



ANNUAL REPORT

European Federation of Inland Ports
(EFIP)

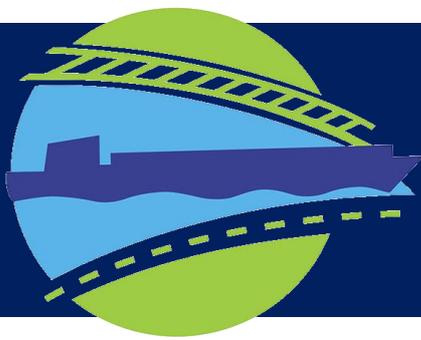
2019





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FOREWORD



2019 has proven to be a year of change for both the EU and EFIP. The European Union held its elections in May, resulting in a new European Parliament. Over the summer, the new Commission took shape, to be led by Ursula von der Leyen. The new Commission announced its main priority as addressing climate change, through a package of legislative and funding proposals known as the European Green Deal. I was happy to see this development as it aligns with the priorities of EFIP.

At the General Assembly in Aalborg we presented the EFIP Strategy. This document outlines the vision and priorities for European inland ports, as well as the growing challenges we have with climate change and the growing demands on our logistical system. It is our firm belief that inland ports can help address these challenges as “enablers of green logistics”. The

EFIP Strategy will guide us for the coming years and direct our role in the European Green Deal. At our GA we discussed in detail European tools available to address climate change and resilience. The location was very appropriate as the Port of Aalborg is not only a multimodal hub but also a seat of clean industry as shown by the construction of wind turbines on site.

Following the adoption of the new strategy, we also wanted to highlight innovation happening in the inland waterway sector. EFIP teamed up with INE, EIBIP and the IWT Platform to show off five clean inland waterway vessels in the Port of Brussels. The event showcased vessels operating on alternative power sources including hydrogen, electricity and gas. The day proved to be a great success with around 150 in attendance (despite the dire weather), highlighting the interest in the IWT sector.

This year has also seen positive developments on the business side; this is especially the case on the Danube. In the context of the Fairway Danube project, the Danube countries have been making a lot of effort over the years to ensure navigability throughout the region. This year we have seen dredging and other maintenance work being done to improve navigability. Companies are already responding to these developments, with positive impacts for business and inland ports alike. It is therefore heartening to see that governments along the Danube committing to continue these vital works for the years to come.

2019 was also a year of celebration as it was the 25th anniversary of EFIP. We had the privilege of being hosted in the Palais du Rhin in Strasbourg. This was fitting as Strasbourg is not only a European capital, but it is also where the seed of what would eventually become EFIP was planted. In the

beautiful Palais we were able to welcome and raise a glass with representatives of the European Parliament, Commission, Council and transport sector as a whole. It was topped off by a tour of the ports of Strasbourg and Kehl, demonstrating cross-border cooperation of inland ports along the Rhine.

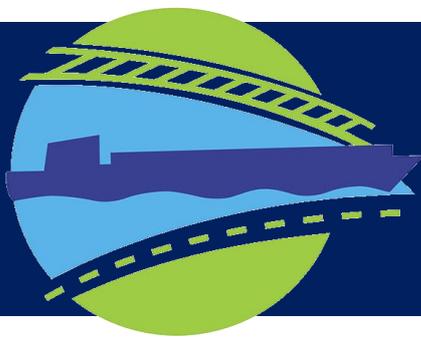
With those celebrations now behind us, we can look with confidence towards 2020. It is in the new year that we can expect the much in-depth work to start on the details of the European Green Deal. Moreover, there will be work to do on the upcoming TEN-T revision, the alternative fuels infrastructure revision and the new NAIADES programme. These initiatives will prove to be foundational for the successful achievement of both the Green Deal and the realisation of the EFIP Strategy. The devil is in the detail, as they say, and EFIP will ensure that those details are given the attention they require, for which cooperation across our membership is essential.

Last year we launched our Advisory Committees as a platform in which EFIP positions can be discussed in detail. So far this has proved to be very useful, with participation from across the membership on the first few files discussed in that format. EFIP's strength comes from its ability to work with its members. As such I would like to thank all of the members that have been active throughout 2019 and I look forward to continuing this cooperation.

Lastly, next year we already have a number of exciting events to look forward to. Our General Assembly will be held in Galati (2-3 April), where we will be discussing multimodality and the challenges faced by inland ports stemming from bad or insufficient connections. We are also planning a new event on a smaller scale focusing on innovation in inland ports and the lessons that can be learned from each other. Our meetings are always the best way for us to interact, discuss and find common opportunities so I hope to see many of you at one of these in 2020.

Friedrich Lehr

EFIP President



Infrastructure and Investment

1. TEN-T Revision

THE ISSUE

In 2019, the European Commission initiated the revision process of the Trans European Network-Transport (TEN-T) Guidelines N° 1315/2013 Regulation. This revision is legally mandated and is the only opportunity to make changes before the 2030 deadline for the completion of the Core Network. For Europe's inland ports, this revision process will be important to ensure that they are not only officially included in the network, but that they are also connected to all the necessary modes of transport.

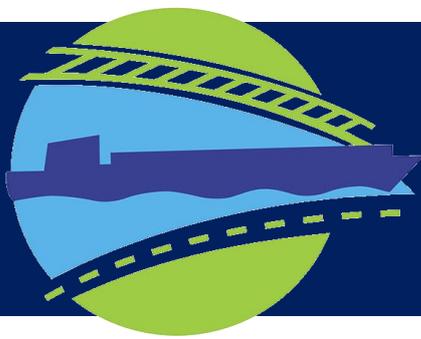
The first step in this process was a consultation during the summer, consisting in an online questionnaire. The purpose of the consultation was to assess to what extent the Regulation has achieved its objectives and which strengths and weaknesses it has displayed since it entered into force. It looked into the relevance, effectiveness, efficiency, EU added value and coherence with other EU policy areas. The consultation covered all EU Member States and neighbouring countries in order to ensure interconnection and interoperability between the respective infrastructure networks.

The online questionnaire contained the following sections:

- General questions on Regulation 1315/2013;
- The form of the TEN-T network;
- The features of the TEN-T network;
- Infrastructure use on the TEN-T network;
- Implementation tools for the TEN-T network;
- Further information.

Aside from the public consultation, the Commission has also launched various targeted consultations with specific sectors or transport situations.

It is expected that the results will be published during the TEN-T days in Croatia on 14 and 15 May. The next step will be the first impact assessments during 2020 and 2021.



DOSSIERS

EFIP'S INPUT

The I&I Committee drafted the first position paper for the consultation by taking input from across the entire EFIP membership. The Committee's general position was that a revision should continue to work on the strong foundation of the current TEN-T and that the guidelines have to be futureproofed.

