



# ANNUAL REPORT

European Federation  
of Inland Ports  
(EFIP)

2018





# CONTENT

<b>Foreword</b> .....	<b>3</b>
<b>Dossiers</b> .....	<b>5</b>
1. CEF II.....	5
2. Combined Transport Directive.....	6
3. Port Reception Facilities.....	8
4. NAIADES.....	9
5. Digitalisation (DTLF, DMN, DINA & RIS).....	10
6. Horizon Europe.....	12
7. Invest EU.....	13
8. Rail.....	15
9. Other topics.....	16
<b>The year in pictures</b> .....	<b>17</b>
<b>Good News</b> .....	<b>19</b>
New members.....	19
Good Port News.....	20
<b>Structure</b> .....	<b>22</b>
<b>Members</b> .....	<b>25</b>

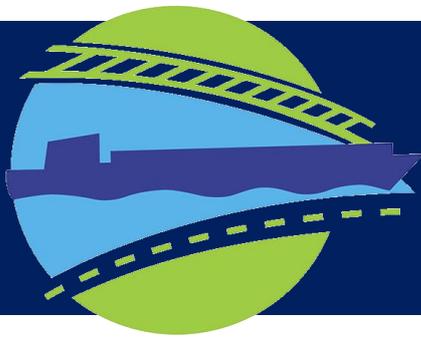
**The European Federation of Inland Ports (EFIP) brings together nearly 200 inland ports and port authorities in 18 countries of the European Union, Switzerland, Serbia and Ukraine.**

### **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



2018 has been a year where we have seen more increased challenges facing the transport sector. Climate change has been ramping up and globally our collective actions in the world are not going far and fast enough. Congestion and resulting external negativities across the entire European transport network are increasing to untenable levels. These challenges also provide opportunities to our sector. Through sustainability as well as digitalisation of transport and new multimodal connections, such as to China. And inland ports are at the centre of these challenges and opportunities. One such example comes from our Members on the Upper-Rhine, that have introduced the first electronic barge traffic system for container handling, making them as from 2018 a digital pioneer in European river transport.

It is this kind of projects and initiatives that need to be supported and grown in the future. At the European level 2018 has been, and 2019 will prove to be, essential in creating the necessary foundation to solidify this progress.

One of EFIP's main priorities was the revision of the Connecting Europe Facility (CEF) for the period 2021-2027. In the first half of 2018, EFIP spearheaded the "MoreEUbudget4transport" platform rallying industry allies successfully in order to secure a good budget for European transport. This was followed by a strong EFIP position, drafted by the Advisory Committee, on CEF for the institutional negotiations. EFIP was successful in getting its position fully adopted by the European Parliament. In 2019 the inter-institutional negotiations will start and we are confident that the position of EFIP will be maintained.

CEF and other EU investments were the main topic at our Executive Committee meeting in Liege in October. We were joined by TEN-T Coordinators Pawel Wojciechowski (Rhine-Alpine) and Mathieu Grosch (Orient-East Med) to outline the EU's infrastructure investment approach. Our Members were able to exchange their ideas and experiences of previous successful CEF calls for project submissions while also giving our criticism of the current policy. Additionally, we had European Commission expert Hugues van Honacker to tell us about the NAIADES II review and how the Commission sees the future of inland waterways in Europe namely smart, interconnected and sustainable.

I am also very happy that over the last year our network has been further expanded and solidified with new members namely; the Port of Aalborg in Denmark, the Ukrainian Sea Ports Authority, the

Priemyselný Park Štúrovo (PPS) from Slovakia, Haven Genk in Belgium and the Hungarian Federation of Danube Ports. These new members further expand our network to currently twenty-one countries – the most extended geographical coverage in EFIP's history – and I look forward to hearing about their challenges and successes and what we can learn from each other. The strength of EFIP is fully dependent on the knowledge and diversity of its members and this is why I warmly welcome them to our organisation.

Looking ahead, 2019 is going to prove a very important year both for the EU and EFIP. In May the EU will hold elections setting up the new European Parliament and European Commissioners. With the expected finalisation of the UK leaving the EU, the European political climate will change profoundly. Traditional political majorities that have functioned in Europe will no longer be viable as the political spectrum will be very fragmented. This could result in political and legislative stagnation on divisive topics, also in the transport sector.

