport sector, including inland ports, has not been a big beneficiary, despite the fact that CEF Transport made the largest contribution to the creation of the EFSI guarantee. So far, the EFSI projects and agreements approved for financing mobilised more than € 250 billion, but have supported only 53 operations contributing to transport objectives triggering a total of € 22.3 billion in related investment. Another 12 transport operations have been financed through other EU financial instruments, such as CEF Debt Instrument, leveraging more than € 13.6 billion.

EFIP'S INPUT

- EFIP's objective is to have targeted opportunities for inland ports and to inform members about the EFSI and financial instruments. EFIP considers it crucial to move towards a more transport-oriented EFSI 2, without creating additional cuts in CEF.
- EFIP believes there is a need for providing more clarity on the procedures, conditions and necessary steps on how to obtain EU funding and using financial instruments. Such as better technical, financial, procurement and organisation support, along with better advice and assistance from the European Investment Advisory Hub (EIAH), for a sector relying on long-term investments.

KEY ACTIVITIES

- EFIP informed its members about the “Blending approach” and how to use it for infrastructure investments in ports.
- EFIP has raised its voice at European meetings and international conferences that EFSI should be more transport-oriented, by expressing its concerns about not reaching the [2011 Transport White Paper](#) targets.



DOSSIERS

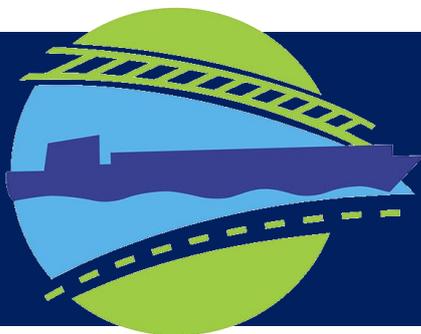
4. Digitalisation

THE ISSUE

Digitalisation, connectivity and Intelligent Transport Systems (ITS) have been high on the EU agenda and are considered crucial for reaching the 20/20/20 targets for [GHC emissions](#), renewable energy and energy efficiency. The EU Presidencies in 2017, in particular Estonia, have been focusing amongst other things on digitalisation within and between modes of transport. EFIP believes that digitalisation provides possibilities to improve the efficiency of logistics and could increase productivity with fewer resources, lower emissions and enhanced safety. One of the main hurdles to develop integrated digital transport systems is the lack of common, uniform standards and cross-border services.

EFIP'S INPUT

- As facilitator, ports can stimulate and support the set-up of a port collaboration platform with smart integration of systems and agents to share meaningful information and thereby enable a high-quality seamless logistics chain.
- Inland ports as 'intermediates' can support the development of a port digital layer with real-time data and information of every business process to control efficiency.
- Inland port authorities are expected to play a stronger role in coordinating and enhancing collaboration for digitalised port activities and service-handling activities supporting logistics 4.0.



DOSSIERS

KEY ACTIVITIES

- EFIP published a [position paper](#) on digitalisation to discuss the role of inland ports as digital hubs in intermodal logistics. It was presented and shared with Brussels stakeholders and decision makers.
- EFIP participated in the Digital Transport and Logistics Forum meetings (DTLF) and has become a member of the Expert Group on DINA (Digital Inland Navigation Area);
- EFIP co-signed a [position paper](#) of the I AM Connectivity and Logistics for Growth network “e-Communication and Digitalisation in Logistics”.
- EFIP participated in several advisory board meetings of projects dealing with digitalisation and data collection and information management.
- EFIP participated in the [RIS COMEX](#) workshop and intends to participate in the project as stakeholder.
- The RPIS-project was presented at the Rhine Alpine Corridor meeting in Rotterdam and the Digital Transport Days in Tallinn with the support of EFIP.