In detail the Committee recommended/and or observed the following:

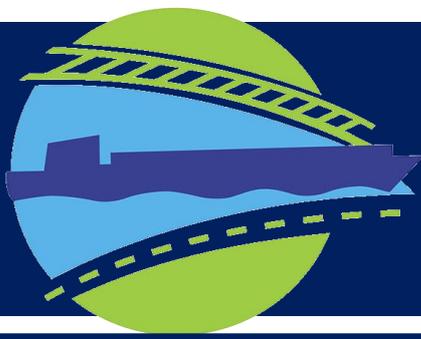
- 1 The number of passengers should be included as a criterion for designating an inland port as part of the TEN-T network;
- 2 The distinction between comprehensive and core inland ports should be clarified;
- 3 Current class III inland waterways should be included in the TEN-T network;
- 4 Need for quality infrastructure;
- 5 Climate resilience needed to maintain services; and
- 6 Core inland ports lack core connections.

A number of Member State specific issues were also included in EFIP's position paper which was approved by all the members.

Additionally, EFIP has been involved in the work of the NAIADES Expert group which will provide input during the targeted consultations.

KEY ACTIVITIES

- I&I Committee drafted the first EFIP position paper for the TEN-T Consultation
- The position paper was approved by all members



DOSSIERS

2. CEF 2

THE ISSUE

In 2018, the European Commission presented the Connecting Europe Facility (CEF) for the period 2021-2027. Both the Council and European Parliament were able to reach their positions in the winter of 2018 with trilogue negotiations carrying over into 2019.

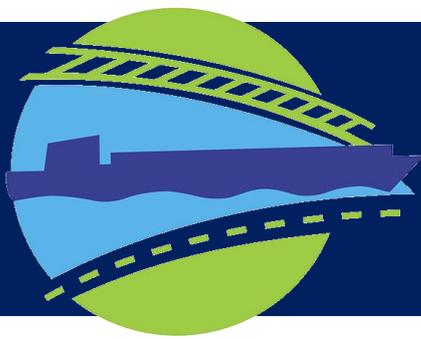
In March, after a marathon negotiation session, the Parliament and Council agreed a final deal. The main political negotiations revolved around the budget prioritisation and the size of the budget.

One of the main innovations proposed by the Commission was to split the budget between 60% for traditional infrastructure work and 40% for horizontal priorities such as digitalisation and decarbonisation. This proposal was met with a lot of resistance from certain Member States that feared they would not be able to access the funds under the horizontal priorities. Nonetheless, in the final deal, the proposal was maintained.

In order to ensure that the CEF budget would be of a sufficient size to achieve the European objectives, the Commission proposed to transfer 30% of the Member State cohesion funds to an envelope accessible to all cohesion countries. This was met with resistance from those cohesion countries with larger budgets, but this was also maintained in the final deal.

The only point that was not resolved was the final budget size. With the impending departure of the UK from the EU, the budget is expected to decrease. In order to fill this gap, the Commission proposed to transfer funds from the Regional Budget to CEF. This final point will be finalised in the negotiations of the Multiannual Financial Framework (MFF).

The new CEF Regulation will come into force in 2021.



DOSSIERS

EFIP'S INPUT

In 2018, EFIP published its priorities in a position paper which formed the corner stone of its lobbying efforts. These efforts continued into 2019 throughout the trilogue process. In the final deal, all of EFIP's priorities were taken onboard, in summary:

- 50 % co-financing threshold for projects supporting inland waterway transport;
- The introduction of a specific cross-border definition to cover inland ports;
- Increased transparency of the expected objectives and timeline of future calls by making the Commission publish a multiannual work programme outlining future calls;
- The inclusion of inland waterways in the 5G corridors;
- More clarity on the definition of dual-use and military mobility.

KEY ACTIVITIES

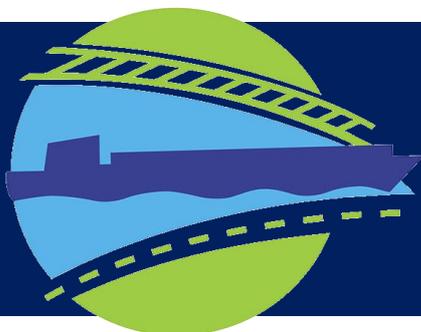
- EFIP continued its lobbying efforts from 2018 into 2019
- EFIP extended its cooperation to include other IWT actors, leading to this success

3. Multiannual Financial Framework

THE ISSUE

Every seven years the European Union sets its budget for the following period. These negotiations need to be finalised by the end of 2020 as the next budget period starts in 2021. The so-called Multiannual Financial Framework (MFF) forms the foundation of all EU activity for the coming years. This MFF, however, finds itself beset by difficult circumstances. With the UK leaving the EU, the budget has to be reduced while Member States demand more EU action on issues such as climate action, external affairs and migration.

As such the Commission has proposed to increase the Member State contribution from 1% to 1.11% of GDP. This has led to strong opposition from net-contributors such as the Netherlands and the Scandinavian countries.



DOSSIERS

Within the MFF debate, the budget for transport in general is being discussed. Both the increase of the contribution and the transfer of regional funds would be necessary to ensure that the Core network is completed by 2030. The total investment needed would amount to 500 billion EUR until 2030.

EFIP'S INPUT

EFIP believes that a well-connected transport network is essential to maintaining and growing the European economy. Additionally, with the challenges posed by climate change, more investment will be needed to address those added needs. As such, EFIP has been collaborating with other transport organisations under the “More EU budget for transport” coalition in order to assure that enough funding will be available.

KEY ACTIVITY

- EFIP has been a driving force of the “More EU budget for transport” initiative devising a common lobbying strategy

4. CEF Reflow Call

THE ISSUE

The European Commission launched the CEF Reflow Call on 16 October. The call is composed of funds from non-executed projects and has a total budget of €1.4 billion EUR. As such, the call constituted the widest set of priorities of any CEF call to date.



DOSSIERS

The following priorities were of interest to inland ports:

- Access to inland ports and connections between inland ports and rail or road sections of the Core Network;
- Access, including safe access through navigational aids, of inland ports to inland waterways;
- Basic infrastructure in inland ports in accordance with point (g) of Article 16 of the TEN-T Guidelines;
- Water-side terminals/platforms infrastructure such as storage and stacking areas in accordance with point (g) of Article 16 of the TEN-T Guidelines;
- Reception facilities for oil and other waste, to support the sustainability of waterborne transport services;
- ICT applications, in particular pilot Single Window applications, as well as applications to streamline administrative formalities through a better use of information, communication and positioning technologies, particularly EGNOS and Galileo;
- Providing or improving road/rail access and connections within inland ports;
- Ensuring year-round navigability, for instance by means of hydrological services and dredging of the port and port approaches;
- Implementation of new facilities and technologies regarding provision and use of alternative fuels.

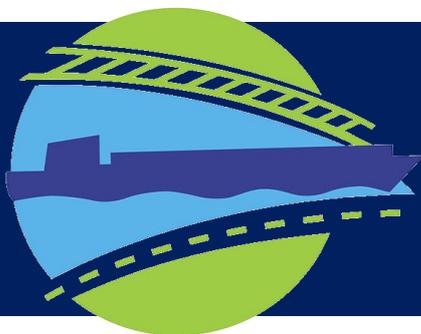
An essential element of this call was the maturity of the action, gauged by the progress of securing the necessary permits and permissions. The reflow funds need to be spent by 2023, meaning that the Commission needs certainty that the project will be successful.

The results of the call are expected in the summer of 2020.

