

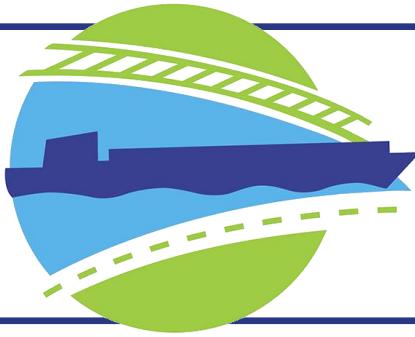


ANNUAL REPORT

European Federation of Inland Ports
(EFIP)

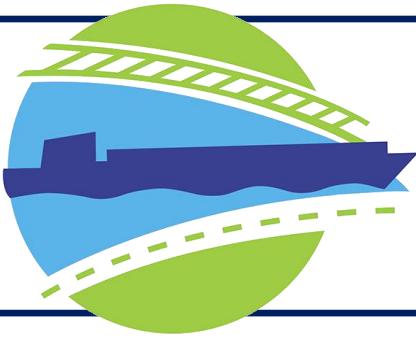
2020





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FOREWORD



2020 didn't turn out to be the year many of us expected this time last year. For most of it, the inland ports and EFIP have been occupied with keeping logistics flows going and keeping business intact. This required inland ports to take far-reaching actions to support inland waterway shippers and businesses located in their port areas. These actions proved to be very important in keeping our European economy intact. At the same time EFIP was fully committed to tackling the restrictions and barriers as they arose. This included the quarantine rules for crews and lock closures that could have led to large disruptions.

Even though it didn't seem like it at times, there were a lot of developments outside of the COVID crisis. Cooperation between the ports of the Danube countries further deepened with the launch of the DYONISUS project. Through this project, the Danube ports will increase their cooperation on digitalisation and business development. Combined with the ongoing improvements in navigation on the Danube, this shows that the prospects are strong. Along the Upper-Rhine, the inland ports' combined digital system RPIS has entered its next stage. With EU funding, the system will be expanded to enable cross-modal connections. With this next step, RPIS is showing the future and potential of digitalisation for all inland ports.

EFIP also further pursued its goals of deepening the cooperation between its members and the exchange of ideas and best practices. Supporting and disseminating innovation between the European inland ports is one of the core objectives of EFIP. In this regard, the Open Innovation Challenge for Inland Ports was a high point of this year. In collaboration with thinkport VIENNA, we organised a six-month long open call for innovative ideas that could fit in with the goal of inland ports becoming Enablers of Green Logistics. The Open Innovation Challenge garnered a lot of interest and resulted in more than 30 viable proposals. Eventually the jury of experts chose the project that showed the most innovation and support of the greening of transport. The Port of Lyon (CNR) turned out to be the winner with its combined projects of waste collection by barge and deployment of alternative fuels infrastructure. What was most impressive was the comprehensive, integrated, and regional approach at the project's foundation. The experiences from this and other projects represent useful case studies for other ports to employ.

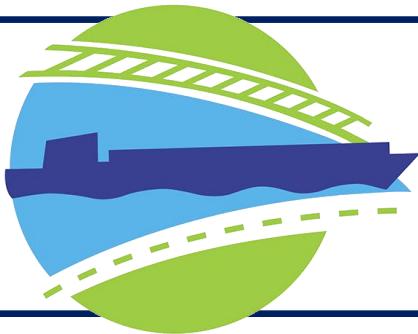
A final success for Europe's inland ports was the result of the 2019 CEF Reflow Call. This large call saw over 10 inland ports, out of a total of 21 inland waterway projects, receiving a total of €62 million in funding. This constitutes the largest funding success for inland ports under the current CEF. Such a success is in no small part thanks to the scaled-up support from EFIP's TEN-T Helpdesk.

Looking to 2021, new challenges are on the horizon. With the presentation of the Sustainable and Smart Mobility Strategy, support for inland waterway transport and inland ports by the European Commission has been reaffirmed. It is now clear we can expect the proposal for the TEN-T and Alternative Fuels Infrastructure Directive revisions in 2021. These pieces of legislation form the cornerstone in achieving the objectives of the European Green Deal. But with these proposals the work will not be finished as the next stage of the legislative process will only commence. Hard work and even further cooperation will be necessary to ensure that these and other pieces of European legislation support inland ports as Enablers of Green Logistics.

Lastly, one of the things we have missed over 2020 was the ability to physically meet. One of EFIP's strengths is that it brings together the inland ports to meet and exchange ideas. In 2021 I hope to meet everyone again in the Port of Basel in June, which would be a very welcome return to normalcy.