Within this political climate we will see important legislative priorities being discussed. On combatting climate change, the European Commission has already presented an ambitious climate strategy to fully decarbonise the European economy by 2050. From this strategy more transport specific legislation will follow. An essential next step will be the review of the TEN-T regulation. Through this review the network shall be evaluated and made future proof.

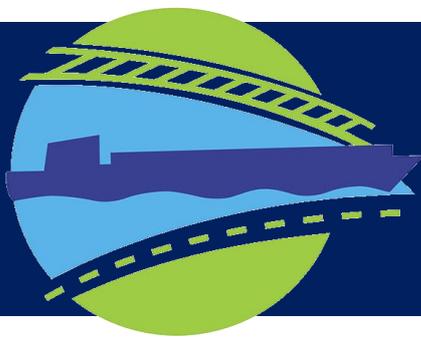
As part of this context EFIP will need a strong position. This is why we have circulated a strategic survey to all members before Christmas. The results from this survey will serve as the foundation for the upcoming EFIP strategy and to the next EFIP Presidency starting as from the next General Assembly in May 2019. As we go into a new political and legislative period with a new EFIP Presidency, EFIP needs a comprehensive vision of what we want to achieve in the coming five years. The bedrock of our organisation are the members and it has been through their commitment and input that EFIP has been able to perform on the EU level. The strategy will therefore not only cover legislative priorities but also operational plans in order to further strengthen the voice of the inland ports in Europe. The strategy will be presented at our General Assembly in Aalborg.

In 2019 we will also be celebrating the 25<sup>th</sup> anniversary of EFIP. This is an important milestone for us to celebrate. Such a long, valued and ever-growing cooperation between Europe's inland ports has proven essential to all of us. I look forward to celebrating this with all of you.

This is why 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.

Thank you,

Roland Hörner  
EFIP President



# DOSSIERS

## 1. CEF 2

### THE ISSUE

By the end of 2017, the CEF-Transport had allocated 92.3% of its 2014-2020 of its budget and the entirety of its cohesion envelopes. For the period of 2021-2027, the European Commission proposed CEF 2 in June 2018. The new core proposals were:

- The cohesion envelope to be split by 70/30%. The 30% shall be utilised across all the cohesion countries on a competitive basis;
- The entire budget shall be split by a 60/40%. The 60% shall be earmarked for traditional infrastructure investments. The 40% shall be earmarked for projects regarding digitalisation, sustainability and safety.

Both the European Parliament and the European Council have finalised their positions and trilogue negotiations are expected to begin under the Romanian presidency.

### EFIP'S INPUT

- EFIP supported the new proposal as this would allow for a balanced approach across all priorities and Member States. It would for instance enable dedicated calls for digitalisation and decarbonisation;
- EFIP is concerned about the definition of cross-border transport projects as this might result in ports falling outside of the scope;
- EFIP asked attention for the planning experience under the first CEF and asked for a more systematic announcement of calls;
- EFIP requested that inland waterways be included in the definition of 5G corridors;
- EFIP requested that inland waterway projects be included in the 50% co-funding threshold. This is essential of the EU want to achieve its 2030 CEF objectives;
- EFIP expressed its concern that the definition of alternative fuels is too restrictive;
- EFIP raised concerns regarding the definition and application of dual-use for military infrastructure.



# DOSSIERS

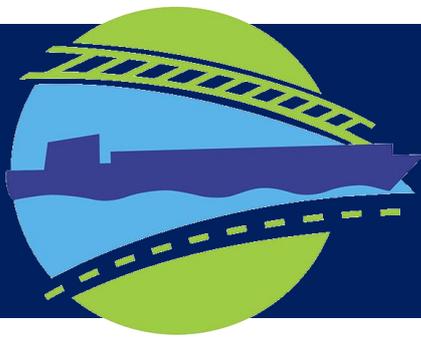
## KEY ACTIVITIES

- EFIP successfully spearheaded the [More EU Budget 4 Transport](#) initiative to increase the CEF 2 Budget;
- EFIP successfully lobbied all the European institutions, with the Parliament taking onboard all of EFIP's points and there has been success within the Council as well;
- EFIP held a deep discussion with TEN-T Coordinators Pawel Wochokowski and Matthieu Grosch at its ExCo in Liege about the future of CEF.