EFIP'S INPUT

One of the objectives of the EFIP Strategy was to ensure that European inland ports would be able to attain more EU funding. This requires more ports to apply to the various calls. Inland ports have had success in the past but only rarely applied for European funding.

In 2019, EFIP has been active in supporting its members to apply for the call through the TEN-T Helpdesk. The Helpdesk analyses and advises on the project to give a comprehensive overview of the project's strength and weaknesses. To date, five inland ports have utilised the Helpdesk to prepare their application to the call.



DOSSIERS

KEY ACTIVITIES

- Supporting EFIP members through the TEN-T Helpdesk by:
 - Analysing project details
 - Providing recommendations and advice
 - Acting as liaison between the Commission and the project

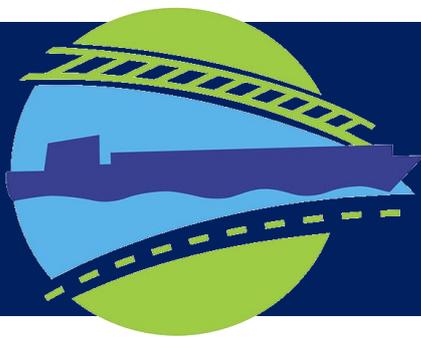
5. CEF Blending Facility Call

THE ISSUE

In April, the European Commission announced they would adopt a new CEF financial instrument for environmentally sustainable transport projects. The blending element of the call means that projects can benefit from CEF funding in conjunction with other EU funds. The European Commission's rationale behind the facility is to simplify access to EU funding and to align grant decisions with project management processes.

The call involves the mixture of a grant (from the CEF instrument) of up to 1 million EUR that will not need to be repaid and a loan from an Implementing Partner (IP) of up to 5 million EUR that will need to be repaid. Each application will need to be made in partnership with an IP, whose role is to perform an initial screening of the project and set a project pipeline. The EIB is the principle IP, although national promotional banks from Spain, Poland, France, Slovenia and Hungary are all possible partners.

The Blending Facility is a rolling call, meaning there will be quarterly cut-off dates for applications until March 2021, unless the budget is exhausted before this date. The first cut-off date falls on 14 February 2020.



DOSSIERS

EFIP'S INPUT

EFIP welcomed the blending facility call for its support of alternative fuel infrastructure projects. Of the total call size of 198 million EUR, 99 million EUR is geared towards alternative fuels projects. Specifically, the European Commission mentioned the deployment of zero emission inland waterway vessels and infrastructure as model projects. Co-funding rates for infrastructure of Alternative Fuels were set at 10% for CNG, 10% for LNG, 15% for electricity and 20% for hydrogen.

EFIP took part in the virtual information session on 5 December and passed on all relevant issues to members, giving bespoke advice where applicable. EFIP encouraged members currently benefitting from other EU funding programmes to consider the call.

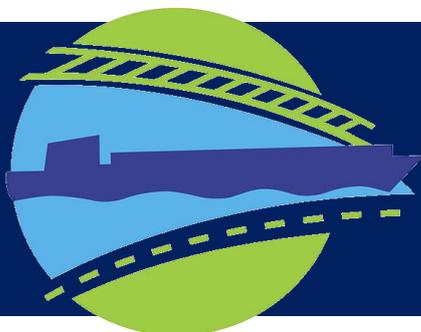
KEY ACTIVITY

- EFIP attended the European Commission's Virtual Information Session

6. Horizon 2020

THE ISSUE

Further funding possibilities appeared this year under Horizon 2020, an instrument intended to foster innovation by partnering industry with researchers. Two developments were of relevance to EFIP members: with the close of the funding period 2014-2020, the Commission negotiated the next period of funding until 2027, while also releasing a final call for the unspent funds from the current 7-year programme.



DOSSIERS

Final calls opened under the existing envelope on 3 September and 3 December, with a number of relevant topics for inland ports, including ‘Cities as climate-resilient, connected multimodal nodes for smart and clean mobility’ (4 million EUR), ‘Towards sustainable urban air mobility’ (15 million EUR), ‘Digitalisation of the transport system: data sharing’ (3 million EUR) and ‘The European mobility culture of tomorrow: Reinventing the wheel?’ (1 million EUR). When the call opened on 3 December, a total of 99 million EUR was available to projects under the Mobility for Growth heading, which are of potential interest to inland ports. Further projects were granted funding in December, including three titles with tangential relevance to inland ports: [“Supporting Joint Actions on sustainable urban accessibility and connectivity \(MG-4-6-2019\)”](#), [“An inclusive digitally interconnected transport system meeting citizens' needs \(MG-4-5-2019\)”](#) and [“Ship emission control scenarios, marine environmental impact and mitigation \(MG-BG-02-2019\)”](#).

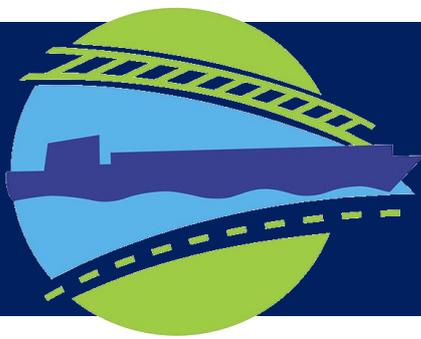
Concurrently, the European Parliament adopted the proposal for a financial envelope of around 120 billion EUR for the 2021-2027 Horizon Europe. The programme is expected to contain two clusters relevant to the navigation sector worth a total of 38 billion: ‘Digital, Industry and Space’ and ‘Climate, Energy and Mobility’. The legislation is formally awaiting approval from the Council, but EFIP expects the final Horizon package to change subject to the overall agreement on the EU’s Multiannual Financial Framework.

EFIP’S INPUT

EFIP continued to emphasise the benefits of funding and research for the decarbonisation of the inland waterway sector on issues including electrification of batteries, fuel cells, hybridisation, and gas bunkering and refuelling.

EFIP followed up on the information sessions of the calls to provide detailed information to members, encouraging members to take advantage of the opportunities for research and development as offered by the programme. Furthermore, the secretariat liaised with the Commission to ensure that inland port-relevant calls and budget remain available.

EFIP continued its active participation in the Waterborne platform, a partnership bringing industry together with research and development. This year saw the publication of the Strategic Research Agenda for the European Waterborne Sector’ in January 2019 and the ‘Technical Research Agenda for Shipping’ in November 2019.



DOSSIERS

KEY ACTIVITIES

- Lobby for relevant priorities and calls
- Relaunch of the Waterborne partnership platform

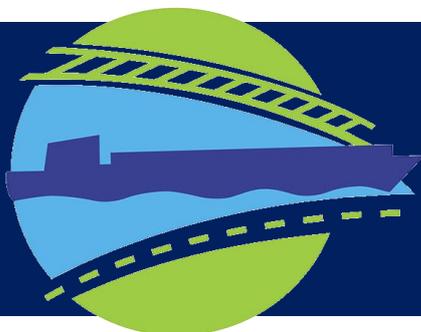
7. Invest EU

THE ISSUE

The InvestEU Programme was established at the beginning of 2019, aiming to bring together various EU financial and investment instruments, thereby filling a perceived investment gap in Europe. The fund provided support in four areas: sustainable infrastructure; research, innovation and digitalisation; small and medium sized businesses; and social investment and skills. The scheme mobilises public and private investment, with the aim of eventually triggering 650 billion EUR in additional investment through a budgetary guarantee from the EU of 38 billion EUR. Financial resources will be mobilised from partner institutions such as the EIB. Unlike the previous programmes COSME and InnovFin, institutions other than the EIB can partner up with applicants and the funds may be blended with other EU grants or financial instruments.