Friedrich Lehr

EFIP President



DOSSIERS

Infrastructure and Investment

1. COVID-19 and Resilience Fund

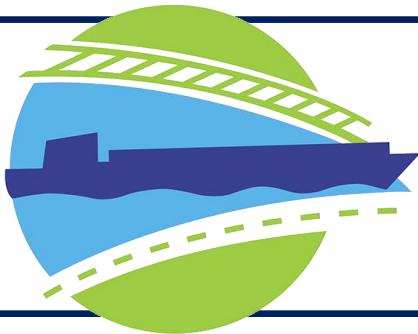
THE ISSUE

The main issue that marked 2020, the coronavirus pandemic, impacted all facets of our lives including transport and inland ports. While impacts were not uniform across Europe, the large majority of European ports suffered from local and general downturns. This forced ports to make hard decisions to ensure the continuity of business, entailing sacrifices from port workers, vessel operators and infrastructure operators. Nonetheless, European inland ports demonstrated their resilience and centrality to European supply chains by remaining operational throughout the entirety of the crisis.

The Commission's response for the transport sector was the Green Lanes initiative, updated and republished during the second wave as the 'New Green Lanes' Communication. This initiative had the objective of ensuring quick and efficient border crossings for freight transport. It sought to improve and harmonise Member State's border and supply chain policies through measures ensuring free movement, non-discrimination and avoidance of administrative processes for vessels/vehicles between borders.

The pandemic hit Europe at an interesting moment in the Union's legislative cycle. Not only did it coincide with the negotiations for the Multiannual Financial Framework (MFF), but also the trade negotiations for the exit of the United Kingdom from the European Union. As such, the recovery proposals from the European Union gained in importance and led to tense negotiations on the future budgets.

After the first crisis period, negotiations began around May to discuss how to ensure sanitary and economic recovery. The Commission proposed the NextGenerationEU initiative, a temporary instrument designed to boost recovery, with a total of €672.5 billion (on top of the sum of the Multiannual Financial Framework (MFF)).



DOSSIERS

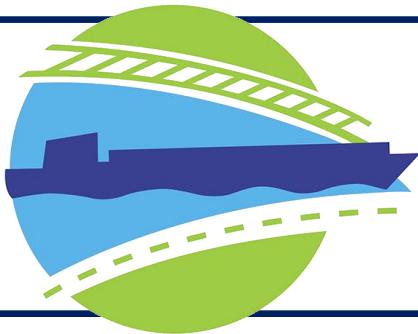
The initiative element in this package is the Recovery and Resilience Facility. This Facility will provide financial support of up to €312.5 billion in grants and up to €360 billion in loans. The resources from the RFF will be frontloaded, meaning that 70% of the RFF will be committed in 2021 and 2022 and the remaining 30% in 2023.

For inland ports, the recovery package was not as ambitious as hoped. While the recovery package increased expenditure for research instruments such as Horizon, the future CEF Transport budget decreased to €21.384 billion (€3 billion less than the previous period), making the completion of the European network and the greening of European transport more difficult. Similarly, although a significant percentage of the projects funded in the packages must serve climate goals (30%), this is less ambitious than earlier Commission proposals.

EFIP'S INPUT

EFIP was active from the beginning of the crisis gathering input from its members to understand the exact nature of the situation on the ground, sharing this with the Commission and pushing for dedicated solutions for inland ports. At the start of the crisis, this entailed pushing for the Commission to ensure the continuity of cross-border freight transport through inland waterways as well as through road. EFIP's position was taken on board and consolidated in the Green Lanes proposal of the Commission, which made sure inter-European transport could continue. EFIP was similarly active in particular cases of border closures and infrastructure closures, such as along the Rhine. However, inland ports throughout the crises showed that a multimodal transport system is one that can adapt and is more resilient to a crisis such as this one.

EFIP took advantage of its close contacts with the European Commission to instigate regular weekly meetings where EFIP and other IWT associations would share together their experiences and political requirements. As part of this work, EFIP was in continual contact with its members across Europe to monitor the development of the situation. As a result of this communication, EFIP put together a Note in September summarising the impacts of the pandemic on inland waterways up to the end of the Summer (and first wave). EFIP continues these conversations with its membership and the Commission during the second wave to make sure that recovery funds are spent as efficiently and effectively as possible.



DOSSIERS

During the second wave, EFIP lobbied to increase the provisions in the Green Lanes initiative for inland ports. An updated proposal in October further harmonised Member State's border and supply chain policies through measures to ensure the free movement,

non-discrimination and avoidance of administrative processes for vessels travelling across borders. Regarding IWT, it supported measures regarding the supply of PPE equipment, the recognition of certifications, the extension of contracts and the issue of empty containers in ports.

