



Fédération Européenne des Ports Intérieurs
Europäischer Verband der Binnenhäfen
European Federation of Inland Ports

EFIP

ANNUAL REPORT 2006-2007
A Look at European Inland Ports Activity



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Inland ports benefit from a strategic position in Europe's hinterland, and as such are part of the comprehensive transport and supply chain. They are significant nodal points located along the main corridors and industrial areas of the EU, and are an important link in the intermodal and logistics network. They offer excellent traffic links to the various transport modes, in particular to the rail, road and waterway networks, and are a good connection with the hinterland for seaports. Inland ports are the natural focal points for innovative intermodal transport concepts in Europe. Consequently, the specific advantages of all transport modes can be used and customers can be provided with optimum combinations. State-of-the-art logistics services supported by modern communication and information technology ensure efficient coordination of all transport combinations.

EFIP's Identity

EFIP represents more than 200 inland port authorities in 18 European countries in Europe. It is the voice of the European inland ports network and actively accompanies all developments in the field of EU transport and environmental policy.

EFIP is dedicated to highlighting the role of inland ports in the socio-economic development of the European regions and their contribution to the development of a more sustainable intermodal transport chain in Europe.

EFIP is a partner in EU projects aimed at fostering intermodal transportation by scientific research, thus contributing to the overall aim of ensuring environmentally and socially sustainable transport in Europe.

EFIP's Mission

Since 1994, EFIP's mission has been:

- To act as the sole voice of inland ports in Europe and to highlight and promote their role as nodal points for intermodal transportation, combining road, rail, inland waterways and also short sea shipping where geographically possible.
- To represent the inland ports vis-a-vis the institutions at European level and any other national and international organisations which are concerned with questions of transport, in particular the European Conference of Ministers of Transport, the Economic Commission of the United Nations for Europe, the Central Commission for Navigation on the Rhine and the Danube Commission.
- To adopt common positions with regard to these questions at an international level on behalf of European inland ports.
- To promote among the public a knowledge of the activities of inland ports and their position within national and international economies.
- To ensure an exchange of information and opinions between its members.
- To study general and scientific questions that are of interest to inland ports, particularly transport problems, and the intermodal goods logistics chain in its entirety.

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Foreword

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The last three decades have seen important developments in international trading flows between Europe, North America and Asia. Today we are living in a context of globalisation. The strong increase in container transport and the growing complexity of global supply chains require new strategies in port logistics.

We are confronted with a changing environment, in particular the above-mentioned globalisation process and the enlargement of the EU to Central and Eastern Europe. The extension of an internal market to include 490 million consumers and the ambitious aim to create the most competitive economy in the world in Europe – as described in the Lisbon Agenda –, inevitably result in a growth of the need for transport services. Of course, these changes have an impact on the way we should look at transport policy today.

In a changing context, innovative new solutions and concepts must be created. Experience has shown that seaports and inland ports will increasingly depend on each other's efficiency in supply chains. We are also convinced that increased co-operation between them will bring benefits to the entire transport chain.

European inland ports used to find their roots in inland navigation, where further positive developments are expected with the ongoing implementation of the NAIADES Action Programme for Inland Waterway Transport adopted by the European Commission in early 2006. They are expected to rapidly gain importance, as for several years now the containers sector has been booming in Europe and also in the hinterland, congestion on the European road network and in seaports is on the increase, fuel rates fluctuate unpredictably and "economies of scale" have become a well-established feature.

Considering these challenges, EFIP decided to focus on two main priorities which were announced at its General Assembly in Vienna in 2006, when I was appointed EFIP President. First, it was decided to strengthen co-operation with seaports, which are natural partners for inland ports. Second, it was considered necessary to increasingly focus on the inland ports located in the new Member States of the EU.

Looking back to what has happened since then, we believe we are going in the right direction.

As far as the co-operation with seaports is concerned, I am happy to say that 2006 and 2007 have seen increased co-operation with seaports. EFIP participated together with ESPO (European Sea Ports Organisation) in several joint events. EFIP was also actively involved in the consultation process on a future ports policy that should lead to a Communication on ports policy later in 2007. This enhanced co-operation culminated with the launch of a "Platform of Sea and Inland Ports" in Brussels on 15 May 2007, which was considered a great success and will bring further initiatives as both organisations have an increasingly common agenda at EU level.

On the second priority, positive developments have also taken place. In 2006, EFIP gained two additional members from the new Member States. The Ports administration on the Maritime Danube which manages the ports of Galati, Braila and Tulcea in Romania, and the Czech-Saxony ports ltd – which comprises the Ports of Decin and Lovosice in the Czech Republic –, became members of EFIP. This is in line with the strategy of the federation to become more involved in Central and Eastern Europe.

In 2006-2007, at policy level, EFIP followed and will continue to actively accompany several main dossiers announced in the Communication of the European Commission which was published in 2006 on the mid-term review of the White Paper on transport policy entitled "Keep Europe moving - Sustainable mobility for our continent", in particular the promotion of inland waterway transport, improvement of the rail sector, developments in view of a future European ports policy, actions taken in urban transport area, logistics and increasingly environmental issues, which have gained importance for European inland ports. Looking ahead, one particular issue will certainly be brought even more to the forefront of the federation's work in the future: the question of the image of inland ports and the port-city relationship.

I hope that you enjoy reading the Annual Report.

WHITE PAPER ON TRANSPORT POLICY - MID-TERM REVIEW

Since the White Paper on Transport Policy "Time to Decide" was published in 2001, several years have passed and the European Union's situation has changed. The enlargement of the EU-15 to become the EU-27 has dramatically changed the basis for further strategies. One of the consequences is an increasing demand for transport, the other is a set of new transnational transport axes within the enlarged Europe, with a different status for existing infrastructure. Besides, the globalisation process has speeded up. Five years after the publication of the White Paper on Transport Policy, it appears that the European Union will not be able to achieve the targets it has set unless further action is taken.

In 2006, the European Commission published its mid-term review of the White Paper on Transport Policy that resulted in a Communication with the title: "Keep Europe moving - Sustainable mobility for our continent" taking into account the new challenges and looking at the way ahead with a time schedule and a road map.



Port of Liège - MET®



Port of Cologne

In its Communication on the mid-term review, the European Commission has grouped actions for the next 5 years into several categories mainly: sustainable mobility, protection, innovation and an international dimension.

The European Commission concluded that the acceleration of globalisation and the threat of terrorism and global warming have changed the international situation. The ever increasing use of energy and the sources it comes from are growing issues.

The transport sector in the EU accounts for 30% of total energy consumption in the EU.

It has to be recalled that the essential aim of the original policy rested on three main objectives: firstly, to try and move transport in the EU towards more efficient and environmentally friendly modes of transport such as rail and waterborne transport. Secondly, it aimed to make transport systems more "inter-connected and interoperable" throughout Europe, for example by ensuring trains could run across different national networks. Finally, the policy aimed at encouraging technological innovation to help make this possible.

EFIP was involved in the consultation process launched by the European Commission in the Autumn 2005 on this mid-term review. It welcomed the development of the co-modality concept, which ensured that all transport modes can be fully used - depending on their efficiency - alone or in combination.

Ms. Barsi-Pataky, Member of the European Parliament (HU/EPP-ED), who was appointed Rapporteur on the mid-term review, repeated that this institution is not satisfied with the progress of the European Transport Policy insisting on the need for increasing interconnectivity, enforcing existing transport legislation, more

investment and the move towards more environmentally friendly forms of transport. EFIP met with her and insisted on the need to increase the role of nodal points in the EU, including European inland ports.

European inland ports will pay particular attention to the following elements contained in the mid-term review: the evolution in the waterborne transport sector, with an emphasis on the implementation of the NAIADES Action Programme for Inland Waterway Transport and the future ports policy, the further development of rail sector with the removal of technical barriers to interoperability, and the adoption of the financial regulation for the Trans-European Networks and the multi-annual investment programme up to 2013 for the Trans-European

Networks (2007). EFIP will also consider the developments expected with the Eurovignette Directive and the internalisation of external costs, as initiatives have been announced by the European Commission in this area.