A number of inland-port relevant areas will be eligible for financing:

- Production and supply of renewable/carbon-neutral sources for all modes of transport;
- Development of sustainable and safe transport infrastructures and mobility solutions, which includes development of the TEN-T infrastructure and its urban nodes, inland ports and their connection to the main networks;
- Development of multimodal freight terminals and passenger transport hubs;
- Smart and sustainable urban mobility projects, including inland waterway transport;
- Supporting the renewal and retrofitting of transport mobile assets with the view of deploying low-emission mobility solutions;
- Development of railway infrastructure and inland waterway infrastructure;
- Development of alternative fuels infrastructure for all modes of transport;
- Development and deployment of new transport technologies and services such as autonomous modes of transport;
- Integration of digital technologies, services and skills in the transport sector.



DOSSIERS

EFIP'S INPUT

EFIP welcomed the InvestEU programme and the simplification of funding processes of previous calls, as well as the facilitation of smaller project promoters, including local projects. EFIP believes that the focus on areas of strategic importance such as sustainability, particularly at a local level, is a significant step towards the support of businesses in the green transition. The programmes' aims are in line with EFIP's position that the EU should provide substantial support for projects promoting multimodality, retrofitting of old vessels and deploying alternative fuels infrastructure in inland waterway transport.

8. State Aid Modernisation

THE ISSUE

During 2019, the European Commission undertook two major activities relating to European competition rules and inland ports.

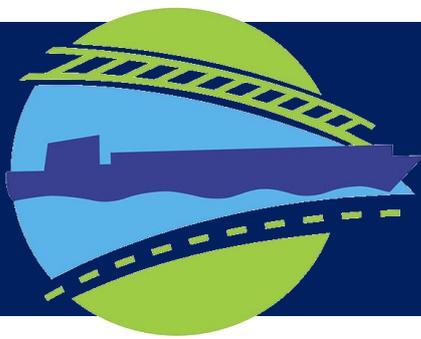
The fitness check of the 2012 State Aid modernisation package

The Fitness check of the package was meant to provide a general review of the current competition rules following the modernisation package that started back in 2012. This fitness check proved to be very broad, not focusing on any specific sectors.

Targeted review of the General Block Exemption Regulation ("GBER"): extension to national funds combined with certain Union programmes

The GBER allows Member States to implement a wide range of public support measures without prior notification to the Commission, in areas such as research and development, environmental protection or support to SMEs. This reduces the administrative burden for public authorities and speeds up delivery of public support, including support granted via EU structural funds.

To ensure that national and EU funds can be combined seamlessly under the new Multiannual Financial Framework, the Commission proposed to improve the interplay between EU funding rules and state aid rules. To this end, the European Commission intends to extend the GBER to national funds, including EU shared management funds, combined with EU programmes managed centrally by the Commission.



DOSSIERS

EFIP'S INPUT

Both of the Commission's initiatives were discussed and addressed within the Advisory Committee. There, members were able to consider EFIP's position in detail.

The fitness check of the 2012 State Aid modernisation package: EFIP Position

The EFIP position on the fitness check focused on the following points:

- Need for investments;
- Guidelines specifically for inland ports;
- Inclusion of super structures;
- Need to change state aid notification rules; and
- Absence of single point of contact for legal interpretations.

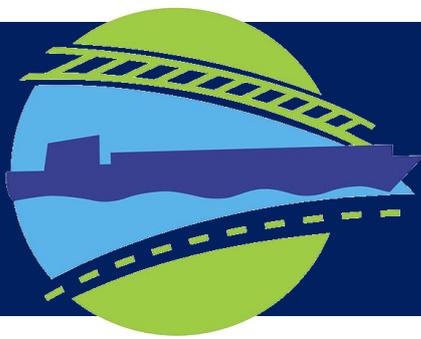
Targeted review of the General Block Exemption Regulation: EFIP Position

The EFIP position on the Targeted Review added that the Connecting Europe Facility (CEF) should be covered by the extension. This would address the administrative burden brought on by state aid notification requirements required with CEF Funding.

Additionally, this position paper further expanded the need for the inclusion of super structures under the GBER. This included further legal provisions and suggestions.

KEY ACTIVITIES

- Discussing these initiatives in the Advisory Committee
- Holding two online meetings to create the draft position papers
- Finalising, publishing and disseminating the position papers to relevant policy makers



DOSSIERS

9. EFIP/ESPO Rail Position Paper

THE ISSUE

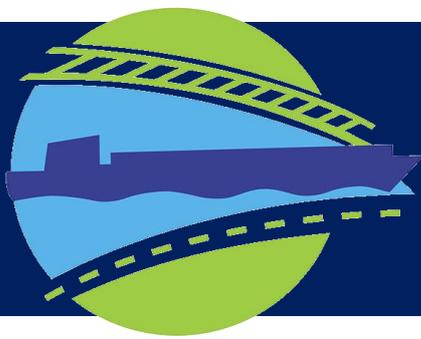
In response to Member States' implementation of the Fourth Railway Package, EFIP and ESPO reviewed their 2011 Position on rail. A joint meeting of experts from both sectors led to the publication of a joint position paper in November of this year.

Particular issues in the position paper included the diversity of rail governance systems and lack of common understanding on the application of EU rail legislation. Both maritime and inland ports have a hugely important role to play in the rail sector, as multimodal hubs and facilitators of trade. They are therefore key in improving competitiveness in the sector and ensuring that productivity gains and innovations are translated across the transport sector.

In addition, the European Commission launched its [European Rail Facilities Portal](#). The Portal is an EU-funded tool, mapping and providing key information about rail service facilities (e.g. train stations, intermodal terminals, marshalling yards and refuelling facilities) and last-mile infrastructure (e.g. public and private sidings). It also provides information on the availability of rail-related services (e.g. locomotive repair and maintenance, refuelling and customs clearance). Rail service facility operators or rail-related service providers (such as inland ports) can register on the Portal and introduce or edit the information about their own facilities and services. In the future, the service facility operators will be responsible for updating the data for their own facilities. The use of the Portal by service facility operators is optional, given that the information is published on the facility operator or the infrastructure manager's website as well.