## 2. 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 8<sup>th</sup> of November 2017. It is the only legal instrument at the EU level to directly incentivise 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.



# DOSSIERS

## EFIP'S INPUT

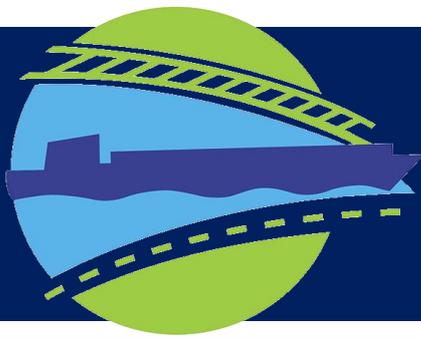
- EFIP pushed to introduce a clearer wording on the non-road leg definition that would not allow for arbitrary exclusion of inland waterways;
- EFIP suggested the clarification of the distance issue by removing the term “as the crow flies”;
- EFIP proposed the inclusion of tax incentives for IWT containers and ITS solutions in terminal investments;
- EFIP suggested points to take into account CMNI documents for combined transport.

## KEY ACTIVITIES

- As part of the UIRR Sustainable Roundtable, EFIP has been in contact with all the European institutions regarding this file.
- In the European Parliament, the entirety of the EFIP Position paper has been taken onboard in September with support from all the major political groups.
- EFIP disseminated the position paper to the Permanent Representations and their attachés. Even though it was received positively, the various Member State positions were informed by two main considerations:
  - Perceived unfair competition practices in road transport that could be exacerbated;
  - Ministries of Finance were hesitant to commit to any financial support measures.

This resulted in the Council taking onboard some of the topics but in general not constituting a true step forward. The Council has finalised its position in December

- Trilogues will commence in 2019 and EFIP will continue to keep monitoring it closely to get the best deal possible.



# DOSSIERS

## 3. Port Reception Facilities

### THE ISSUE

On 16 January 2018 the European Commission proposed a new Port Reception Facilities Directive. This initiative resulted from the rising concerns regarding increased trash in the world's oceans and the European stance against single use plastics. It proposed that ships can deposit their waste at ports at a flat rate. This would incentivise shippers not to dump their waste at sea. The original proposal only covered maritime shipping and the ports that service them.

During discussions in the European Parliament it was proposed that all inland shipping and their ports would be included as well. This proposal came from Romanian and Spanish Members of Parliament.

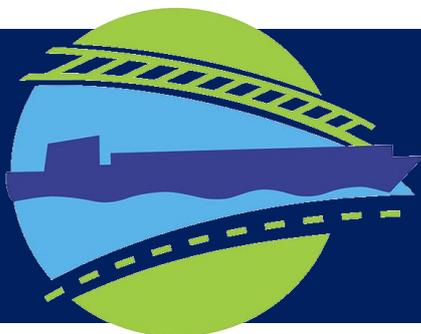
### EFIP'S INPUT

EFIP's position was that this was an inappropriate suggestion not taking into account the inland ports' position:

- O The legislation originally only takes into account the maritime realities;
- O There was no impact assessment done to take into account inland ports;
- O In inland waterways there is already legislation such as CDNI which is more advanced. The danger would be that this would create a lot of legal uncertainty.

### KEY ACTIVITIES

- EFIP approached the liberal Rapporteur Gesine Meissner to inform her of our concerns which she understood and shared.
- EFIP also approached the Conservative Rapporteur to successfully gain her support.
- Through further lobby activities EFIP was able to prevent the inclusion of inland ports in the Port Reception Facilities Directive.



# DOSSIERS

## 4. NAIADES

### THE ISSUE

The NAIADES II action programme is the EU Masterplan aiming to strengthen the conditions for the European inland waterway transport to expand as a quality, sustainable and competitive mode of transport. It was announced in 2013 by the European Commission as part of an overall and transversal approach for the European transport sector with the publication of the TEN-T guidelines and the establishment of the Connecting Europe Facility (CEF).