Actions have also been announced and are being developed by the European Commission concerning urban transport, with a Green Paper and an Action Plan on logistics that will be published later in 2007. These areas are of great significance for inland ports.

INLAND WATERWAY TRANSPORT

Since its adoption in early 2006, the NAIADES Action Programme for Inland Waterway Transport (IWT) has pursued its implementation at European and at country level. This is the first time in the history of European Transport Policy that this transport mode is so high on the European Agenda.

Following the proposal made by the European Commission to boost its use, EFIP welcomed the support shown by the Council and the European Parliament who both encouraged further actions at all levels: at European level but also at national and industry level. EFIP in particular was satisfied with the support by the Rapporteur on the NAIADES Action Programme. Members of the European Parliament agreed with Rapporteur Ms. Corien Wortmann (NL / EPP-ED) that Inland Waterway Transport deserves more political priority and greater ambition in order to create a climate in which its development potential does not remain untapped. The European Parliament stressed that priority must be given to the implementation of NAIADES.

EFIP in particular welcomed the clear recognition in the Rapporteur's report that. This transport mode cannot be developed without inland ports. Indeed, it is clearly mentioned that the reliability of this network and the availability of multifunctional inland ports is the most important condition for the further development of this transport mode.

On 26 October 2006, while adopting the Rapporteur's report on the Action Programme, the Parliament asked for greater priority for Inland Waterway Transport and more European financial means for waterway projects. It insisted that the European Commission must provide legislation to accelerate the introduction and use of environmentally friendly fuel for cleaner Inland Waterway Transport as soon as possible. The sector itself already asked for the introduction of low sulphur fuels to be stepped up.

In her report, Ms. Wortmann-Kool insisted that reliable infrastructure is an important condition for the growth and expansion of this transport mode. Sufficient funding to modernise and improve the infrastructure is a prerequisite. A shift is needed from the funding of road and rail projects to waterway projects, since in recent years only 1.5 % of the TEN budget was spent on inland waterway projects.

The European Commission is expected to launch further actions in order to implement this Action Programme. Following the priorities that were set in it, it is possible to draw the following first evaluation of actions undertaken so far, while adopting the same approach as in the Action Programme with the different sections identified. All measures will have a direct or indirect impact on the development of European inland ports.



Ports of Lille

Market conditions - As far as market conditions are concerned, it is expected that the Commission will further examine how to facilitate access to financing and to enhance the role of the European Investment Bank. It must also be noted that a Funding Handbook is currently being prepared, with the aim of providing information about available funding with a compilation of European, national and regional aid schemes relevant to this transport mode. The Commission has launched a study on administrative and regulatory barriers with the aim of "cutting red tape" in this particular sector.

In the coming months, European state aid guidelines are likely to be developed for the sector. It must also be noted that the Commission decided that the "de-minimis" rules shall apply from 2007 to the transport sector, which should have positive effects on inland waterways.

Modernisation of the fleet - Further measures are awaited for the fleet. As regards the legal framework, the new Directive on technical requirements of inland waterway vessels entered into force at the end of December 2006. The Directive will create modern, harmonised requirements for inland waterway vessels on the entire Community waterway network.

Furthermore, on 22 June 2006 the Commission adopted a proposal for a framework Directive on the harmonisation of transport of dangerous goods with the objective to align with the international agreement ADN. In the environmental field, legislative proposals for harmonising the fuel quality and the engine emissions of inland waterway vessels are being looked at. The setting up of an Innovation fund which could assist operators willing to invest in the modernisation of their fleet and in new logistic concepts is also underway.

Finally, the 7th Framework Programme on research and technological development offers a number of opportunities for this sector, in particular for fleet modernisation.



Port of Brussels

Promotion of jobs and skills - It has been recognised that there is a lack of qualified workforce and entrepreneurial successors in the IWT sector. This is also the reason why the European Commission will consider further incentives in this respect.

Improvement of image - Promotion of IWT and the creation of awareness of the main target groups, the logistics decision-makers, freight forwarders and policy-makers, have been recognised as being crucial in the NAIADES Programme.

A first initiative to increase the visibility of the transport mode was made by Council Regulation 1365/2006 of September 2006 on statistics of goods transport by inland waterways. The new Regulation should allow more effective and modern data reporting on IWT. Furthermore, a market observation system involving the Central Commission for Rhine Navigation, the European Commission and the professional organisations is currently being further developed.

Provision of adequate infrastructure - In order to have a competitive and efficient waterway transport system in Europe, it is essential that the waterway network and port infrastructures are improved and that existing obstacles are removed. This has been recognised by all interested parties. It is in the responsibility of the Member States, which must also bear the biggest financial burden. However, it must be recalled that the Community can contribute to it through programmes and projects for instance within the framework the Trans-European Networks. With this in mind, it is important to mention that the TEN Financial Regulation raises the financial rate for the priority projects from 10 % to 20%, and for cross-border sections up to 30 %.

It must also be noted that the European Commission intends to nominate additional coordinators, one of them being for inland waterways. The coordinator for the TEN inland waterway priority projects will deal with the Rhine-Main-Danube corridor and the Seine-Scheldt link.

Organisational framework - In its Communication on the NAIADES Action Programme, the Commission also raised the issue of the modernisation of the organisational structure. It is of the opinion that the present organisational structure is characterised by a fragmentation of competences and efforts at different levels, and that this situation must change in the future.

EFIP recalled the important role played by the River Commissions which should not be underestimated.

EFIP believes that the areas identified in the Action Programme will certainly bring support to the use of this transport mode. The federation will continue to be attentive to all conditions that can develop the use of it and in particular the way in which European inland ports are involved. Without inland ports, IWT simply cannot be developed in an efficient manner. Only inland ports can ensure the smooth and efficient inclusion of inland waterways in the logistics chain.



Port of Sevilla

The idea is to examine how framework conditions could be improved in Europe to foster transport logistics excellence. Tools and areas that could be used to further develop the integration of road, inland waterways, rail, short sea shipping and deep-sea shipping for the transport of freight in Europe should be identified.

EFIP welcomed the proposal of the European Commission to look at how to further develop logistics in Europe. Framework conditions are important elements, as they can contribute to improve the conditions to reach a "level playing field" between the transport modes and create a levying for a more sustainable transport system in the EU.

It is rightly recognised that logistics (which implies planning, organisation and execution of transport operations) currently accounts for 10-15% of the final cost of finished products and Europeans spend around 1 trillion euro each year on logistics expenditure. Freight transport logistics is an integral element of the supply chain. While logistics is business, the EU's role should be to offer a positive environment for logistics efficiency, innovation and growth in Europe. For this purpose, a comprehensive EU framework strategy with appropriate priorities should be devised.

LOGISTICS

Advanced logistics solutions have a vital part to play in promoting Europe's mobility, sustainability and competitiveness goals. Appropriate general framework conditions are essential in order to facilitate logistics and freight intermodality. These are key elements if the aims of the Lisbon Agenda and the White Paper on Transport Policy are to be achieved.

This is why the European Commission published a consultation document on "Logistics for Promoting Freight Intermodality" which was followed by the Communication publication "Freight Transport Logistics in Europe - the Key to Sustainable Mobility". The aim of the Communication, presented on 28 June 2006 in follow up to the Transport White Paper mid-term review, is to optimise the use of all transport modes and facilitate their integration into a single supply chain. It contains interesting elements that could promote and encourage the use of multimodal transport.

Among the measures identified by the European Commission in its Communication, EFIP drew attention to some of them in particular: the extension of Short Sea Shipping Promotion Centres towards Multimodal Promotion, the infrastructure - optimisation of transshipment facilities, intelligent urban transport and logistics solutions, training and education, and liberalisation and harmonisation with a focus on the rail sector.