EFIP'S INPUT

Regarding the implementation of the Fourth Railway Package, sea and inland port experts considered the impacts of the implemented legislation in their sectors and set out five main conclusions:



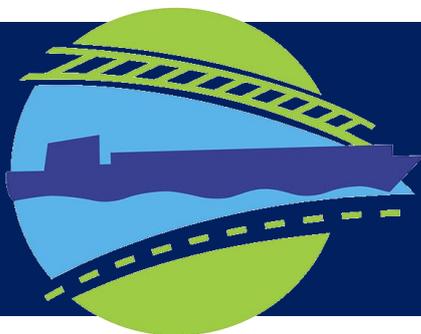
DOSSIERS

- EFIP and ESPO stressed that the diversity of rail governance systems undermines the possibility of a 'one-size-fits-all' approach in legislation. This means that a common understanding on the application of EU rail legislation to ports by the national regulatory bodies is essential, but that one single uniform system for the management of the rail network should not be prescribed;
- EFIP and ESPO underlined that special focus should be placed on the investment in, and the development of, last-mile connections, connecting the national rail network via the port rail network to the private terminal sidings. In particular, the future Connecting Europe Facility (CEF II) should prioritise last-mile connections inside and outside the port area as a priority and Member States should remove any legal or governance obstacle hampering the development of these connections;
- EFIP and ESPO highlighted that European ports are at the heart of multimodality. Efficient rail operations and links to and from the ports, as well as within the port, are essential to maximise the use of rail as a sustainable transport mode and to comply with the priorities set in the TEN-T legislation;
- In regards to charging, EFIP and ESPO argued that for both sea and inland ports, port infrastructure charges are an important tool to pursue their economic, social and environmental strategies. In order to incentivise the use of rail transport, port managing bodies should remain free to choose an integrated or separate rail charging model, as long as it is transparent and non-discriminatory for the rail users;
- Finally, as both sea and inland ports are predominantly situated in, or nearby, urban agglomerations, policy-makers must take into account air and noise pollution issues. Freight transport by rail has a good environmental performance and is an effective means to reduce road congestion in densely populated areas. But in order to maximise its potential, the allocation of high-quality freight train paths to and from European ports must be increased, and the balance between passenger transport and rail freight improved.

Concerning the European Rail Facilities Portal, EFIP recommended that members look at the Portal and consider publishing their service facility information.

KEY ACTIVITY

- Publication of the joint EFIP/ESPO Position Paper on Rail in November 2019



DOSSIERS

10. Combined Transport

THE ISSUE

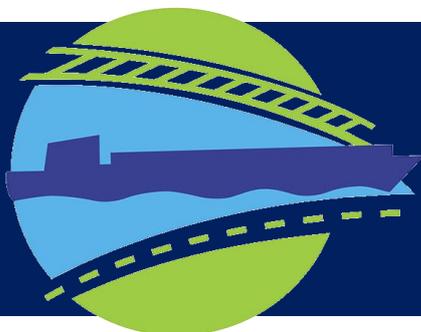
The European Commission adopted a proposal to revise the Combined Transport Directive in November 2017, which was subsequently passed on to the co-legislators to finalise. The directive is the only EU legal instrument to directly incentivise modal shift from road freight to lower-emission transport modes such as inland waterways. It aims to increase the competitiveness of cross-border intermodal (and more specifically 'combined') transport. The directive was originally published in 1992 but over time a number of problems have been identified including definition, ineffective 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.

Trilogue negotiations stalled at the beginning of 2019 due to a number of issues; one significant blocking point was the exemption from cabotage in international combined transport, related to the uncertain outcome of proposals in the first mobility package.

However, EFIP welcomed the proposal of President von der Leyen in her presentation of the European Green Deal on 11 December to withdraw and reformulate the legislation. EFIP hopes that the resubmitted legislation will be more ambitious and will provide stronger incentives to meet modal shift targets.

EFIP'S INPUT

EFIP aims to build on its efforts from the past year to clarify the legislation, in particular to improve the wording of the non-road leg definition that would prevent the arbitrary exclusion of inland waterways. EFIP also seeks to boost the attractiveness of the legislation for IWT with the inclusion of tax incentives for IWT containers and ITS solutions in terminal investments. With the new rapporteur, EFIP will redouble its efforts to showcase the benefits of the IWT in the legislation.



DOSSIERS

KEY ACTIVITIES

- As part of the UIRR Sustainable Roundtable, EFIP has been in contact with all the European institutions regarding this file
- Last year, EFIP circulated its Position Paper to the European Parliament, where all major political groups took EFIP's priorities onboard
- Representatives of the Council were more reluctant to accept EFIP's considerations due to financial and competition concerns

11. NAIADES

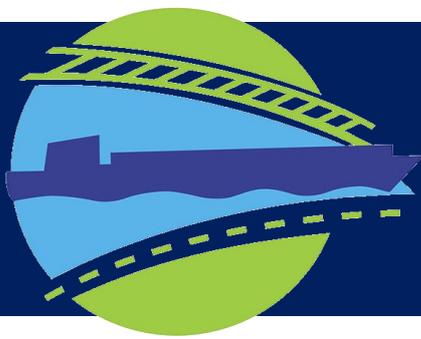
THE ISSUE

In 2020, NAIADES II will come to its conclusion. But the challenges facing the inland waterway transport sector persist. A successor to NAIADES II is called for. In 2018, the European Ministers of Transport expressed their support for the inland waterway sector and the need for continued EU action. In February 2019, the European Parliament took a similar position.

In the first half of 2020 the European Commission is expected to announce the follow up to NAIADES II. The NAIADES Expert group will present their recommendations in February.

EFIP'S INPUT

Following the support from the European institutions, EFIP outlined its priorities for the next NAIADES. The lack of adequate and dedicated resources tends to perpetuate the competitive disadvantage of the IWT sector in terms of rehabilitation, upgrading and renewal of its infrastructure. EFIP calls on the Commission to fully consider the concrete intermodal/synchro-modal integration of IWT within the TEN-T Core network corridors, as well as the proper capacity of the sector to answer potential market developments and the competitiveness of EU industry.

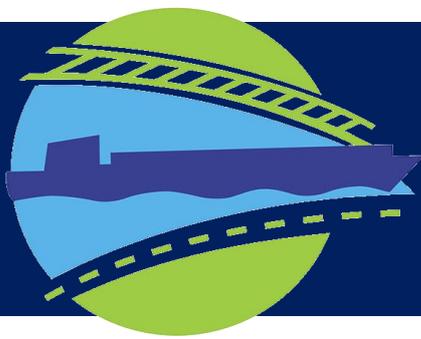


DOSSIERS

As the NAIADES Expert group formulated its recommendations to the Commission for the NAIADES follow-up, EFIP together with the other IWT organisations in Brussels held a brainstorming workshop. This full day session revolved around enabling Member State experts to voice their priorities and concerns for the next NAIADES. The outcomes of this brainstorm formed the basis of the recommendations from the Expert group.