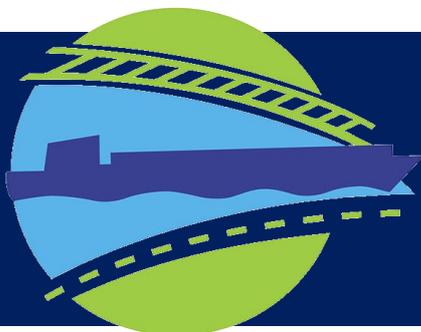
The NAIADES II mid-term report presents progress achieved up to 2017 regarding regulations, policy, financing and the ongoing actions for full implementation by 2020 for the European IWT. It includes an overall contextualisation and economic developments during that period and best practice examples from the sector. It also relies on the Inland Waterways Market Observations Report (2014-2017) for the main features and trends.

### EFIP'S INPUT

- In order to increase inland waterway trade flows and digitalisation, a revision of the RIS Directive is essential.
- EFIP underlined the importance of integrated digital inland waterway transport into all transport modes in order to enhance multimodality.
- EFIP stressed the importance of new technologies and infrastructure to decarbonise the inland waterway sector and asked for Horizon EU, CEF, Regional Development Fund and Cohesion fund to stimulate this objective.

### KEY ACTIVITIES

- EFIP participated in the European Commission Expert Group on Inland Waterway Transport to give input on the mid-term review.
- EFIP, together with INE and EBU, proposed to a resolution on the future of NAIADES in response to the mid-term review. The resolution was supported by the majority of political groups in the Parliament.



# DOSSIERS

## 5. Digitalisation (DTLF, DMN, DINA & RIS)

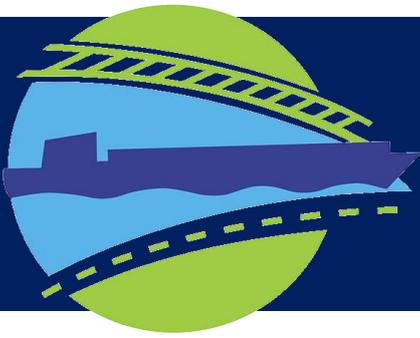
### THE ISSUE

**Digital Transport Logistics Forum (DTLF)** gathers all relevant transport stakeholders (business, public administrations and customs), academics and the EC in order to identify measures to support a more systematic use and acceptance of e-documents and the harmonised exchange of data in logistics supply chains. The main conclusions stemming from its first mandate which ended in June 2018 were the need to foster the EU cross-border freight information systems development (i.e. a federative network of platforms), to test and validate all components of the federative network of platform and to establish governance structure during the second mandate of the DTLF as from January 2019.

Also based on the DTLF conclusions, the EC proposed on 17 May a new regulation on electronic freight transport information (eFTI).

Complementary to DTLF, a new approach is also envisaged to enable the IWT industry to interconnect information on infrastructure, people, vessels, management, operations and cargo. The approach consists of two interlinked concepts: **Digital Inland Waterway Area (DINA)** and **Digital Multimodal Nodes (DMN)**. DINA and DMN shall build on the achievements of **River Information Services (RIS)** and related developments in other modes of transport (e.g. e-freight) and technological developments (smart monitoring-enabled components, ITS-tools, etc.) with the aim to:

- Create more efficient river traffic management through digitalisation;
- Digitalise the whole inland waterways value chain to support multimodality;
- Integrate information across all modes of transport, including maritime transport, road, rail and (multimodal) inland terminals;
- Simplify and harmonise ship and barge reporting formalities to ports;
- Foster surveillance through digital tools to ensure safety, security, pollution prevention;
- Information exchange between end-users of inland water way transport (shippers and logistics service providers) and inland waterway transport operators.