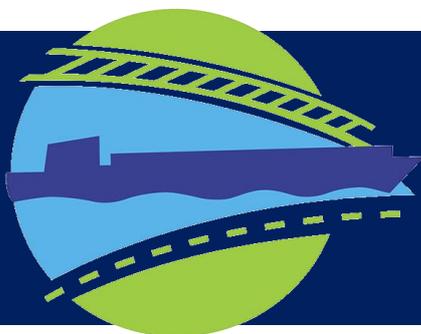
5. Data collection - PORTOPIA

THE ISSUE

On September 2013, the Ports Observatory for Performance Indicators Analysis (PORTOPIA) project was launched under the 'Horizon 2020' programme for research and development. The EC co-funded this 4-year collaborative research project. It aims to fill the gap of missing statistics and KPIs concerning port-related activity at the EU level. Therefore, PORTOPIA has defined two main objectives:

- To support the European Port Industry with meaningful performance data to increase individual port and port transport system performance.
- To support policy formulation and monitor policy implementation at EU level.

To fulfil the purposes of the project, through work Package 7 (WP7) “Inland ports performance indicators” were developed. The PORTOPIA project came to an end in November 2017, but the system to collect data on the performance of inland ports will be continued. This will lead to a structural collection of data and will keep the PORTOPIA KPIs up-to-date.

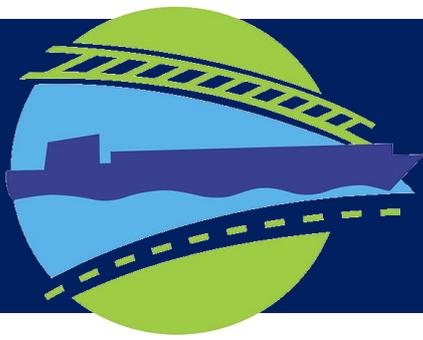


DOSSIERS

KEY ACTIVITIES

EFIP had a crucial role in work package 7 “Inland ports performance indicators”:

- EFIP systematically participated in Annual Reviews and the Final Review of PORTOPIA in which all the deliverables of the project were assessed by the consortium’s partners, the EC and external reviewers.
- EFIP cooperated in the preparation of three different surveys on 1) environmental aspects; 2) governance; 3) market trends & logistic chain performance.
- EFIP managed the implementation and the follow-up of the 3 phases of elicitation towards its membership which led to: 1) the Environmental survey in June 2016 (26 contributions); 2) the Governance survey on Fact-Finding Report in August 2016 (32 contributions); 3) the Market trends and Logistic chain performances survey in March 2017 (43 contributions).
- EFIP has been participating in the PORTOPIA project, finalised work package 7 “Inland Ports” and published a [final report](#), which will serve as a basis to collect port data and basic information on a structural basis.
- EFIP aims to benefit from the experience that was build up and is preparing a system for data collection on KPI’s of Europe’s inland ports. Exchanges of views with the CCRN and Eurostat are ongoing in order to elaborate and prepare a workable system for all parties involved.



DOSSIERS

6. Circular economy and sustainable transport

THE ISSUE

On 2 December 2015, the Commission adopted a package including an [EU Action plan for the Circular Economy](#). The package consists of four legislative proposals on waste, containing targets for landfill, reuse and recycling, that are to be met by 2030. The report on waste by Ms. Bonafé - Rapporteur for the ENVI committee of the European Parliament - was adopted in Plenary in February 2017. On 18 December 2017, the Estonian presidency reached an agreement with representatives of the European Parliament on all four legislative proposals of the waste package.

Based on the Commission's [European strategy for low-emission mobility](#), Member of the European Parliament, Bas Eickhout drafted an INI-report which was adopted in Plenary as a resolution on the 14th of December. EFIP shared its position and requested sufficient CEF funds, strong (multimodal) hinterland connections and dedicated financial support for the development of alternative fuel infrastructure in inland ports of the core TEN-T network.

EFIP'S INPUT

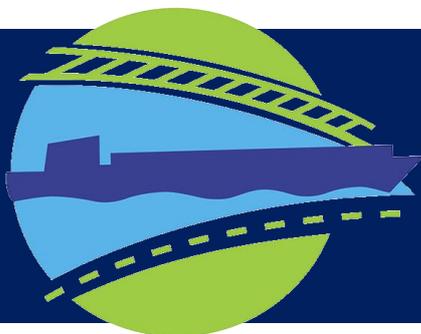
- Asking for support for the role of ports as intermediate and matchmaker for circular economy industries;
- Requesting a stable investment climate for businesses in the circular economy by harmonising waste legislation and diminishing conflicting regulations;
- Raising the need for common definitions and criteria for end-of-waste and residual products to enable efficient cross-border shipment;
- Stating that waste has to be valued more as a resource;
- Stressing the importance of sufficient alternative fuel (LNG) infrastructure in inland ports;
- Stressing the importance of multimodality and hinterland connection (low-emission mobility file).