In particular, it should be taken into account that globalisation increases transportation and, consequently, congestion in transshipment facilities, especially in European seaports. As far as inland ports are concerned, EFIP considers that one major recognition is the proposal for the development of multimodal inland terminals that should be promoted as crucial points for logistics with interconnection to all transport modes. Special attention should be paid in particular to the infrastructure in the seaports hinterland connections because of its high value for international transport chains (there is high interconnection with the development and promotion of the motorways of the sea and short sea shipping).

To promote the unique selling proposition (USP) of trimodality, these terminals should employ modern technological solutions and have quality infrastructure connections. They should be able to attract new private investments and create new jobs.

Infrastructure is key if efficient logistic chains are to be established. EFIP considers that in order to develop the use of intermodality or to ensure that the new concept of "co-modality" can apply, actions should focus on nodal points as connections between the transport modes. Inland ports are an essential part of these nodal points.

The idea of having multimodal logistic centres and focal points to improve the image and encourage the dialogue between the different interested parties should be further explored. In this respect, the proposal to consider ways to develop the existing network of the 21 Short Sea Promotion Centres to also encompass the promotion of multimodal logistics solutions in inland transport chains could certainly be a possibility to be analysed further. Some EU Member States are already thinking of going in this direction or have already taken such steps.

EFIP also drew attention to urban logistics. In the forthcoming Green Paper on urban transport, attention should be paid not only to passenger transport but also to intelligent urban logistics to which European inland ports bring an essential contribution.

However, EFIP is not in line with the proposals that have been made on a quality approach. It would need further clarification as far as the criteria are concerned. EFIP warns that there may be potential increase in the administrative work for logistic players in the market, that would imply an intervention in a market that is opened to competition. The quality approach should therefore be left to the market. Besides, as far as intermodal liability is concerned, EFIP considers more appropriate to envisage intermodal liability within the international approach through the work done by all interested parties and governments in the UNCITRAL process.

Finally, the European Intermodal Loading Unit (EILU) has been considered as one of the areas where action can be taken. The Commission organised a workshop on EILUs in order to assess the potential for taking the Commission's proposed Directive further. The reaction of EFIP was that it should be left to the market and that some specificities, particularly in France and Belgium as far

as barges are concerned, should be taken into consideration, in particular the risk of losing one range of units since the maximal width of the EILU proposed may go up to a width of 2.55 m (which may be too wide in some areas in these countries). It was understood from the consultation that the CEN (European Committee for Standardisation) will make an inventory of the existing norms on the market as it was felt that information held so far is too vague.

It seemed however that the new proposal has gained more support than the initial proposal which goes back to 2003. It must be recalled that the Commission proposal for an EILU contained two parts, i.e. a proposal on a European standard for units and a proposal on strength and other requirements for containers. The Commission is now directing the proposal towards promoting the use of uniform swap bodies.

In December 2006, the Transport Council adopted Council Conclusions on the Communication on Freight Transport Logistics, inviting the Commission to take into consideration issues when drafting an Action Plan on Freight Transport Logistics which should be published in October 2007. It must be noted that the Conclusions state that "the development of freight transport logistics is first and foremost a matter for industry". EFIP recalled that the Action Plan should indeed facilitate the framework for industry but that no intervention in the market should be suggested.

In 2007, the European Commission pursued consultations with the industry, and EFIP is involved in this process.

A consultancy was appointed by the European Commission to carry out a Preparatory Study for the Impact Assessment on the EU Freight Logistics Action Plan. The consultancy collected stake-

holders' opinions about the actions considered by the European Commission. EFIP was contacted in order to assess the most important hurdles in logistics and actions that should be taken. The document contained categories of issues dealing with bottlenecks, the promotion and multiplication of loading standards for multimodal chains, logistics training, service quality, information and communications technology, statistical data, transport sectors, the identification of problems and possible actions. An evaluation of each of the measures listed was provided for.



Port of Budapest



Port of Mannheim

Stakeholders' feedback is likely to provide a starting point for compiling the final list of actions to be included in the EU Freight Logistics Action Plan.

Focal points - Bottlenecks exercise: In December 2006 the European Commission invited stakeholders, including industry, Member States' authorities and other interested parties to participate in the bottlenecks exercise on freight transport logistics by nominating a focal point and identifying bottlenecks of different nature (administrative, legal, technical, operational, etc.). The initiative is largely based on the existing (and ongoing) exercise on identifying bottlenecks hampering the promotion of short sea shipping.

Through the first phase of the "bottlenecks exercise" completed in mid-February 2007, logistics stakeholders have given relevant opinions on the most significant obstacles hampering the development of freight traffic and suggested solutions. EFIP and its members helped collect information on bottlenecks which were sent to the European Commission. EFIP will pursue its involvement in this exercise. The first focal points meeting took place in May 2007 and discussed the bottlenecks identified so far. This meeting was followed by a



Port of Cologne

conference on logistics organised by the European Commission in co-operation with the German Presidency of the EU Council that examined all the options that the European Commission could possibly address in its upcoming Action Plan for logistics. Several subjects were addressed, in particular possible developments concerning e-freight and intelligent transport systems, quality, simplification of transport chains, vehicle dimensions and loading standards, the possible development of green corridors and urban transport.

Circulation of forty-five foot (45 ft) containers on European roads - For years different stakeholders have advocated to allow the transport of 45 ft containers on European roads after the transitional period ending 31 December 2006. It must be recalled that the global fleet of 45 ft containers is approximately 400.000 TEU while the total global fleet of containers consists of approximately 20 million TEU. Forty-five foot containers are used in the EU to a certain extent. European short sea operators also own a small fleet of pallet-wide 45 ft containers.

The European Commission recognised that the rules on the dimensions of vehicles and loading units should match the needs of advanced logistics and sustainable mobility in Europe. It was decided that Member States can still allow these containers to circulate in their territory after the end of 2006. This will represent an important impetus for intermodality, because 45 ft containers are carried by rail, short sea shipping or inland waterway transport over longer distances while road transport takes care of the first and final road legs.

Consequently, 45 ft containers can continue circulating in national transport operations as "indivisible loads" provided that the Member States concerned implement the necessary administrative arrangements. EFIP welcomed the decision of the European Commission.



Ports of Neuss-Düsseldorf

RAIL DEVELOPMENTS

Towards an efficient rail network in the EU - As far as the railways are concerned, the European Commission insisted on the need to first of all concentrate on the correct implementation of the existing legislation. Furthermore, there is a will to make progress on the Third Railway Package, as well as on simplification and harmonisation of technical and legal requirements.

For EFIP, these are key issues. On several occasions, the federation recalled that it is still very difficult for new entrants to access the rail network in some EU Member States. It must be noted that inland ports are increasingly tending to become trimodal nodal points. The development of an efficient rail transport system is therefore a very important element to be examined.

It seems that the measures taken to revitalise the rail freight transport are starting to bear fruit, however the rail mode remains the lame duck of the intermodal freight system. Freight railway traffic has continued to lose out within the modal shift. It is only recently that the modal shift towards rail is increasing, but this is not happening everywhere and it is occurring at a much slower speed than expected.

With increased liberalisation the road transport and short sea shipping had the opportunity to develop extremely well. Such a development could be expected for the railways. Further liberalisation of the railways is a key incentive for the development and use of multimodal transport.

Increasingly, inland ports have the possibility to offer alternatives in rail services as well. The opening of the rail market is accelerating this tendency.

As typical nodal points for freight, inland ports are very attentive to conditions that should ensure good connections between the different transport modes.

However, the weak link in many cases often remains the rail connection in the port. Even though inland ports are taking increasing responsibilities for these connections, very often they still depend on railways that are not functioning at optimum level.