# DOSSIERS

## EFIP'S INPUT

**EFIP stated that the overall competitiveness of IWT is threatened due to:**

- The lack of digitalisation
- Inefficient navigation and inefficient traffic management
- Inefficient integration of IWT in logistics processes (incl. multimodal chains)
- High administrative burden to comply with legislation

**EFIP reiterated that it is mainly caused by:**

- Legal and commercial barriers to share data
- Lack of support for continuous and controlled data sharing
- Limited and fragmented market
- The current IT-setup of barge operators is not suited for continuous interaction with third parties
- No overall framework for electronic reporting

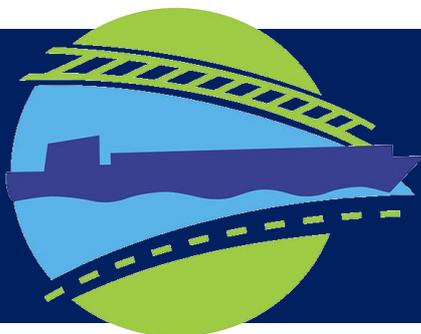
**EFIP proposed to focus on the outcome of the DINA study for inland ports in:**

- Improving efficiency of terminal operations
- Improving the berth management in ports (to reduce waiting times)

In general, EFIP also shared its concern regarding the fact that the taskforce leading roadmap and architecture of both DINA and DMN and their respective interactions with DTLF is quite unclear.

## KEY ACTIVITIES

- EFIP position paper on inland ports and digitalisation has been used and referred to in final DINA study presented on 26 February 2018.
- EFIP has provided inputs as part of the first DTLF mandate formal reports, recommendations and conclusions before its conclusion in June 2018.
- EFIP has been successfully appointed as Member of the second mandate of DTLF starting as from January 2019 and following a competitive EC call for applications.
- EFIP is part of the DINA/RIS expert group, and has provided an overview/mapping exercise of all regulations/activities that have impact on inland ports.
- EFIP has participated in the RIS week 2018 in Rotterdam.
- Cooperation with CCNR to gather data and structural information on inland ports (heritage of Portopia-WP7 project for which EFIP participated between 2014 and 2017) was proposed and will be further elaborated in 2019.



# DOSSIERS

## 6. Horizon Europe

### THE ISSUE

The two Commission proposals for a Regulation establishing the Horizon Europe Programme and for a Decision establishing the specific programme implementing Horizon Europe focus on Europe's global competitiveness, scientific, technological and industrial research and development (R&D) leadership in innovation, digitisation and decarbonisation for the period 2021-2027. The EC Proposals expect to follow-up the Horizon 2020 Programme with Horizon Europe Programme by earmarking a **€94,1 billion** (current prices) envelope for R&D and innovation.

The Horizon Europe Programme is composed of a 3 pillars structure, with the Transport sector included in the 2nd Pillar (the biggest one) "Global Challenges and Industrial Competitiveness" (€52,7 billion), which is subdivided in 5 clusters, including "Climate, Energy and Mobility" (€15 billion) and "Digital and Industry" (€15 billion);

The two ITRE committee Reports coordinated respectively by Dan Nica (S&D, RO) and Christian Ehler (EPP, DE) have been voted in plenary in December 2018. It was proposed to increase the overall budget of Horizon Europe to **€120 billion** (2018 prices).

### EFIP'S INPUT

- Transport sector is of key importance for reducing GHG emissions and decarbonising the Union economy and should therefore benefit from extended funding and research opportunities in the field of decarbonisation (electrification e.g. batteries, fuel cells, hybridisation, etc.; gas charging/refuelling).
- Need for adequate funding in the areas of smart shipping solutions for safer, more efficient and interconnected (inland) waterborne operations.
- Necessity for European transport and logistics supply chains to benefit from cross-border inland waterways, which are the solution for economically viable operations to move to an automated, connected, efficient, reliable, safe, secure and resilient waterway transport system connecting to other transport modes.



# DOSSIERS

## KEY ACTIVITIES

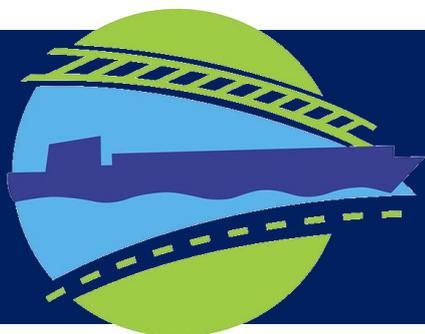
- EFIP took part in the creation of the **Strategic Research Agenda for the European Waterborne Sector** which is a bottom-up initiative stemming from the WATERBORNE TECHNOLOGY PLATFORM to present the vision, strategy, time-path and expected benefits of targeted research for the European waterborne sector in general.
- EFIP took part in the writing of the document **Towards a strategic research agenda** which is an initiative from the inland waterway sector to present the vision, strategy, time-path and expected benefits of targeted research for the European inland waterborne sector in specific.