DOSSIERS

KEY ACTIVITIES

- EFIP provided input to the INI-report of MEP Bas Eickhout on a European Strategy for Low-emission Mobility.
- EFIP further shared its position on the circular economy with EU stakeholders based on its [position paper](#).
- EFIP commented and contributed to the draft conclusions of the LOT (1) Naiades study highlighting its vision on the proposed scenarios and untapped potential of industry sectors including the circular economy for the IWW and inland port sector.
- EFIP gave a presentation during the CCRN (Central Commission for the Navigation of the Rhine) Working group on Inland Waterways and Ports in May 2017 addressing the main challenges and new potential markets like the circular economy for inland ports.
- EFIP contributed to the public consultation and participated in the 2017 workshop of the European Commission on alternative fuels infrastructure.
- One of the 4 topics covered during the IWT & Ports dialogue event on 15 November 2017 at the European Parliament in Strasbourg was green urban logistics and the future steps for inland ports to become multimodal circular economy hubs.



DOSSIERS

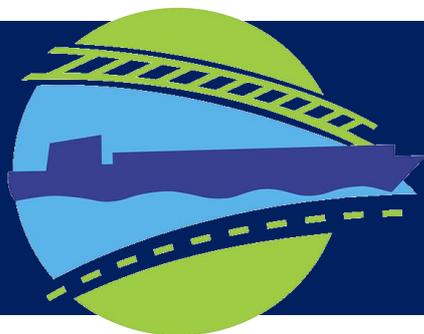
7. Port-city relations

THE ISSUE

Port authorities were among the first to realise that for ports to flourish in the long term, their cities also need to prosper and they began taking steps towards improving their mutual relations. The development of the EU urban policies can pave the way to further joint development of ports and cities, essential for achieving European 2020 objectives for smart, sustainable and inclusive growth. For good port-city relations, key is to find a good mix between public spaces, urban uses and port functions. One of the most sensitive issues in the relationship between ports and cities is the use of the waterfront and the availability of waterfront public spaces for people to use. EFIP is raising awareness on the EU level about the complexity faced by ports to find a good spatial and functional mix because of limited spatial resources, the need for integrated spatial planning and common views on the future development of ports and cities. The partnership between EFIP and AIVP is an example of our stronger focus on port-city relations.

EFIP'S INPUT

- Inland ports serve as nodal points for regional and local economies and efficient multimodal nodes on the European inland waterway corridors;
- A need for a stable investment climate and continuous EU funding for innovative projects and bottom-up initiatives;
- A long-term European IWT platform between public and private stakeholders and governmental institutions supporting research and innovation to improve the port-city relations and innovative capacity of the sector;
- EFIP mentioned in various meetings e.g. with the European Commission, the upcoming pressure on port-city relations, the challenges faced by inland ports due to unbalanced spatial planning (waterfront housing) and the need for an integrated approach.



DOSSIERS

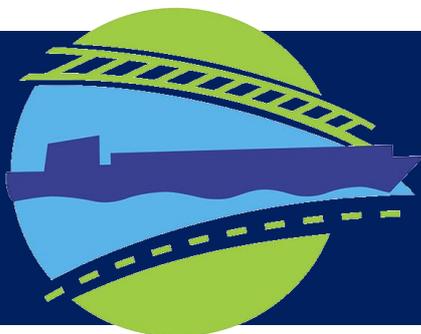
KEY ACTIVITIES

- EFIP provided follow-up on the opinion of the Committee of the Regions (CoR) on “Regeneration of Port Cities and Port Areas” by Rapporteur Mr. Szwabski (PL/EA) with concrete text proposals and voting recommendations in favour of inland ports.
- EFIP initiated and co-organised together with FEPORT, ECSA and ESPO, the Committee of the Regions (CoR) and the Maltese Presidency of the Council of the EU a workshop on "Regeneration of Port Cities and Port Areas".
- EFIP moderated a session on ‘Promoting Ports and Cities Synergies to achieve Integrated Territorial Development’, in collaboration with the AIVP on the 16th of May.
- EFIP has been involved in the organisation of the conference Ports and the City – smart & healthy, 12-13 April 2018 in Nijmegen.