Another initiative of the Commission is an Action Plan for a rail freight-oriented network. This would be built on a corridor approach and would relate to improvement of transborder procedures and infrastructure, better train running, terminal access, etc.

EFIP could support the principle of having such a network and reacted accordingly.

However, EFIP warns the European Commission about the practicability of this initiative. This must be connected to the Trans-European Networks, and there are already problems concerning the financial means as far as TEN-T projects are concerned. Therefore, EFIP would encourage the European Commission to first assess how TEN-T projects can be financed.

Ensure a better market entrance - EFIP stressed the need for a level playing field between the Member States. The situation today is still that of a difficult market entrance in some EU Member States, of new players (so called "new entrants", non public railways) coming from other European countries. Private rail companies must be provided with better access conditions.



Port of Strasbourg



Port of Stuttgart

Increase quality of services - EFIP recalled that several issues should be addressed if rail is to play a stronger role for inland ports, insisting on the necessity for railway operators to increase the reliability and quality of services. Although the situation may be assessed in a different way in the EU Member States, generally it is recognised that the quality of services (in particular the problem of delays) should improve.

In order to attract new potential rail freight traffic, a reliable and regular service must be ensured. There are currently certain markets that are willing to try rail traffic as an alternative to the heavily congested roads. This means that such problems should be dealt with urgently.

Increase technical performance and access to reliable infrastructure - There are still cross-border problems for trains, partly due to differences in technical standards and requirements throughout the EU (different signalling systems, track gauges, etc.). Interoperability is still not in place everywhere. In addition, a high level of performance has been reached for high speed trains in the passenger market, but there is still room for improvement in the rail freight market. Investments in infrastructure, as identified by the European Commission, should certainly be developed. This would increase the capacities available.

EFIP recalled that a main problem for inland ports is that in the past decades the national railways in certain EU Member States have disinvested in the railway connection to their inland port (for the freight market). This means that former railway connections to ports no longer exist or are in a very bad state (lack of maintenance).

The federation also insisted on the problem of the lack of rolling stock which should also be addressed as a matter of urgency (for instance the long waiting times for wagons).

Many of the potential measures identified by the European Commission in its working document are relevant to make the whole rail system more efficient and more reliable.

EFIP drew attention to measures dealing with new business models (hub and spokes systems for instance) and focusing on infrastructure and terminals works on priority sections and coordinating them at corridor level.

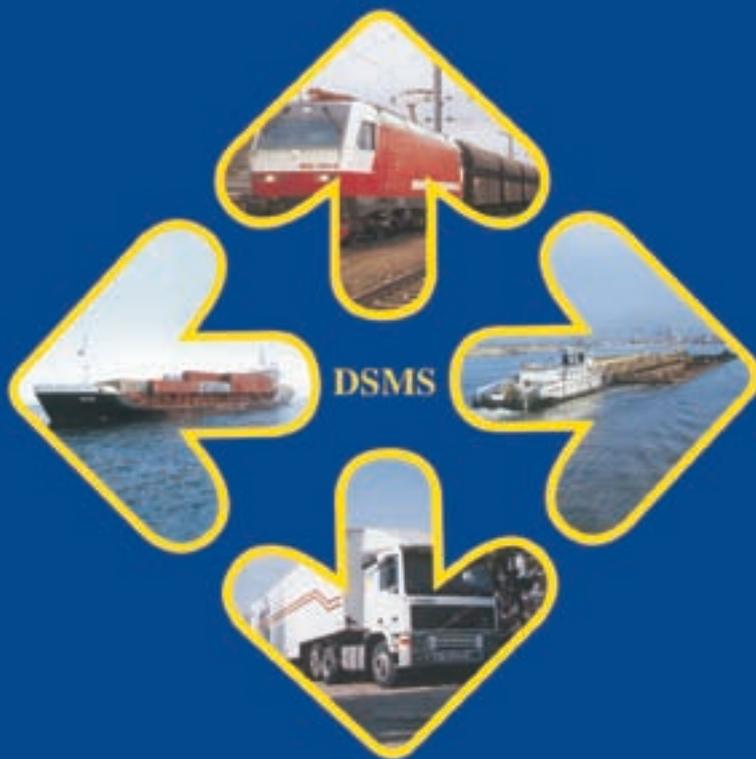
Increasing responsibilities in the rail sector for inland ports

- As mentioned, inland ports are increasingly becoming trimodal with access not only to the road or inland waterway networks, but also to the rail network. Furthermore, inland ports increasingly bear direct responsibilities for rail operations and rail infrastructure in their port area. Finally, several inland ports have decided to invest in the rail sector and have established their own rail companies. These developments should also be considered.

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EFIP participated to the discussion and explained the specificities of inland ports. In its response to the European Commission, EFIP insisted on several issues, in particular environmental developments, logistics and hinterland connections and the problem of image and city-port relationship which are quite similar to the concerns expressed by seaports.

In particular, EFIP stressed the need to ensure a good balance and integration between environmental and transport policies. It also drew attention to some problems incurred by extreme attitudes of some environmental organisations which do not want further developments of inland waterways for navigation purposes.

EFIP also encouraged the European Commission to look at projects which can boost co-operation between ports (through the Interreg programme or other ones) while respecting competition rules.

Despite the similarities between sea and inland ports, EFIP warned the European Commission for the application of the exact same rules to them. It insisted on the differences existing between seaports and inland ports, in particular the geographical

positioning in the hinterland and not at the seaside, the size of the port areas and certain types of businesses established in the inland ports.

For instance, if one considers state aid guidelines, it is doubtful whether they would be appropriate for inland ports. Their development for seaports is justified as competition is fierce. Inland ports have a more local and regional function and are not involved in such a fierce competition.

It is also essential to ensure that measures which may be considered within this Communication do not contradict the ideas



Port of Algeciras

developed in the Communication on Inland Waterway Transport adopted in early 2006.

In general, EFIP insisted that it would be more appropriate to consider soft law with possible interpretative documents and avoid hard law within the framework of the upcoming Communication on ports policy. The general approach the Commission will choose must be in line with the diversity of ports.

TRANSPORT SECURITY

Supply chain security - As an addition to legislation on air, maritime and port security, in February 2006 the Commission proposed a Regulation on enhancing the security of the entire supply chain. It established minimum European standards that freight operators should abide by in exchange for receiving "secure operator" status from national authorities. But transport operators and business associations maintained that the scheme would simply increase costs massively, potentially crippling small businesses, while bringing only minor security benefits.

EFIP also expressed some concerns about this proposal. In particular, it insisted on the following points:

- the need to ensure consistency with other security measures;
- the need for a proportionate approach, a risk analysis and an impact assessment of this new proposal;
- a clarification of the voluntary scheme;
- the need to ensure the consideration for competition rules and the internal market;
- the risk of raising costs of the transport chain;
- the doubts about the certification principle as proposed.

In early December 2006, Ms. Hennis-Plasschaert (NL/ALDE), Rapporteur for the European Parliament on this proposal, addressed a letter to Mr. Jacques Barrot, Vice-President of the European Commission

and Commissioner in charge of transport asking him to envisage to withdraw and reconsider this proposal and to see to what extent the application of the Authorised Economic Operator (AEO) status, that is applicable in the recently revised Customs Code and which also considers security aspects could be applied to intra-trade.

EFIP met with the Rapporteur, and expressed its doubts and scepticism about the proposal of the European Commission on supply chain security.

EFIP welcomed the decision of Commissioner Barrot in late 2006 to freeze the proposal after discussions with the European Parliament Rapporteur Ms. Hennis-Plasschaert.



Port of Duisburg

URBAN TRANSPORT AND THE IMAGE OF PORTS

Urban transport - Cities throughout Europe are facing numerous challenges in the 21st century. They are moving towards increased concentration and forecasts show that transport demand is expected to grow, not decline.

On the one hand, consequences from transport innovation have been enormous in urban environments, with the population having the freedom to choose where to live, to work and to develop other activities. Consequently, it is estimated that around 80% of Europeans live in an urban environment.