Both documents are expected to feed the working programmes of the EC for the Horizon Europe Programme as from 2021.

## 7. Invest EU

### THE ISSUE

The InvestEU Programme is a financial programme of the EU for sustainable infrastructure, research and innovation in key areas that are underfunded. It is the follow-up of the Juncker Plan's model (i.e. using guarantees from the EU budget to bring in other investors). The InvestEU Fund will aim to mobilise public and private investment through a €47.5 billion total guarantee (EU budget guarantee of €38 billion + €9.5 billion in risk-bearing capacity from the financial partners themselves) that will back the investment projects of financial partners (the main one being the EIB Group, but also the European Bank for Reconstruction and Developments, the World Bank, the Council of Europe Bank and national promotional banks), and increase their risk-bearing capacity. With an estimated multiplier effect of 13.7 times, the programme is expected to mobilise €650 billion in additional investment, over the period 2021-2027. The InvestEU Fund follows and replaces the current European Fund for Strategic Investment (EFSI), which in its Infrastructure and Innovation Window has supported transport projects of about €8 billion and resulted in total investments of about €24 billion. It corresponds to a share of 13% of the total investments supported under that window between 2014 and spring 2018.



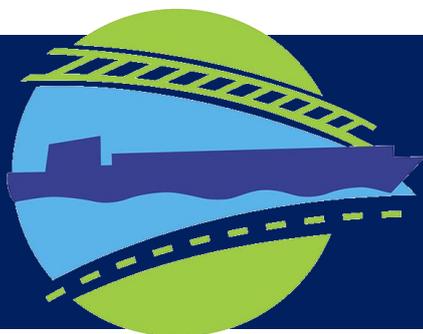
# DOSSIERS

The InvestEU Programme is composed by three pillars, which are the InvestEU Fund (or so-called “EFSI 3.0”, a single coherent and integrated governance structure for all EU financial instruments), the InvestEU Advisory Hub (one-stop-shop) and the InvestEU Portal (database for projects financed by the Fund and/or advised by the Hub). In total, four policy areas are targeted, including the most relevant for Transport which is the Sustainable infrastructure (€11.5 billion) window which covers sustainable energy, digital connectivity, transport, circular economy, water and waste.

The EP TRAN (Transport and Tourism) opinion by Wim van de Camp (EPP, NL) on establishing the InvestEU programme was adopted on November 2018. It proposes among others amendments to support the deployment of automated mobility solutions; to give special attention to investment challenges in cross-border projects; to make sure that the fund builds on the synergies between the transport, energy and digital sectors; to keep the target on the climate policy contribution of investments at the level of 40% as it was set for EFSI 2.0; to propose that at least 50% of the share for the sustainable infrastructure window is used for transport.

The EP BUDG (Budget, José Manuel Fernandes – EPP, POR) and ECON (Economic Affairs, Roberto Gualtieri – S&D, ITA) committees adopted on December 2018 their Reports on the InvestEU programme by proposing to increase the EU budget guarantee from €38 billion to €40.8 billion (current prices) in order to mobilise more than €698 billion (instead of €650 billion) of additional investment across the EU; to introduce a steering committee to ensure the right balance between policy and banking experience in governing the programme (a balance between market-driven and policy-driven approaches); to ensure a better accountability with the EC and the Steering Board to report annually to the EP and Council on the progress, impact and operations of the InvestEU Programme.

The vote in Plenary is scheduled for the January 2019 session, after what MEPs will start negotiations with the Council.



# DOSSIERS

## EFIP'S INPUT

EFIP welcomed the fact that the InvestEU Programme brings all EU financial instruments in one single common framework that considerably simplify access to funding.