8. Combined Transport Directive

THE ISSUE

The European Commission (Directorate General for Mobility and Transport) adopted its proposal to improve Directive 92/106 concerning Combined Transport on the 8th of November. It is the only legal instrument at the EU level to directly incentivize the shift from road freight to lower-emission transport modes such as inland waterways, maritime transport and rail. It aims to increase the competitiveness of cross-border intermodal (and more specifically ‘combined’) transport compared to road-only freight transport. The directive was originally published in 1992 and a number of problems have been identified including definition, non-effective incentives and problems with implementation and monitoring. The revision aims to facilitate the access to incentives for the use of combined transport and includes new measures to promote investment in transshipment terminals. The European Parliament will appoint a rapporteur by December 2017. This means a new phase in the debate and another opportunity for EFIP to bring forward the interests and concerns of inland ports together with other stakeholders.



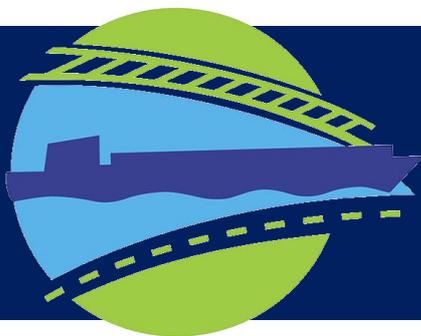
DOSSIERS

EFIP'S INPUT

- EFIP requested not to change the definition of combined transport so as not to water down the concept of combined transport.
- EFIP believes that the existing limitation of 150 km for the road leg has to be preserved as it could promote balanced solutions for all different modes.
- EFIP suggested not limiting the non-road leg of a combined transport journey to operations over 100 km. Such a limitation would exclude important inland waterways connections below 100 km in and around ports.
- Through CEF, more additional financial incentives and a specific budget for combined transport should be made available for supporting intermodal terminals and development of multimodal platforms.
- Combined transport needs state support to be able to compete with pure road transport because additional storage and transshipment of containers make combined transport expensive and journeys longer.
- EFIP supports the demand for more and better data gathering but underlines that this should lead to a workable solution which doesn't create more administrative burdens.
- The directive should also include specific provisions for tri-modal or more combinations.

KEY ACTIVITIES

- EFIP contributed to the public consultation "Amendment of the Combined Transport Directive";
- EFIP participated in several EC hearings and workshops on Combined Transport;
- Over the last year, EFIP participated in several Sustainable Transport roundtables organised by the IURR.



DOSSIERS

9. Other topics

NAIADES II EC EXPERT GROUP

DG MOVE has set up a group of experts on inland waterway transport policy referring to the implementation of the NAIADES II Action Plan. This formal group plays an important role in the follow-up of the EU inland navigation policy developments.

EFIP participated in the discussions on the main developments for key topics in 2016-2017 along with subsequent exchange of views on priorities for 2018-2020 for each strategic field of the action plan. EFIP provided input for the discussion on several topics, including the smooth integration of inland ports in the TEN-T, innovation and technological development issues, greening of inland navigation transport, new business models, innovative financing schemes and market enabling measures supporting modal shift objectives.