On the other hand, it has also led to problems concerning safety and quality of life. There are congestion problems for citizens with pollution, noise, and excessive travel times as negative side-effects. Public transport, cars, lorries, cyclists and pedestrians often share the same infrastructure.

Across Europe there is a shared challenge to improve the quality of life in urban communities and to ensure the competitiveness of cities whilst promoting sustainable development. All cities face common challenges relating to air quality, noise, urban sprawl, traffic congestion, waste, economic competitiveness, job creation, security, social inclusion, and maintaining the built environment, cultural heritage, and a deteriorating infrastructure.

It is estimated that urban transport accounts for 40% of road transport CO₂ emissions and up to 70% of other pollutants from transport. There are concerns on the excessive energy costs and the massive use of vehicles running on fossil fuels, and all the problems linked to oil dependency and global warming.

In this context, there is an increasing need for mobility and sustainable development in urban communities. While the problems of mobility in European cities have been clearly identified, the solutions to be put in place are still in their infancy.

Therefore, the European Commission has decided to look at all these challenges and see whether actions can be developed at EU level. It announced in its Communication on the mid-term review of the 2001 Transport White Paper "Keep Europe moving - Sustainable mobility for our continent", the publication of a Green Paper on urban transport in 2007 after a series of consultations with relevant stakeholders, EFIP included, to identify potential European added value to action taken at local level. It must be recalled that urban transport is among the 21 strategic priorities of the Commission for 2007. The Green Paper and its follow-up activities will form the basis for a European Policy on Urban Transport as part of the European Transport Policy.

It will examine whether obstacles to successful urban transport policies exist at EU level. In addition, it will examine – whilst fully respecting the subsidiarity principle –, whether there is consensus among stakeholders to develop and implement joint solutions. It is expected to address all transport modes, from passenger transport to urban freight transport (and logistics).

In view of the development of the Green Paper, EFIP took position on several important aspects concerning the further development of European inland ports. In this respect, EFIP considered that the EU can bring positive effects with complementary actions, whilst respecting the subsidiarity principle.



Ports of Lille

EFIP drew attention to the added value of inland ports for a sustainable urban transport network in Europe. Today, their role is still underestimated, ignored or even fought against (image problem). However, they are essential for the economy, the environment, urban development, landscape planning, job creation, tourism, logistics and other activities.

Although tourism and passenger transport are important activities to be examined, EFIP choose to focus in particular on freight transport. The following remarks must also be understood within the context of the Leipzig Charter on Sustainable European Cities featuring guidelines for integrated sustainable urban development and an EU Territorial Agenda containing guidelines for spatial development with the aim of strengthening Europe's competitiveness and making better use of the diversity of the regions.



Port of Brussels



Port of Basel

European inland ports bring a significant contribution to the development of intelligent, efficient, reliable and safe urban logistics solutions as essential nodal points, by combining the different transport modes, ensuring connections between them in a way that helps to take trucks off the roads in cities and enabling the provision of additional services in logistics centres. They have an important national and regional function in the development of clusters of economic centres for industry and logistics and the development of employment opportunities. Several studies at local, regional or national level have already highlighted the positive socio-economic impact of inland ports on regions and cities. The intention is now to envisage such a study at the European level.

Inland ports can bring solutions to urban mobility and provide sustainable transport solutions. As they are located close to cities, main consumption centres, and in the vicinity of main transport networks, they have an increasing distribution and logistics function.

In this context, EFIP insisted on the need to encourage the development of urban planning, taking into consideration the essential role played by inland ports in urban mobility. The federation expressed concerns about the increasing urban pressure that threatens the existence or the development of inland ports (for the sake of leisure activities, real estate, establishment of offices, etc.) and the absolute necessity for decision-makers to tackle this problem urgently. Urban integration and acceptance by the cities is a crucial element for their future development as space tends to become scarce.

EFIP is of the view that while respecting the subsidiarity principle and avoiding new legislation, action can be taken by the EU in several fields with incentives. The federation insisted in particular on the exchange of best practices and other actions which could be supported by the EU through European programmes.

Best practices (for instance experiences with smaller or new types of vessels, biofuels, waste transport, etc.) or future projects in which inland ports are involved and which contribute to urban mobility should be highlighted.

Ensuring exchange of best practices - The exchange of best practices should be further encouraged by the support of EU projects of common interest:

- **BESTUFS (Best Urban Freight Solutions)**: Several inland ports participated in BESTUFS II activities. BESTUFS II is a Coordination Action within the 6th Framework Programme for Research and Development the aim of which is to increase the awareness of urban freight transport best practice for all relevant actors and to stimulate innovative solutions that will enhance sustainability in the urban area. In particular, the identification and dissemination of city logistics solutions should continue to be enhanced.

- **CIVITAS**: European inland ports would be in favour – as announced by the European Commission in the mid-term review of the White Paper on Transport Policy –, of building on the experience gained in the CIVITAS Initiative, and on its thematic strategy on urban transport, and continue to promote research on urban mobility. It could also focus increasingly on urban freight transport. This is being considered

within the context of the 7th Framework Programme for Research and Development.

• **DIPACITY:** In this project, which is supported by the Interreg programme of the EU and which involves several EFIP Members, inland ports intended to foster the transport of waste and recycling materials on the waterway, the attractiveness of the port area, the port as a multimodal platform, the distribution of goods towards the city and the safety and environmental aspects of port activities. This co-operation has allowed the participants in the project to increase their co-operation, to exchange experiences, to organise round tables or site visits to gather information and adapt possible new solutions to their port areas. They will ensure further dissemination of the outcomes.

In particular, EFIP may consider the development of a Guide of Good Practices in inland ports as far as urban transport is concerned. This Guide may then be distributed to local authorities where inland ports are situated. The EU could support such an initiative.

Financing projects and studies - At the EU level, facilitating the use of regional funds and promoting the use of programmes like Interreg and making potential users aware of these programmes would be useful. The example of the funding handbook currently being developed within the framework of the NAIADES Action Programme for Inland Waterway Transport could serve as a reference of what could be done for urban transport as well. In particular, it is essential to promote long-term financing models, and in this the EU may reflect on alternative sources of financing (public private partnerships and other ones).

Socio-economic impact on the regions and the cities - EFIP recalled that inland ports are important locations for industrial and logistics companies and multimodal nodes in transport chains. They are links in production networks and, as parts of clusters, have a role in direct and indirect employment opportunities for the region. EFIP would also be in a favour of a European study to analyse and emphasise the socio-economic impact of the activities of inland ports in Europe.

Encourage awareness raising and urban/spatial planning solutions at local level - EFIP argued that urban planning solutions at local level could be further developed. These solutions should consider the assets that inland waterways and inland ports bring to the development of city mobility (for both freight and passengers) through clusters or networks.

In particular, the role played by inland ports as platforms for city distribution should be highlighted. Due to their strategic position close to the consumer market, inland ports can also play an important warehousing and distribution function for the city. Goods may be delivered to city distribution centres by road, rail or inland waterway and then distributed to the local market with small trucks. These city distribution centres can incorporate added value logistics services, such as labelling, ticketing, regrouping, customs facilities, etc.

General awareness of their key role for city mobility, logistics and distribution should be emphasised and reinforced and taken into

consideration in urban planning projects along waterways.

It is essential to ensure that inland ports can still develop and expand in the future, as space has become scarce. Urban planners and architects do not always consider usefulness of inland ports and would prefer to use these spaces for real estate, leisure or office building activities.

For instance, in its reaction to the NAIADES Action Programme for Inland Waterway Transport, EFIP urged decision-makers to launch spatial planning and economic policies at European, national, regional and local levels that would aim to preserve waterside sites which could be used for logistical purposes.