Problems for tourism have been particularly pronounced, for which EFIP has been working closely with the Commission to enable, where and when possible, the safe restart of cruise and tourism activities in official guidelines and the recovery package.

Turning to the recovery package, EFIP advocated for the importance of investing in inland ports as enablers of green logistics and important centres of industry and employment.

It also underlined the work done at the height of the crisis that demonstrated the resilience of inland ports and their centrality to European supply chains. Although the final recovery package was less generous than hoped for the transport sector, there remains a large number of dedicated facilities for inland ports, related to alternative fuels infrastructure and other climate-related projects.

KEY ACTIVITIES

- Press Release on need to ensure support for critical functions of inland ports
- Regular meetings with DG MOVE to advise on inland ports' position
- Campaign to reopen the Rhine locks
- September Note on Covid-19 impact on inland ports



DOSSIERS

2. TEN-T

THE ISSUE

Since 2019, the European Commission has been revising 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. This revision is important to Europe's inland ports to ensure that they are not only fully connected but also fit for the green transition and for the future European transport network.

Following the activities and consultations in 2019, 2020 saw more in-depth discussions. This was done through various targeted consultations looking at specific sectors and transport modes. Those of interest to the inland ports were:

- The consultation on Inland Waterways;
- The consultation on Multimodal;
- The consultation on Rail;
- The consultation on Maritime;
- The consultation on the position of Third Countries.

At the same time, the Commission has been aligning various other pieces of legislation with TEN-T. This includes the Alternative Fuels Infrastructure Directive and the Rail Freight Corridors Regulation, which will prove to be instrumental in the greening of the European transport system. More on this can be found on pages 17 and 28.

EFIP'S INPUT

In 2019, EFIP adopted its position on what the revision should do and achieve. These priorities were outlined in the EFIP Position Paper, which has been the cornerstone of all discussions and consultations that inland ports are involved in.

These discussions and consultations included informal meetings with all relevant layers of the European Commission, INEA, the European Railway Agency and other sector actors.



DOSSIERS

In addition, Mr. Herald Ruijters (DG MOVE) participated in the open session of the EFIP Executive Committee meeting on October 2020 and presented the TEN-T to the EFIP Members. Aside from the inland waterway issues, EFIP has also put the railway dimension of inland ports on the agenda for the TEN-T Revision.

KEY ACTIVITIES

- Participation in all relevant TEN-T consultations
- Informal discussions on the details of the TEN-T Revision with all layers of the Commission
- Speech by Herald Ruijters at EFIP ExCo



DOSSIERS

3. Sustainable and Smart Mobility Strategy

THE ISSUE

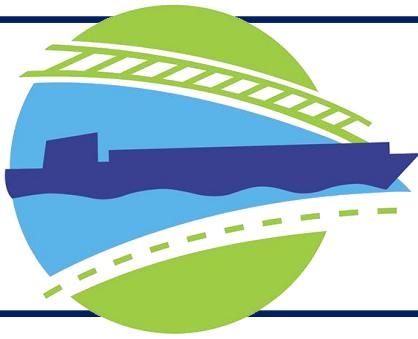
Ten years after the European Commission's White Paper on Transport, the Commission published on 9 December 2020 its new long-term transport strategy, entitled the Sustainable and Smart Mobility Strategy. The strategy outlines the long-term vision of the Commission on transport, in particular how the Commission can enable the sector to reach the European Green Deal climate goals.

Inland waterway transport features strongly throughout the strategy. The strategy emphasises the need to gear legislation to enable the modal shift; measures to facilitate both zero-emissions waterborne vessels and ports, with an emphasis on the potential for ports to become hubs of clean energy, transhipment and urban logistics. The document signals the establishment of NAIADES III to further push the untapped potential of inland waterways and inland ports.

In terms of investment, the EU taxonomy legislation will be foundational in channelling funds to the most sustainable projects. The strategy also notes the importance of retrofitting vessels to achieve this goal. Further measures are also listed on a single European data space, cybersecurity and crisis contingency plans.

EFIP'S INPUT

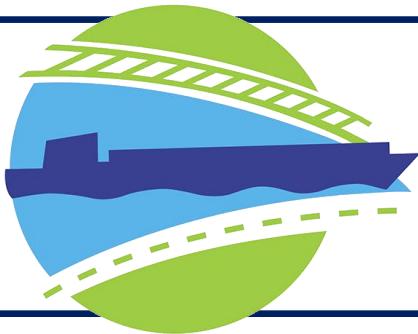
EFIP has been active preparing the terrain for this long-awaited strategy. Its aim was in particular to remedy the oversight of inland ports in the 2011 White Paper and ensure that inland ports received their due as a central part of the decarbonisation efforts of Europe's transport sector. To this end, EFIP published a joint position paper with INE in March, bringing together the full force of Europe's Inland Waterway Transport associations. In this paper (explored in greater depth in the section on the Green Deal page 26), EFIP listed a number of areas where inland ports could aid Europe in its recovery. Namely, the twin transitions of digitalisation and sustainability would imply support for the sector, but would allow IWT to reach its sustainable, competitiveness and digital goals.