PROFESSIONAL QUALIFICATIONS IN INLAND NAVIGATION

EFIP has been monitoring since February 2016, the proposed conditions and procedures for the certification of the qualifications of all deck crew, not just boat masters, and recognition of these qualifications in other Member States. Negotiations between the Council and Parliament were concluded in June 2017. All Member States will now recognise competence-based professional qualifications certified in line with this directive. The Committee on Transport and Tourism (TRAN) in the European Parliament adopted its report (rapporteur Ms Meissner) on 10 November 2016, largely supporting the proposal. The final text was subject of a first-reading vote during the Parliament Plenary session in November 2017. The final vote by the Council on 4 December 2017 concluded the legislative procedure. The directive is likely to be signed by both institutions in mid-December 2017 and published in the EU Official Journal. It will enter into force 20 days after publication, and Member states will then have four years to bring their national legislation in line with the Directive, as an effort to promote inland waterway transport under the NAIADES II programme.

TECHNICAL REQUIREMENTS FOR INLAND WATERWAY VESSELS

EFIP has been monitoring since 2015 the European standard laying down technical requirements for inland navigation vessels (ES-TRIN 2015), which is established by CESNI (Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure). In order to ensure consistency of two existing legal regimes for technical requirements for inland navigation vessels (Rhine and EU) and to replace the different sets of standards maintained under various legal regimes which operate according to their own rules and procedures, it is necessary to provide the same harmonised

standards. This standard lays down the uniform technical requirements necessary to ensure the safety of inland waterway vessels. The first version of ES-TRIN (2015) was adopted at the CESNI meeting on 26 November 2015. CESNI adopted the updated version of ES-TRIN (2017/1) on 6 July 2017. This edition incorporates various amendments in particular areas (emission of gaseous and particulate pollutants from engines, electrical equipment and installations). On 4 December 2017, the European Commission presented the draft delegated act related to technical requirements to the TRAN Committee. Both EU law and CCNR Regulations will be referring to standards delivered by CESNI to ES-TRIN 2017/01 from 7 October 2018.

RIVER INFORMATION SERVICE (RIS)

As part of the NAIADES II objectives, the implementation of real-time information exchange is targeted in the European inland navigation, as it does in all other transport sectors. The recent decision of the Commission to evaluate the RIS Directive will lead to consultation activities such as a public consultation, targeted consultation of relevant stakeholders and stakeholder meetings/workshops as from 2018. The evaluation will provide the evidence base for a possible revision of the current framework and inform any further decisions on the development of legislation. EFIP already informed its members of the process and will gather feedback from its side.

SURVEY ON PERMITTING AND FACILITATING THE PREPARATION OF TEN-T CORE NETWORK PROJECTS

With the survey, the European Commission aims to assess the potential of maritime and inland ports and inland waterways and the potential of related policy measures. Future major economic developments like the circular economy, political trends, and key factors for competitiveness, logistic needs and industrial strategies (clustering) are being addressed. There is a specific focus on the integration of waterborne transport, untapped industrial sectors such as petrochemical, steel industry, electronics & logistic potentials.

During the process, EFIP was regularly in contact with Ernst & Young (main contractor) and as part of an “inland navigation coalition” (EFIP, INE, EBU, ESO) provided inputs, comments and questions on the different scenarios, reports and studies highlighted in the draft report.

ADDITIONAL FUNDS: HORIZON 2020

Horizon 2020 (H2020) is the EU’s Research & Innovation programme for excellent science, societal challenges and industrial leadership. Among the societal challenges: smart, green and integrated transport aims to boost the competitiveness of the European transport system in order to make it more resource-efficient, climate and environmentally friendly and safe. For this challenge, the EU has budgeted more than € 6.3 billion Euros between 2014 and 2020. EFIP informed its members about the Horizon 2020 'smart, green and integrated transport' calls for the period 2018-2020 and attended the Info Day in Brussels in December 2017. EFIP together with INE, EBU and ESO requested specific inland waterway transport and inland port topics in the work programme for the period 2018-2020.



EFIP



European
Federation
of Inland Ports



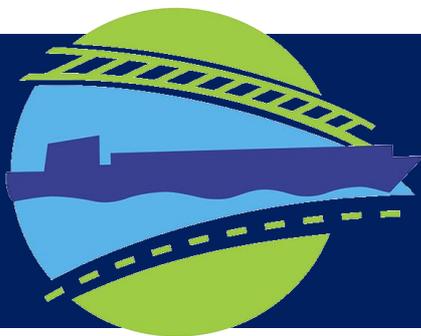


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GOOD NEWS

New Member

Follow [@EFIPSecretariat](https://twitter.com/EFIPSecretariat)
on Twitter!