Promoting innovation - The inland waterway sector has found creative solutions for urban logistics by developing new types of vessels that are suited for the distribution of consumer goods, such as palletised goods and drinks or for collection of waste and recyclable fractions. The vessels can also be adapted to local constraints, such as smaller canals or the height of bridges.



Aproport

Innovations in this sector should be further stimulated and supported. Projects such as CREATING (supported with the 6th FP) in which EFIP was a partner, aims to strengthen inland shipping by upholding both integration in the logistical chain and environment performance. Best practices should be promoted and exchanges between stakeholders further intensified.

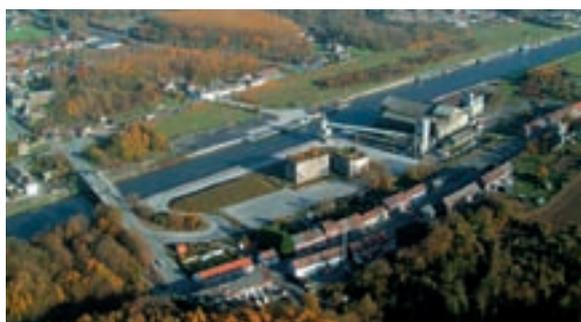
In addition, initiatives and projects at EU, national, regional or local level which ensure that all possible pollutants in the port area decrease are most welcome, for instance greener vessels, new types of fuels and engines, etc.

Promoting the development of certain activities - Waste transport via inland waterways and recycling transport have been identified by inland ports as a new market with a high potential for sustainable urban transport.

With this in mind, EFIP created a working group on waste transport and gathered information on what is currently being done in Europe and beyond. Best practices and bad practices as well as recommendations to policy-makers will be made in a report that will be published later in 2007. The European Commission could certainly support such initiatives in the future.

EFIP stressed the necessity to encourage increased dialogue on urban transport between the authorities at all levels: European, national, regional and local. Clusters and networks between cities and co-operations to attract activities could be further supported. In this respect, EFIP considers that the initiative to present a Leipzig Charter on Sustainable European Cities and an EU Territorial Agenda could bring a certain impetus to a urban transport policy at EU level.

While respecting the principle of subsidiarity, the European Commission could seek to stimulate initiatives/actions that support the creation of awareness at all levels of the positive contribution of certain actors, in particular inland ports, for the sustainable development of the societies and economies of European regions and cities. Inland ports clearly contribute to the achievement of the Lisbon Agenda aims and the goals for sustainable development established as a priority in Europe at the Gothenburg European Council.



Port Autonome du Centre et de l'Ouest



Port of Västerås



Port of Vienna

ENVIRONMENT POLICY

The environment is an area which already has and is still expected to have an increasing impact on the activities of European inland ports in the future. Increasingly, the development or functioning of inland ports is being hindered by environmental constraints.

In 2006 and 2007, EFIP addressed the inconsistency and discrepancies between European transport and environment policies. On the one hand, the EU promotes the development of transport modes, such as inland waterways, short sea shipping and rail, which are less damaging to the environment than road transport. On the other hand, EU environmental legislation, and notably the Birds and Habitats Directives, impedes certain infrastructure and maintenance works in ports. This is an increasing problem for inland ports.

European inland ports have mobility and environmental functions insofar as they favour the recourse to more environmentally-friendly modes of transport. Stopping them from developing and expanding would have highly detrimental effect not only on the transport chain, but also on the environment. EFIP would favour a holistic approach that would consider a broader approach of sustainable transport.

EFIP called on the European authorities, in particular the European Commission to better integrate transport policies and environmental policies to ensure more consistency, clarity and legal certainty. The current situation may further evolve towards increasing legal uncertainty for inland waterways and inland ports, not only for seaports. There are risks of delays for the development of projects. Although, as seen from the book "The impact of EU Environmental Law on Ports and Waterways" written by Prof. Eric van Hooydonk in 2006 with the support of the European Commission, there are apparently no case laws yet dealing with inland ports but with sea ports, this can unfortunately not be completely ruled out in the future.

Pursuant to Article 6 of the EC Treaty, environmental considerations must be taken into account in all EU policies. While EFIP understands and agrees that there is a need to protect the environment, it is however of the opinion that transport developments should also be taken into account and that the importance of having a sustainable transport network to which inland ports contribute by shifting freight from roads to inland waterways and rail (two modes



Alain Breyer©

Port of Brussels

that have been recognised as more environmentally friendly) should also be taken into account.

Having considered that, EFIP decided to become more involved and proactive in this area. Anticipating increasing challenges (increasing rules at the international and European levels) and opportunities in this respect in the future (facilitation of modal shift, sustainability, questions of climate change and energy efficiency), it decided to support activities that would facilitate the smooth implementation of environmental rules while at the same time ensuring that this does not have negative consequences on the activities of European inland ports.

GreenPort conference - This is why EFIP supported the second GreenPort conference that took place in Lisbon in February 2007 after a successful first edition in Antwerp back in early 2006. This event has established itself as the main meeting covering the practical operations of sustainable port management connected with implementing the environmental laws in practice - in ports and in the logistics chain - with a wide range of topical issues discussed through a series of practical working groups and sessions. Since it was launched in 2006, GreenPort has focused on environmental policy, legislation and regulations, providing port planners with detailed information about the impact of future legislation on port development and expansion.

The 2007 edition took place this year in Lisbon from 13 to 14 February. The event, which dealt with environmental developments and ports, was supported by EFIP and ESPO (European Sea Ports Organisation). The focus of the conference was on the need to ensure legal certainty in port planning while taking into account environmental constraints and legislation. This is an issue for seaports, but it is also a major concern for inland ports. This was underlined by Mr. Willy Robijns, President of EFIP, in a presentation at the conference. This event addressed a wide range of issues and methods to achieve a better understanding of the implications of European environmental legislation.

The need for further guidance was discussed, as were best practices, spatial planning instruments, possible solutions and the possibilities/opportunities to improve or revise environmental legislation. The conference also highlighted possibilities to work with legislation and to find win-win solutions. It was recognised that there is a great need to further integrate transport and environmental policies.

EU Water Framework Directive

- The EU Water Framework Directive (2000/60/EC) is probably the most significant legislative instrument on water that has been introduced for many years. It moves towards integrated

environmental management with key objectives to prevent any further deterioration of water bodies, and to protect and enhance the status of aquatic ecosystems and associated wetlands. It aims to promote sustainable water consumption and should contribute to mitigating the effects of floods and droughts.

It must be recalled that the Water Framework Directive establishes a legal framework to guarantee sufficient quantities of good quality water across Europe. Its key aims are in particular:

- to expand water protection to all waters: inland and coastal surface waters and groundwater;
- to achieve "good status" for all water by 2015;
- to base water management on river basins.



Mr. Willy Robijns EFIP President at GreenPort 2007

The implementation of the EU Water Framework Directive (WFD) is now well advanced and our understanding of its implications for the navigation sector (for ports, for commercial and leisure navigation, and for dredging) is improving, but there are still challenges lying ahead.

It must be noted that from 2007 the WFD implementation process will focus less on the production of guidance at EU level and more on action at river basin level, in particular the preparation of river basin management plans and agreement on the programmes of measures required to meet "good status". These plans, which are due by December 2009, are expected to bring further real improvements for the whole water system in the form of programmes of measures, which must be operational by 2012 and deliver the environmental objectives of the Directive by 2015. EFIP will in particular ensure that European inland ports are involved in the process of the preparation of river basin management plans.

It must be recalled that it is possible for stakeholders in the navigation sector to accompany the implementation process of the Water Framework Directive. EFIP is a member of a navigation task group that brings together several European organisations in order to follow the implementation developments. However, EFIP has doubts as to what extent the interests of the navigation sector will be considered, and how useful the implication in the development of river basin management plans will be. EFIP also noticed that there are still many differences between Member States.