KEY ACTIVITIES

- EFIP lobbied for the content of the European Parliament Resolution
- EFIP co-organised the NAIADES Brain Storming event
- EFIP co-authored the final NAIADES Recommendations



DOSSIERS

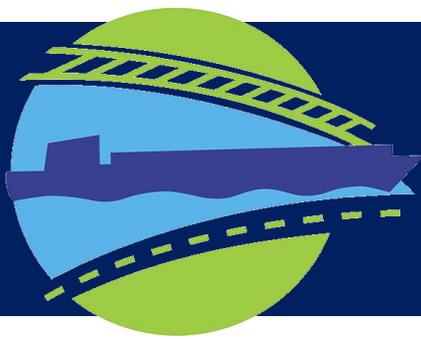
Digital and Innovation

1. Roadmap on CAT

THE ISSUE

In April, the European Commission published its Roadmap on Connected and Automated Transport (CAT) for Road, Rail and Waterborne mobility. The publication aims to coordinate research and innovation on CAT, facilitating applications to future EU calls related to innovation and digitalisation. The paper includes a list of digital innovation projects in IWT, relevant to members interested in innovative projects in the sector:

- [DANTE](#) aims to identify and eliminate administrative barriers for IWT on the Danube and its navigable tributaries as a joint initiative of the private sector and national public authorities;
- The [RIS COMEX](#) project is a cross-border initiative to increase efficiency in traffic and transport management through effective River Information Services;
- The [NOVIMAR](#) project aims to test the concept of 'vessel trains' on short-sea, sea-river and inland waterways;
- The [ST4W](#) project proposes a management solution for shipment by inland waterway transport, providing small stakeholders access to a track and trace service of cargo;
- [Smart Shipping](#) project implemented by De Vlaamse Waterweg nv, aims to develop smart shipping in Flanders;
- The Norwegian [Yara Birkland](#) is expected to be the first fully autonomous battery electric commercial shipping service;
- Wärtsilä Marine Solutions and its Dynamic Positioning Inc. (DP) successfully tested their [prototype auto-docking system](#) in Norway;
- [SMASH](#), a public private exchange network for smart shipping on inland waterways in the Netherlands, also offers services for smart IWT;
- [Smart City Ferries](#) is a research, development and innovation project between cities, technology companies and universities on intelligent transport in urban waterways;
- The PIANC World Association focuses on projects on [smart shipping at inland waterways](#);
- The [SCIPPER](#) project looks into the development of a driver assistance system for the automation of lock entry and exit in inland navigation in Germany; and
- [Remote control centres managing multiple locks](#) have been tested in Elbe.



DOSSIERS

The report concludes by arguing that the entire logistics chain needs to embrace automated and connected technologies and that these efforts need to be coordinated between stakeholders across land, sea or inland waterway transport modes at each point on the supply chain.

EFIP'S INPUT

EFIP welcomed the paper's conclusions on ways forward for digitalisation in the sector on: problems with capacity of data transfer; lack of data transfer across borders; problems with berth timetabling; and the limited connectivity of waterborne transport to digital infrastructure. EFIP also echoed the report's recommendation that the entire logistics chain should embrace CAT, reflecting EFIP's position, as detailed in its strategy paper, to develop smart inland ports as urban logistics hubs.

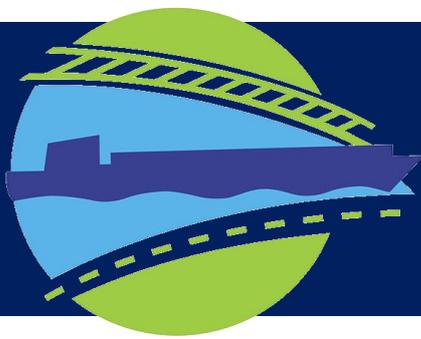
KEY ACTIVITY

- Discussion of EC's CAT report in the Digitalisation and Innovation Committee

2. River Information Services (RIS) Directive

THE ISSUE

In September, the European Commission published a fitness check on the River information Services (RIS) Directive. Although RIS plays a hugely important role in the sector, stakeholders across the sector have criticised the existing regulation, which dates from 2005, for its inefficiency. The continued development and implementation of digital services for IWT is key to ensuring the competitiveness of the sector going forward and will fundamentally change how ports operate. Where RIS has been effectively introduced, better, more precise information on vessels has led to reduced waiting times, increased planning capabilities and better integration between terminals, barge operators and customs. But more needs to be done on the legislative side to capture all the possible benefits and truly digitalise IWT.



DOSSIERS

Since 2005, much has changed in the fields of data requirements, supporting technologies, exchange of data and specific needs of the transport sector. Gaps in the directive need to be overcome to redress barriers to digitalisation and set the path for future technological improvements.

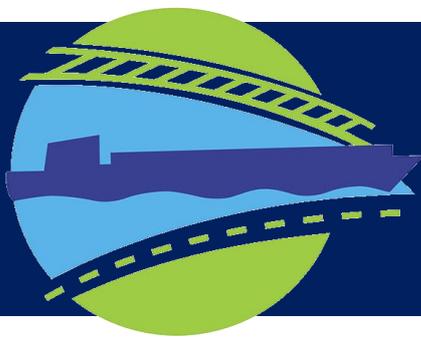
After collecting and analysing responses to the Fitness Check, EFIP expects the Commission to finish its consultation evaluation around 2020 Q2, then complete an impact assessment by 2021 Q2 with a possible reopening of the legislation to follow.

EFIP'S INPUT

EFIP consulted members on the Commission's Consultation and produced a position paper underlining a number of issues with the regulation, falling under three main headings:

- In regards standardisation and integration, EFIP highlighted that the biggest failing of the legislation is the fragmentation of standards, systems and authorities across MS. Without some degree of centralisation, the legislation will fail in its aim to increase efficiency in IWT across Europe.
- A further key problem with the directive, particularly from the inland port perspective, is its lack of direction regarding interoperability across transport modes. As multimodal hubs, the only way inland ports can facilitate the process of efficiency gains from digitalisation is by integration across the logistical supply chain.
- The legislation also brings up important issues regarding data access, cybersecurity and data collection. The directive currently has limited provisions for ensuring cybersecurity at the same time as providing a user-friendly single-access information system for concerned stakeholders. Further issues involve insufficient data collection and privacy laws blocking RIS development in some national jurisdictions.

EFIP will continue to monitor the file and make sure inland ports' priorities are taken into account if and when the legislation is to be reopened.



DOSSIERS

KEY ACTIVITIES

- Discussed in Digital and Innovation Committee
- Active participation in the Digital Inland Waterway Area (DINA) working group
- Position Paper on RIS in October 2019

3. Digital Inland Waterway Area (DINA)

THE ISSUE

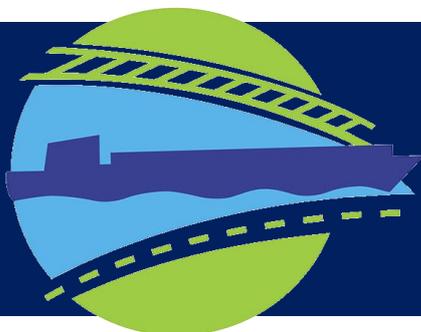
The work of the Digital Inland Waterway Area (DINA) expert group revolves around the digitalisation of the European inland waterway sector. Over the last few years DINA has concentrated on mapping various digital initiatives currently ongoing within the sector.

In 2020, the Commission wants to come up with a comprehensive digitalisation strategy for IWT, which will undoubtedly include actions involving inland ports. It has therefore asked the sector to come up with recommendations.

EFIP'S INPUT

Throughout the work of DINA, EFIP has been committed to showcasing the digital initiatives in inland ports. This has included presentations by RPIS both in the expert group and the TEN-T Digital Days.