In October 2017, Kędzierzyn-Koźle Terminale Sp. z o.o. (KKT) from Poland has joined EFIP.

You can find the complete press release [here](#).

EFIP MEMBERS MEET IN PARIS AND WELCOME KĘDZIERZYN-KOŹLE TERMINALE SP. Z O.O. (PL) AS A NEW MEMBER

Press Releases

13 October 2017

On 13 October 2017, EFIP members gathered in Paris (France) for their annual General Assembly meeting. The meeting was hosted by HAROPA-Ports de Paris, the first inland port in France and the second biggest in Europe.

Régine Bréhier, General Manager of HAROPA-Ports de Paris, said: "I am honoured to host the General Assembly of EFIP, gathering representatives from inland ports from 12 countries. EFIP is an important, strategic partner for us to strengthen our voice as ports and to raise awareness of the role of inland ports in multimodal logistics on the EU-level. Over the last two intensive days, I am very satisfied to have discussed and shared our experiences on themes such as inter-port cooperation, port clustering and crucial hinterland and waterway connections with other inland ports in Europe."

During their meeting, the EFIP members discussed different (political) issues that are currently on the Brussels agenda. This included the main challenges faced by inland ports towards 2030 like the changing markets and new role of ports due to low emission mobility requirements, sustainable transport, alternative fuels strategy, circular economy, digitalisation and port-city relations. But also new EU financing programmes for inland port infrastructure and multi-modal connections were discussed. During the meeting, it was also stressed how important it is to obtain reliable data on inland ports and inland waterways. EFIP has picked up this challenge to gather more information in a structural way through the follow-up of the finalised PORTOPIA project. Besides, the 2017 European Inland Waterways and Ports event was highlighted that will take place in the European Parliament in Strasbourg on the 15th of November and is jointly organised with INE, EBU and ESO.

Kędzierzyn-Koźle Terminale Sp. z o.o. joins EFIP

During their meeting, EFIP members welcomed a new member: Kędzierzyn-Koźle Terminale Sp. z o.o. (PL). KKT is a private inland port for containers, dry and liquid bulk, located on the Oder river (E30 European water way) in Poland. The KKT port development will positively change logistics and support ongoing change in the transportation balance moving more cargo to the inland water transportation.



GOOD NEWS

Good Port News



GHENT AND ZEELAND SEAPORTS INVESTIGATE MERGER

Ghent Port Company (BE) and Zeeland Seaports (NL) (with the port areas of Flushing, Terneuzen and Borsele) are strengthening their cooperation with a merger as a 'remote prospect'. A declaration of intent was signed by both companies on 7 November at the Ghent city hall.



FIRST SUSTAINABILITY AWARD OF ANTWERP PORT COMMUNITY GOES TO AMBITIOUS ECLUSE PROJECT

During an Award ceremony on 16 November 2016, the Antwerp Port Community has presented its first Sustainability Award to the ECLUSE Project. The ECLUSE project for a heat distribution network will ultimately account for 10% of "green" heat produced in Flanders.



WATERWEGEN EN ZEEKANAAL NV AND NV DE SCHEEPVAART MERGE INTO DE VLAAMSE WATERWEG NV

In January 2017, Waterwegen en Zeekanaal nv and nv De Scheepvaart started to merge into De Vlaamse Waterweg nv. The merger will be completed by January 2018. The new public agency will manage and develop all the navigable Flemish waterways.



GOOD NEWS



HISTORICAL RECORD FOR PORT AUTONOME DU CENTRE ET DE L'OUEST IN 2016

In comparison to 2015, the Port Autonome du Centre et de l'Ouest (P.A.C.O.) has improved its results by 9% in 2016. According to the director of P.A.C.O., Catherine Maheux, this improvement is the result of a good cooperation between the port and the concessionaires. In the future, P.A.C.O. wants to consolidate, develop and diversify its sectors of activity and it is currently working on several projects for the development of inland transport.