EFIP stressed that the rules attached to EFSI are very difficult to fulfil for inland ports-related partners; the InvestEU Fund has to target the commitment of smaller project promoters – including local projects – via National / Regional Promotional banks in order to bring more facilities, opportunities and financial support for inland ports compare to EFSI, despite the major budgetary transfer made from CEF to the initial EFSI. The InvestEU Advisory Hub, together with the Commission, should facilitate the benefits of this fund for inland ports.

EFIP highlighted the fact that Transport infrastructure and mobility projects very often face financing difficulties due to lower return rates, the long-term horizon of investments and higher levels of risk and uncertainty, especially when fulfilling missions of public interests. Therefore, EU grants have to remain the standard instrument to support IWT-related projects (especially for physical infrastructure) in the next MFF, along with the Commission's will to further develop the "blending approach" of the EU Programmes with a strong emphasis on synergies, interdisciplinarity and cross-sectoral collaboration.

## 8. Rail

### THE ISSUE

In every Member States, the Implementation process of the 4<sup>th</sup> Railway Package is underway. This is raising a lot of uncertainty concerning ports and terminal operators that needs to be addressed. A core challenge is the definition of "rail service facilities" and the treatment of rail infrastructure in the port area. In Member States it would result in different interpretations and applications. This can have a very disruptive effects on the port activities.



# DOSSIERS

## KEY ACTIVITIES

- EFIP together with ESPO has started a process to review the joint 2011 ESPO/EFIP Position paper. The first meeting was held on 30 January and has been followed by a second meeting on 23 October.
- One of the main outcome is the drafting of a targeted questionnaire in order to map the issues and concerns facing the inland ports regarding rail legislation.

## 9. Other topics

### ELECTRONIC FREIGHT TRANSPORT INFORMATION

Based on the conclusions of the 1<sup>st</sup> mandate of the Digital and Logistics Transport Forum (DTLF), the EC proposed on 17 May 2018 a new regulation on electronic Freight Transport Information (eFTI).

The EC proposal requires competent authorities to accept regulatory information (for certain legal acts) in electronic form, and sets up a framework of certified eFTI platforms and eFTI service providers (by conformity assessment bodies).

The EC generally identified two main causes for the slow uptake of electronic transport documentation: a lack of recognition of the legal equivalence of e-documents by competent authorities and a fragmented IT environment without well-established and interoperable systems with generally applicable and binding rules on electronic transport documents.

The EP Rapporteur, Claudia Schmidt, has taken an even more ambitious approach including more digitalization within the competent authorities and better certification system. EFIP was consulted during this process. The file will be finalised in the European Parliament before May 2019.



# EFIP



European  
Federation  
of Inland Ports







# GOOD NEWS

## New Members

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

In 2018, EFIP welcomed two new members: Port of Aalborg (Denmark) and Port of Genk (Belgium). The Hungarian Federation of Danube Ports (HFIP) joined EFIP as an observer member in January 2018.

**PRESS RELEASES**  
**Port of Aalborg (DK) joins EFIP**

**24 January 2018**

EFIP is delighted to welcome the Port of Aalborg as a new member. It's the first Danish port that joins the network of European inland ports.

The Port of Aalborg is one of Denmark's leading ports, creating a production value of DKK 13 billion a year and a job effect of 9145 full-time positions across 100 companies.

The Port of Aalborg is the main port for all traffic to and from Greenland. It's Denmark's 4<sup>th</sup> largest container port with approximately 68,000 container handlings and a total market share of 10%. Furthermore, the port is also the distribution centre for oil and petrol distribution, grain and feed, and many bulk products in North Denmark and it's Denmark's 4<sup>th</sup> largest port as regards to turnover with a total of DKK 198 million. The Port of Aalborg is the fastest growing business area in North Denmark and it has always about DKK 500 to 1.000 million ready for investments in infrastructure and port facilities.

**PRESS RELEASES**  
**EFIP welcomes the Port of Genk as new member**

**06 February 2018**

EFIP is delighted to welcome Haven Genk NV / Port of Genk (Belgium) as a new member.

"Haven Genk is a privately owned, tri-modal inland terminal that provides a one-stop shop for logistic services through all transport modes (road – rail – water) with excellent service and in a very competitive way", says Wesley Mazzel, managing director of Haven Genk NV. "A modal shift as a sustainable alternative or complementary solution to traditional road transport will provide a significant impact and is a large part of the solution to the congestion problems on our roads. I am convinced that intermodal solutions will leverage the competitiveness for the companies who decide to make use of it."