A main argument of EFIP has been that IWT digital systems need to have multimodal functionality. IWT does not operate in a vacuum as its success is dependent on its interplay with the other modes of transport. A concern in this regard is that there are many different ongoing EU digital initiatives. This could result in the creation of incompatible systems in the different transport modes. EFIP has taken the position that this should be avoided and in particular that interaction between the modes should be supported.



DOSSIERS

KEY ACTIVITIES

- EFIP was represented in DINA
- EFIP co-authored the sector recommendations to the DINA expert group

4. Electronic Reporting Requirements for ships navigating Europe's rivers

THE ISSUE

The European Commission published the implementing Regulation 'Electronic Reporting Requirements for Ships Navigating of Europe's Rivers' on 20 February. Electronic reporting in IWT aims to increase efficiency and safety while ending the need to reporting the same data multiple times. The mother legislation is the 2005 RIS Directive, with the implementing regulation published with the aim of clarifying technical requirements for the exchange of data and thereby improving the efficiency and safety of inland navigation. The legislation additionally aims to increase compatibility with other modes of transport, by harmonising the form of data reporting across modes.

EFIP'S INPUT

EFIP welcomed the opportunity to provide feedback through a consultation on the implementing regulation in February, but members signalled that there was no need to provide a detailed position paper.



DOSSIERS

Environment and Sustainability

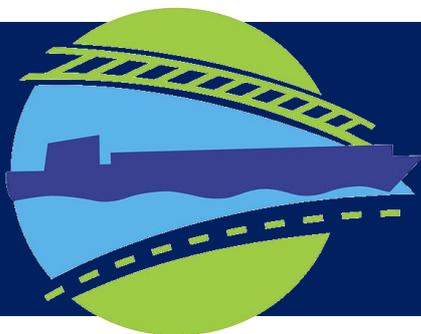
1. Green Deal

THE ISSUE

2019 was a year of change in Europe with the election of a new Parliament and formation of a new Commission. In her political priorities, Commission President von der Leyen placed the utmost importance on addressing climate change. Most notably, President von der Leyen placed Frans Timmermans in charge of the European Green Deal, to be presented within 100 days of the new College's mandate.

Given European inland ports' importance in the transport logistics hub and their role as enablers of green logistics, EFIP has paid particular attention to developments of the European Green Deal. The initial presentation of President von der Leyen's political priorities laid clear some details of the political directions of the coming 5 years with respect to sustainability. EFIP expects the new Commission to focus on the following policies:

- Regulation encouraging (modal) shift to smart and safe zero-emission mobility;
- Regulatory instruments such as a 2050 Climate Neutrality Law to achieve climate ambitions, including a push away from fossil fuels to electricity and renewable energy sources;
- Investment in sustainable transport modes and circular industries, through a Sustainable Europe Investment Plan, including earmarking 35% of Horizon Europe funds for goals of the Green Deal;
- New funding opportunities through the European Investment Bank, to be partly reconceived as 'Europe's Climate Bank';
- Greater application of the 'polluter pays' principle in transport pricing, as a response to the Internalisation of External Costs report;
- Biodiversity strategy 2030 "promoting nature-based solutions while preserving and restoring ecosystems and biodiversity".



DOSSIERS

EFIP'S INPUT

EFIP eagerly awaits the concrete proposals, which are expected in the beginning of 2020. In the meantime, EFIP continues to monitor developments and liaise with the relevant coordinators of the EP TRAN committee to ensure that the green deal includes policies and funding options that recognise inland waterways' key role in the green transition.

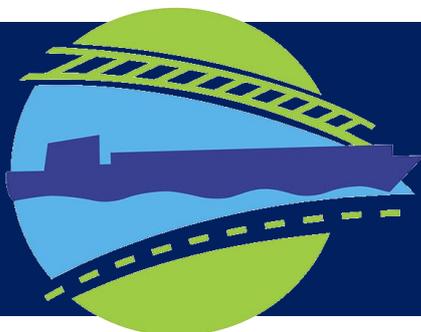
KEY ACTIVITIES

- Discussion of the Green deal and the Internalisation of External Costs in the Sustainability and Environment Committee
- Drafting of a position paper on the Green Deal

2. Water Framework Directive

THE ISSUE

In March, the European Commission launched a public consultation on the fitness of the Water Framework Directive, which has been in place since 2000. The aim of the Directive was to restore 'good ecological' status to European waterways, but it has suffered from a number of challenges. Most notably, the Directive placed the original deadline for restoring good status as 2015. This has been deemed unfeasible due to the changing climate and the complexity of hydromorphology. The deadline now stands at 2027, having been twice postponed. The fitness check thus had the underlying motive of assessing whether the legislation could be left as it is, or whether the Directive leaves too much room for interpretation.



DOSSIERS

In coordination with the Water Framework Directive Navigation Task Group (NAVI) task group, EFIP produced a position paper underlining ports' issues with the legislation. EFIP noted a number of particular issues: that the current deadline is unrealistic; that definitions such as 'good ecological status' are badly defined; that the Directive suffers due to overuse of exemptions by MS; and that sediments posed specific issues.

In the preliminary results of the Fitness Check, EFIP was pleased that, despite a campaign from a large environmental NGO advocating against any reopening of the legislation, most of EFIP's remarks were taken onboard.

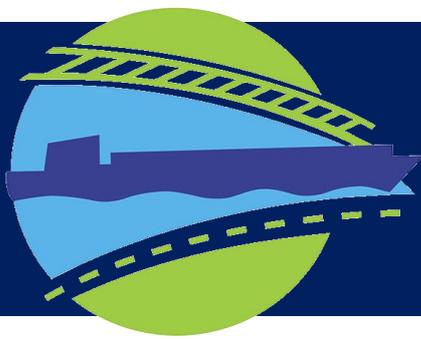
The completed evaluation of the Fitness Check, published in December, similarly took on board most of EFIP's remarks, particularly in regards insufficient funding, slow implementation (by MS) and insufficient integration of environmental objectives. Nonetheless, despite the shortcomings in the legislation, the Commission decided not to reopen the Directive. The assumption is implicitly that Member states will either put the necessary measures in place to reach good status by 2027, or use exemptions to limit the ambition of the targets. Whether this is feasible is up for debate, especially given the evaluations conclusion that "progress towards good status can be expected to be slow but steady". EFIP members can therefore regard the evaluation as a continuation of the status quo for European water policy.

Nevertheless, the evaluation does hint at additional measures and guidance. The Commission may provide guidance in terms of competing directive to integrate water policy (for instance the Nitrates Directive and the Urban Waste Water Treatment Directive) and may produce further clarification on chemical status, an area where the Commission identified significant room to improve. Funding and other means to complete the Directive's objectives may also be pushed forward by the European Green Deal, as suggested by Commissioner for Environment, Oceans and Fisheries Virginijus Sinkevičius in the accompanying press release.