THINKPORT VIENNA: A THINK TANK AND MOBILITY LAB FOR SMART URBAN LOGISTICS

In April 2017, the Port of Vienna and BOKU (University of Natural Resources and Life Sciences, Vienna) initiated thinkport VIENNA.



VISURIS: ADVANCED WEB PORTAL FOR INLAND NAVIGATION

The Vlaamse Waterweg nv and Flemish Minister Ben Weyts have presented VisuRIS. VisuRIS includes an advanced web portal and a mobile app for inland navigation, which will make the inland navigation more transparent and user-friendly.



GOOD NEWS



FLEMISH PORTS DAY 2017

On 17 September 2017, the 5th Flemish Ports Day took place. On this occasion, the ports of Antwerp, Ghent, Ostend and Zeebrugge opened their doors and welcomed 100 000 visitors.



INLAND TERMINALS CONFERENCE 2017 MOVES TO INLAND PORT OF ROUEN

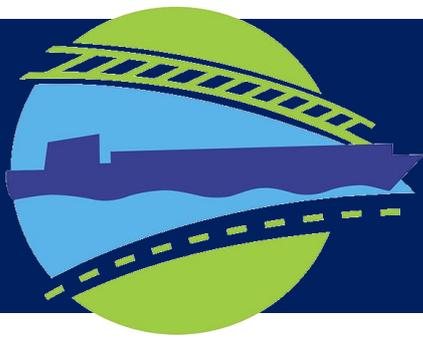
The annual European Conference on Inland Terminals and Ports now moves to inland Port of Rouen. With the start of connecting the Seine and Scheldt rivers, a new European corridor is being realized with unique possibilities for inland navigation. 2017 being also the 500th anniversary for the Port of Le Havre, HAROPA opted to host this year's edition of the conference.



NEW MAIN OFFICE FOR THE PORT AUTONOME DE STRASBOURG

The Port Autonome de Strasbourg (PAS) has contracted the architects Rey Lucquet & associates for the realisation of a new main office for the port. The construction works will start in 2018 and should be completed by the end of 2019.

EFIP members can send news about their ports to info@inlandports.be in order to be included in the 'Good News about our ports' section.



STRUCTURE

EFIP PRESIDENCY

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Vice-Presidents : Carmen Costache (Romania)
Hans-Peter Hadorn (Switzerland)
Jean-Louis Jérôme (France)
Rainier Reekmans (Belgium)

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Policy Advisor: Robin Guillon

Administration and Communication Manager: Charlotte Max

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Friedrich Lehr / Harald Kronsteiner

Belgium

Waterwegen en Zeekanaal NV

Dominique Van Hecke / Kris Van Schepdael

Port of Brussels

Rainier Reekmans / Anthony Callens

Port Autonome du Centre et de l'Ouest (PACO)

Catherine Maheux

Ghent Port Authority

Peter Mortier / Kate Verslype

Port Autonome de Liège

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Port Autonome de Namur

Claude Martin

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Port Complex Ruse JSCo.

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Germany

Bundesverband Öffentlicher Binnenhäfen (BÖB)

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Unione Navigazione Interna Italiana (UNII)

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Nederlandse Vereniging Binnenhavens (NVB)

Rob Smit / Lijdia Pater - de Groot

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Christian Matei / Adrian Ionescu

Slovakia

Verejné Prístavy AS (Public port authority governing the Ports of Bratislava, Komárno and Štúrovo)

Gabriel Szekeres / Bruno Patus

Spain

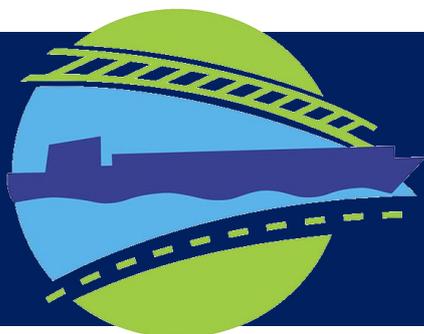
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Schweizerische Rheinhäfen

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