**PRESS RELEASES**  
**EFIP welcomes the Hungarian Federation of Danube Ports**

**29 January 2018**

EFIP is delighted to welcome the Hungarian Federation of Danube Ports as a new observer member.

The Hungarian Federation of Danube Ports (HFIP) was set up in 2012 in Budapest as the business federation of the Hungarian Danube ports. The HFIP aims to promote the common interests and views of Hungarian inland ports on national and international levels, not only on industry but also on government level. Furthermore, the HFIP provides its members with professional information and promotes public awareness in order to understand the ports' contribution to national and regional development. The federation also organises meetings, conferences and professional training to share information and expertise in order to encourage the development of efficient practices.



# GOOD NEWS

## Good Port News



### PARTNERSHIP AGREEMENT SIGNED BY PORT AUTHORITY OF STRASBOURG AND HAROPA

The Port Authority of Strasbourg (PAS) and HAROPA have signed a partnership agreement aiming at enhancing their cooperation. The cooperation between HAROPA and PAS will focus mainly on four major lines of development.



### NORTH SEA PORT STARTED WITH RECORD FIGURES

In December 2017, Ghent Port Company and Zeeland Seaports signed a merger agreement, which resulted in the creation of North Sea Port. The new merger port started 2018 with record figures.



### INAUGURATION OF THE CONSTRUCTION VILLAGE OF THE PORT OF BRUSSELS

On 23 March, three new warehouses, called the “Construction Village”, were inaugurated in the Port of Brussels. The company Mpro also took part in the inauguration, as well as Mohammed Jabour, President of the Port of Brussels, and Kurt Vyncke, CEO of Grafton Belgium.



# GOOD NEWS



## PORT OF ROTTERDAM INTRODUCES A 100% DISCOUNT FOR INLAND PORT CHARGES FOR VESSELS COMPLYING WITH GREEN AWARD'S PLATINUM CERTIFICATE

Mid-April, the Rotterdam port authority announced the introduction of a 100% discount for inland port charges when vessel owners comply with the Green Award's platinum certificate and make use of NextLogic, the new planning tool that optimises handling of container inland shipping in the port of Rotterdam.



## INAUGURATION OF THE LAUTERBOURG CONTAINER TERMINAL

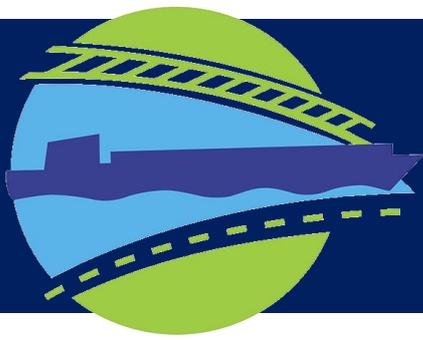
On 29 June, the PAS (Port Autonome de Strasbourg) has officially opened its new Container Terminal in Lauterbourg and the R3FLEX platform.



## INAUGURATION OF THE BRUSSELS CRUISE TERMINAL

On 20 April 2018, the Minister-President of the Brussels-Capital Region, Rudi Vervoort, and the Chairman of the Port of Brussels, Mohammed Jabour, inaugurated the new Port of Brussels passenger terminal, Brussels Cruise Terminal.

EFIP members can send news about their ports to [info@inlandports.be](mailto:info@inlandports.be) in order to be included in the 'Good News about our ports' section.



# STRUCTURE

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**Administration and Communication Manager**: Céline Lefort

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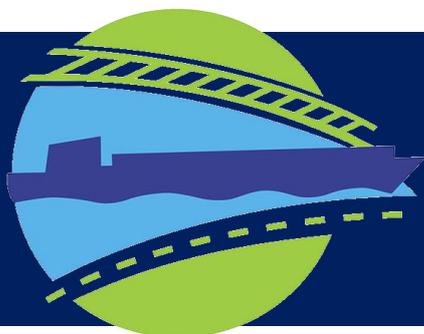
**Port of Sevilla**

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**Switzerland**

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Hans-Peter Hadorn / Martin Nusser



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