EFIP'S INPUT

EFIP coordinated with the other members of WFD NAVI Task Group to produce a response to the Fitness Check. EFIP's input highlighted:

- The overuse of exemptions by certain MS and related issues. Given the transnational nature of waterways, the use of exemptions upstream has significant effects to the water status downstream. This is particularly evident in the amount and quality of sediment that appears in some ports downstream from exempting MS, with dredging operations and associated costs and burdens ultimately necessary. This is also linked to challenges in terms of upstream downstream cooperation and cooperation with non-EU countries;



DOSSIERS

- The one-out-all-out principle, which requires that all criteria are met for a water body to have “good ecological status”, has the adverse effect of limiting progress in some water bodies, where authorities will not be able to achieve that status and hence limit their ambition;
- Effects of climate change;
- Challenges involved in addressing competing uses of water;
- Lack of political will to prioritise water issues;
- Lack of funding for measures to improve the ecological status of water bodies; and
- That the 2027 deadline is unrealistic and potentially counter-productive.

EFIP will continue to monitor the legislation, including at the upcoming meeting of the Strategic Co-ordination group for the WFD in February 2020.

KEY ACTIVITIES

- Meetings with the NAVI task group
- Coordination of response to the fitness check
- Ongoing work to ensure ports’ interests are reflected in the Commission’s response



DOSSIERS

3. Alternative Fuels Infrastructure Revision

THE ISSUE

In March, the European Commission published a draft delegated regulation on standardised recharging points for vehicles using alternative fuels. The aim of the regulation is to ensure all inland waterway vessels are able to refuel or recharge at standardised stations across the EU.

At the same time, EFIP was also invited to provide input to a questionnaire on Alternative Fuels Infrastructure (AFI) as part of its participation in the European Commission's Sustainable Transport Forum Working Group on AFI, and in light of the Commission's revision of their report 'State of the Art on Alternative Fuels Transport Systems in the European Union', expected in the new year. In their responses, members highlighted a number of issues facing AFI in the sector:

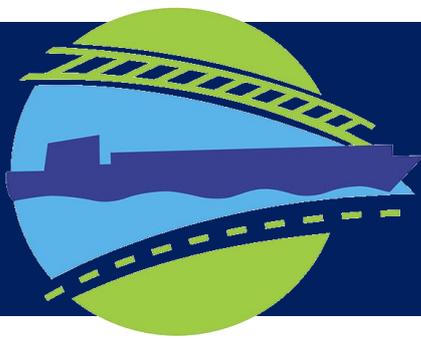
- Low uptake of LNG and alternative fuels in the sector: the current share of electric/hybrid vessels is less than 5%;
- Underuse of (the few existing) charging points;
- Tax hurdles limiting electric charging uptake.
- No standardisation in AFI deployment;
- Data problems: difficulty of ascertaining the sufficiency of shoreside electricity;
- The low uptake of alternative fuel vessels by shippers, and the subsequent negative effect of low demand on development and price; and
- Little testing of hydrogen in the sector due to issues around price, certification and barge-barge fuelling.

Members noted an expectation that short distance inland travel will increasingly deploy alternative fuels in the coming years. Nonetheless, it is clear that strategic investment is sorely needed in the sector for that expectation to become reality.

EFIP'S INPUT

EFIP gathered members' responses and filled in the questionnaire. EFIP will continue to monitor the Alternative Fuels Infrastructure Directive, especially in the context of the European Green Deal and related legislative updates.

In response to the priorities of the Green New Deal, EFIP expects the topic of Alternative Fuels Infrastructure to grow in importance over the next year, with the review and possible strengthening of the legislation. EFIP will continue to monitor the file closely.



DOSSIERS

KEY ACTIVITIES

- Participation in European Commission's Sustainable Transport Forum Work Group on Alternative Fuels Infrastructure
- Questionnaire on Alternative Fuels Infrastructure and preliminary gathering of information in preparation for the upcoming review of the Alternative Fuels Infrastructure Directive

4. Inland/Seaport relations

THE ISSUE

Following the successful cooperation between EFIP and ESPO on the Rail Position Paper, the two organisations wanted to explore similar cooperation in other fields. In order to define next steps, a survey was sent out to both memberships.

The results of these surveys showed that both inland- and seaports were interested in further cooperation; what shape that will take will be outlined in 2020.

EFIP'S INPUT

The EFIP survey results showed that most inland ports have some experience in working together with seaports but have experienced difficulties stemming from differences in scale, organisation and competition concerns. These points will be central in the next steps.

KEY ACTIVITY

- Organising the survey among members



EFIP Executive Committee meeting (Strasbourg)

EFIP



European
Federation
of Inland Ports



Eastern Europe Connected (Bucharest)



EFIP General Assembly (Port of Aalborg)



EFIP General Assembly meeting (Port of Aalborg)

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EFIP 25th Anniversary reception (Strasbourg)



Green Inland Shipping event (Port of Brussels)



Green Inland Shipping event (Port of Brussels)



GOOD NEWS

Good News about our Ports



OVER HALF OF ALL GOODS TRAFFIC BETWEEN NORTH SEA PORT AND HINTERLAND TRAVELS BY INLAND WATERWAY SHIPPING

For the first time after the merger on 1 January 2018, North Sea Port conducted a study in 2019 (based on figures from 2018) to analyse the percentage of goods that are transported to the hinterland via inland waterway shipping.



BEER TRANSPORT IN THE PORT OF BRUSSELS

Belgian beer brewer Lindemans together with JF Hillebrand will start transporting their beer from Trimodal Terminal Brussels. This will cover container transport destined for the US and Canada.



UPGRADE OF THE IRON GATE I NAVIGATIONAL LOCK

Works and Supervision of Works, two major public procurement within the project “The Upgrade of the Iron Gate I Navigational Lock” in Serbia, have been finalised. This marks a major milestone of the project. The project is co-funded by the European Commission through the CEF (Connecting Europe Facility) programme.



GOOD NEWS



LAUNCH OF THE "CONCORDIA EU 2019" DANUBE VESSEL

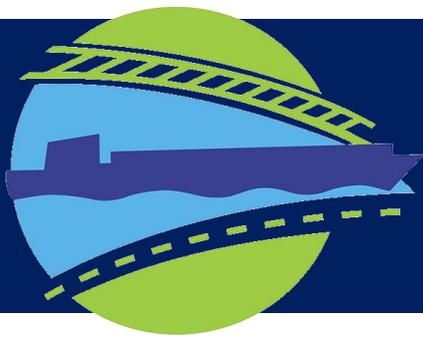
On 26 March 2019, a marking vessel has been launched in Giurgiu (Romania) by Romanian Transport Minister Razvan Cuc, European Transport Commissioner Violeta Bulc, Rhine-Danube Core Network Corridor European Coordinator Karla Peijs and INEA Director Dirk Beckers.



UPGRADE OF GABČÍKOVO LOCKS

The first major milestone of the project "Upgrade of Gabčíkovo locks" has been reached on 31st January 2019, with the signature of the contract valued at €149,997,450 excluding VAT. The project is co-funded by the European Commission through the CEF (Connecting Europe Facility) programme.

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



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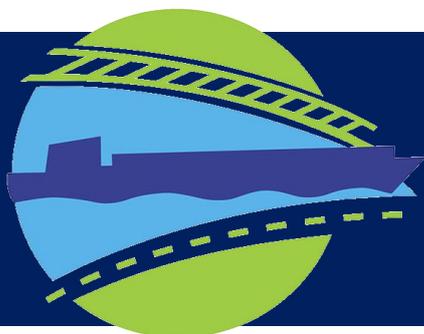
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