In 2007, two main conferences were organised on the implementation of the WFD. PIANC (a worldwide technical and scientific organisation which aim is to promote inland and maritime navigation and ports) organised on the initiative of the above-mentioned navigation task group a successful conference on the Water Framework Directive in Brussels on 31 January 2007. The event focused mainly on three subjects: sediment management and river basin management planning, EU maritime strategy and the Water Framework Directive and hydromorphological change.

In early 2007, a European Water Conference was also organised in Brussels looking at the current implementation of the Framework Directive and the challenges ahead. The same day, the European Commission published a Communication that summarises the first report on progress with implementation of the WFD (as required by the Directive). It also made recommendations for the next important milestone: the river basin management plans.

As a complement to this Directive, in July 2006 the European Commission published a proposal for a new Water Framework Directive Daughter Directive on Priority Substances. It includes quality standards for the concentrations of the priority substances in surface water bodies. The proposal, amongst other things, also includes obligations aimed at:

- the progressive reduction of discharges, emissions and losses of Priority Substances;
- the cessation or phasing-out of discharges, emissions and losses of Priority Hazardous Substances.

The proposal aims at achieving these global by 2025. An additional objective is to achieve "good chemical status" for surface water bodies by 2015. EFIP is considering to what extent this proposal may have consequences on inland ports.

Birds and Habitats Directives - EU Nature conservation policy is based on two main pieces of legislation - the Birds and Habitats Directives.

Priorities are to create a European ecological network (of special areas of conservation), called NATURA 2000, and to integrate nature protection requirements into other EU policies such as agriculture, regional development and transport.

It is important to note that an evaluation is expected to take place in 2007.

In particular, within the planned review, it is essential to consider the impact of these Directives on economic activities in particular port activities and development perspectives. This review should have an integrative approach rather than a purely environmental and ecological approach.

Air quality - In 2005, the Commission adopted a proposal for a Directive on ambient air quality. The proposal to revise the Directive is part of a wider Thematic Strategy on Air Pollution put forward by the Commission in September 2005. On 23 October 2006, the Council of Ministers voted to tighten pollution thresholds in ambient air that the European Parliament weakened just weeks before, setting the stage for a showdown when the two EU lawmaking bodies seek agreement in 2007.



Port of Liège



Port of Paris

The Directive proposal is subject to the co-decision procedure and will only enter into force once adopted by both the Council of Ministers and the European Parliament.

EFIP and other organisations urged governments to support the position taken by the European Parliament at the end of September 2006, as it takes a more realistic long-term approach and introduces more flexibility in the port area which will not unduly hamper port operations and port development.

Stricter fuel standards – New target for inland waterways

– In early 2007, the European Commission proposed new standards for transport fuels that will reduce their contribution to climate change and air pollution, among other things through greater use of biofuels. Inland waterways are also addressed in the European Commission’s proposal.

The fuel quality Directive adopted in 1998 set common EU specifications for petrol, diesel and diesel oil used in road vehicles, inland waterway barges and non-road mobile machinery. The Commission’s proposal to revise this Directive is linked with developments in fuel and engine technology, the growing importance of biofuels and the need both to meet the air quality goals set out in the 2005 Thematic Strategy on Air Pollution and to further reduce the greenhouse gas emissions that are causing climate change.

In particular, the permitted sulphur content of diesel oil for use by non-road machinery and inland waterway barges will also be cut substantially. This should reduce emissions of particulate matter and allow the introduction of more advanced engines and emission control equipment. This proposal is in line with the proposals to address fuel quality in the NAIADES Action Programme for Inland Waterway Transport.

EFIP welcomed the willingness of the European Commission and the industry to

reduce emissions, which will have a positive impact on emission levels in the port area.

Waste - Reference is made to the current revision of the Waste Directive. On 28 November 2006, the European Parliament’s Environment Committee backed a report by British Conservative Ms. Caroline Jackson, Member of the European Parliament, on the revision of the EU’s Waste Directive.

The European Parliament adopted an important amendment at a Plenary Session meeting in early 2007, which would exclude non-hazardous sediment from the European waste definition. EFIP hopes that the Council will adopt this approach in the end.

Within the context of the discussions on waste, it must be noted that the position of the European Parliament was also to give priority to the prevention, re-use and recycling of waste. For the first time, the Directive introduces waste prevention targets for the EU. Ms. Jackson insisted that the Member States should stabilise their waste production by 2012 to the level produced in 2008. The report thus established

a clear hierarchy in the way waste is to be treated. The report supported a “five step” approach to waste treatment: prevention, re-use, recycling, energy recovery (through for example incineration) and landfill as a last resort. A clear signal was thus given that incineration and landfill are to be avoided in the future and can no longer be considered as sustainable alternatives. Another report that was presented by Mr. Johannes Blokland (NL/IND/DEM) seeks a “thematic strategy” to deal with the problem. His report called for a total ban on all landfill waste by 2020. It also asked the European Commission to propose ways of reducing waste and develop measures that would show progress.

Overall, Members of the European



Ports of Lille

Parliament called for total waste production to be stabilised by 2012 (compared to the 2008 position). The Commission was asked to propose indicators by 2008 for assessing progress made by Member States and to formulate a product eco-design policy as well as targets for waste reduction by 2010. For incinerators and the use of waste as an energy source, Members of the European Parliament approved the energy efficiency criteria as proposed by the Commission, but asked that operators be given more time to implement them. They also asked that the grant of permits for these operations be subject to a high level of energy efficiency.

Considering the fact that waste transport is a niche market for inland waterways and inland ports, EFIP decided to set up a working group to deal with this subject and come up with recommendations to be addressed to the decision-makers and that could also be used as best practices for inland ports. In 2005, 2006 and 2007, the members of this group had the chance to go on site visits and to participate in round tables on this subject.

It must be stressed that the aim of the working group is neither to increase the transport of waste nor to increase waste in Europe, but to transport it better and in a more sustainable way than is currently the case. It is therefore in line with the approach of the European Parliament.

It is expected that this working group will come up with a final report later in 2007.

Looking at all recent developments in environmental legislation, EFIP would recommend that the European Commission addresses the problem of how it is possible that environmental legislation may work to the detriment of other environmental purposes. Indeed, environmental legislation has to be brought in line with a broader perspective of a "sustainable transport system in Europe".

If developments on inland waterways and in inland ports are made impossible because of the above-mentioned legislation, it is very likely that a lot of traffic will go back on the roads, hence increasing congestion and pollution, which would be to the detriment of the environment and of a sustainable transport system.

Besides, inland ports are part of the TEN-T networks, so they have been recognised as vital elements in European transport networks.

In general, EFIP asked the relevant authorities to seek a simplification of existing legislation such as the Birds, Habitats and Water Framework Directives and to introduce amendments to ongoing legislative proposals on air, water and waste. It also asked them to take into account and reflect the importance of having inland ports that can still develop and expand in Europe to ensure a sustainable transport chain by including inland waterways and rail as well as short sea shipping when relevant and geographically feasible.

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of Europe.**

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Road transport is just one of the options, waterways offer a healthy alternative. Canal shipping offers many advantages in that a barge blends into the surroundings and causes the least nuisance. Road safety will improve because a barge is able to transport the cargoes of dozens of lorries. The effect on our environment is huge because, proportionally, a barge uses far less fuel than a lorry and CO₂ emissions are three-quarters lower. Therefore, it is very important and positive that more and more entrepreneurs are opting for waterways (again). When it can be combined with other modes of transport, canal shipping is the most beneficial and, at the same time, is healthier for future generations.

More info? Have a look at our website www.wenz.be



A final conference was organised in early June 2007 to present the main findings of the CREATING project. Topics addressed were in particular the improvement of the waterborne transport, more efficient new ship design techniques, logistical opportunities, economic advantages, environmental impact and emission reduction, and safety improvement.

SmartRivers 2006 - The second edition of SmartRivers, an "International Joint Conference on synergies for an efficient waterway system in Europe and the US", took place on 7 November 2006 in Brussels. This event follows a highly successful conference, SmartRivers 2005, held in Pittsburgh (US). The conference was organised by EFIP with the co-operation of via donau, TINA Vienna and the Port of Pittsburgh Commission.

It brought together partners involved in the development of inland waterways, inland ports, and seaports on both sides of the Atlantic around the subject of an efficient waterborne system. It was the opportunity to exchange experiences with the American counterparts from the ports and inland waterways sector.

Around 100 participants attended the conference which was considered a major success.

PROJECT WORK AND PARTNERSHIPS

CREATING - In 2006, EFIP pursued its involvement in CREATING, an EU funded research project aimed at stimulating waterborne transport in an economic way, by improving the competitive edge of inland navigation. The CREATING team comprises 27 partners covering a wide scale of waterborne transport-related expertise from many of the European Member States. The team includes research institutes, shipyards and relevant branch organisations and maintains strong relations with the national authorities. It is supported by the 6th EU Framework Program for Research or Development, and this project aims to present concrete proposals to reduce negative environmental impact arising from goods transport by shifting to inland navigation. EFIP is one of the partners.



SmartRivers Conference - From left to right : Willy Robijns, EFIP President ; Roland Hömer, EFIP Vice-President and Jacques Barrot, Vice-President of the European Commission and Commissioner in charge of Transport



SmartRivers Conference 2006

European and American administrations and institutions, industry, European and national associations

and the press were represented. The Vice-President of the European Commission and Commissioner in charge of transport, Mr. Jacques Barrot and high ranking officials from DG Transport and Energy in the European Commission and the European Parliament contributed to the success of this conference.

Apart from their participation in the SmartRivers Conference, the American delegates visited the Port of Brussels, the Port of Antwerp, the Port of Rotterdam, the Port of Mannheim and the Strépy-Thieu lift, and they saw the River Information Services system in Vienna. This was a good combination of inland ports, seaports and inland waterway systems, which reflected the scope of the conference programme.

Launch of the platform of Sea and Inland ports - EFIP and the European Sea Ports Organisation (ESPO) have decided to set up a "Platform of European Sea and Inland Ports" which aims to strengthen co-operation between both organisations.

The co-operation agreement reflects changes in the logistics environment which have led many sea and inland ports to forge strategic partnerships in order to step up their attractiveness to investors. The strong increase of container transport and the growing complexity of global supply chains require new strategies in port logistics. An additional factor of change is the enlargement of the EU to Central and Eastern Europe.



Signature convention ESPO & EFIP

The other main reason for the establishment of the Platform lies in the fact that ESPO and EFIP increasingly have a common agenda in terms of EU policy (for instance co-modality, environment, port policy, etc). Within this platform both EFIP and ESPO will keep their own identity but will express joint opinions wherever this is feasible.

At the launch welcome addresses were given by Mr. Charles Huygens, former President of EFIP and General Manager of the Port of Brussels, who was the initiator of the platform. He was followed by an address from Ms. Maria Nygren, Vice-Chairman of

ESPO and Mr. Willy Robijns, President of EFIP. A presentation of the InterPorts project bringing together sea and inland ports, and which was supported by the European programme Interreg was given by Dr. Holger Platz from PLANCO consulting. Responding on behalf of the European Parliament, Mr. Dirk Sterckx (BE/ALDE) expressed the wish for the Platform to be strong so that it could provide Members of Parliament with sound practical advice on logistics developments. The Head of Unit in charge of ports and inland waterways at the European Commission, Mr. Jean Trestour, welcomed this initiative and stated that it was good to see that seaports stopped looking seawards and inland ports stopped looking landwards.

The launch was concluded by a declaration of co-operation with a signing ceremony.

International workshop on the restoration of the image of ports - This workshop can be seen as the first joint action since the launch of the common platform between EFIP and ESPO.

Nowadays, ports have a negative image due to several factors, in particular the environmental pressures and pollution risks they cause (idea of old industrial cancers, brown fields, etc.). Currently, the erosion of public support for ports is a major issue in port policy and management.

The aim of the workshop was to put the restoration of public support for ports (both for sea and inland ports) at the top of the political agenda.

The workshop provided an analysis of the public support issue, an overview of best practices from around Europe, a presentation of various policy perspectives and an open discussion with participants.

It explored the need for policy measures as well as specific legal initiatives. It should be mentioned that ESPO and EFIP submitted a common declaration to the European Commission urging it to consider and support actions to restore the image of ports at the EU level.

The workshop was organised by the EIMTL (European Institute of Maritime and Transport Law) in co-operation with the Institute of Transport and Maritime Management Antwerp (ITMMA).



Signature of a declaration on the restoration of the public image of ports

CHANGES IN EFIP

New Presidency elected - On 22 June 2006, EFIP held its General Assembly meeting in Vienna at the kind invitation of the Austrian inland ports (Linz, Enns, Krems and Vienna). After discussions about EFIP priorities, the approval of the accounts, and the presentation of the 2005-2006 Annual Report, the Executive Committee was renewed and new Presidency members elected. The Statutory General Assembly was followed by a discussion on the NAIADES Action Programme for the Inland Waterway Transport with via donau and a visit to the three ports of the Port of Vienna.

As from 22 June 2006, the new members of the EFIP Presidency are:

President:

Willy Robijns, _____
Waterwegen en Zeekanaal NV (Belgium)



Vice-Presidents:

Marie Anne Bacot, _____
*Association Française des Ports Intérieurs (AFPI)
and General Manager of the Port of Paris (France)*



and

Roland Hörner, _____
*Bundesverband Öffentlicher Binnenhäfen (BÖB)
and General Manager of the Port of Mannheim (Germany)*



New Members - In June 2006, EFIP welcomed the application of two additional members, which was accepted unanimously by EFIP members on the occasion of EFIP General Assembly in Vienna.

The federation had the pleasure of welcoming in June 2006 the Ports Administration on the Maritime Danube (APDM) which manages the Ports of Galati, Braila and Tulcea in Romania (see picture), and the Czech-Saxony ports Ltd which comprises the Port of Decin and Lovosice in the Czech Republic (see picture).

This reflects EFIP's willingness to also focus increasingly on Central and Eastern European inland ports.



APDM



Port of Decin

PRESIDENCY

President **Willy Robijns** (B)

Vice-Presidents **Marie Anne Bacot** (FR)

Roland Hörner (DE)

STRUCTURE

EFIP

EXECUTIVE COMMITTEE

AUSTRIA *Interessengemeinschaft Öffentlicher Donauhäfen in Österreich (IGÖD)*
Walter EDINGER / Gregor WÖSS (substitute)

BELGIUM *Port de Bruxelles*
Charles HUYGENS / Rainier REEKMANS (substitute)
Waterwegen en Zeekanaal NV
Willy ROBIJNS
Port Autonome de Charleroi
Dirk DE SMET
Port Autonome du Centre et de l'Ouest (PACO)
Alain LEFEBVRE
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Claude MARTIN
Port Autonome de Liège
Emile-Louis BERTRAND

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CZECH REPUBLIC *Cesko-Saske privasty s.r.o.*
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FINLAND *Lake Saima Port Association*
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FRANCE *Association Française des Ports Intérieurs (AFPI)*
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GERMANY *Bundesverband Öffentlicher Binnenhäfen (BÖB)*
Roland HÖRNER / Karl Michael PROBST (substitute)

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PORTUGAL *Instituto Portuario e dos Transportes Marítimos*
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ROMANIA *CN Administratia Porturilor Dunarii Fluviale (APDF) SA*
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SLOVAKIA *Ports of Bratislava and Kormano*
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SPAIN *Puerto de Sevilla*
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SWITZERLAND *Port of Basel*
Hans-Peter HADORN

UKRAINE *Danube Shipping Management service GMBH*
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GENERAL ASSEMBLY
Representation of Members - Meets once a year

SECRETARY GENERAL
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