DOSSIERS

KEY ACTIVITIES

- Joint Position Paper with INE
- Continuous lobbying to rectify omission of inland ports in 2011 Transport White Paper



DOSSIERS

4. CEF Reflow Calls

THE ISSUE

At the end of 2019, the European Commission launched its first CEF Reflow Call. This call is composed of funds from non-executed projects and has a total budget of €1.4 billion. As such, the call constituted the widest set of priorities of any CEF call to date.

In the summer of 2020, the Commission announced the call results. A total of €100 million went to IWT-related projects with over 11 projects being to the benefit of EFIP members. This constitutes the largest success for inland ports so far.

An overview of the results of the call:

Title	Port(s)	Funds
BARGE-AG: Increasing inland waterway transportation by modernising Antwerp Gateway's infrastructure capacity	Antwerp	€ 9,673,360 (works)
DOCKSIDE PROJECT Canal Seine-Nord Europe inland ports studies	Région Hauts-de-France	€ 7,727,047 (study)
Construction of a port gate at Port of Vienna	Vienna	€ 3,769,789 (works)
Port development of the Ports of Mulhouse-Rhine	Mulhouse-Rhine	€ 2,440,000 (works)
Upgrading infrastructure at Seville Port to improve interconnection between the waterway and rail and maritime transport	Seville	€ 1,884,621 (works)
Electrification of the Seine Axis: onshore power and water supply for fluvial units	HAROPA	€ 1,848,000 (works)
Construction of the vertical quay in the Port of Vukovar – project documentation	Vukovar	€ 1,426,173 (study)
Public port Bratislava – feasibility study	Bartislava	€ 1,340,000 (study)
Modernisation of transhipment facilities	Enns	€ 1,050,000 (works)
Development of the Drobeta-Turnu Severin Port by constructing a trimodal terminal	Drobeta-Turnu-Severin (Romanian ports)	€ 510,000 (study)



DOSSIERS

On 15 December 2020 the European Commission announced the second and final Reflow Call. This call is much smaller in both budget and scope as it only aims to finance preparatory works, permit processes and other studies. These should prepare action for future calls under the new CEF II mechanism.

EFIP's INPUT

EFIP has continued to support Europe's inland ports in securing European funding for their projects. The success of the 2019 Call reflects the success of these efforts, which have continued for the smaller 2020 Call and the Green Ports Horizon Call.

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 representatives



DOSSIERS

5. CEF Blending Facility

THE ISSUE

In late 2019, the European Commission launched its CEF Blending call. As a rolling call, it had numerous funding rounds throughout 2020, with the next cut-off date for the next and last round in February 2021.

As a reminder, the call has a size of €198 million, with €99 million designated for ERTMS and €99 million for alternative fuels projects. The call is compatible for projects with other EU funds up to a threshold of 1 million for a CEF grant or 5 million for an Implementing Partner loan. The call requires a mixture of a grant (from the CEF instrument) that will not need to be repaid, and a loan from the Implementing Partner (IP) that will need to be repaid.

EFIP's INPUT

EFIP has attended the virtual sessions and has set up an information desk for ports looking to apply, particularly in the area of alternative fuels infrastructure.

KEY ACTIVITY

- Attended the European Commission's Virtual Information Session



DOSSIERS

6. Green Port Call

THE ISSUE

As part of the Horizon funding programme, the Commission opened a call for proposals under the theme 'Green airports and ports as multimodal hubs for sustainable and smart mobility'. All projects must demonstrate integrated low-emission energy supply and production at ports, while fulfilling five of the following criteria:

- Sustainability and innovation beyond energy supply and demand at ports, particularly the integration with green and smart logistics and operations;
- Seamless and highly efficient logistics operations [...] to enable modal shifts;
- Pilot activities to showcase the positive environmental effects of digitalisation, particularly with clean vehicles and cranes;
- New tools and optimisation mechanisms for multimodal access, passenger and freight flows;
- Assessing non-technological framework conditions, such as market mechanisms and potential regulatory actions in the short and medium term;
- Developing and promoting new multi-actor governance arrangements;
- Delivering a Master Plan for the future Green Port, addressing the wider socio-economic perspective, solutions with the highest potential for emissions reduction.

The ports call is part of a package of 8 thematic areas, which together carry a budget of €1 billion. The size of the port theme is €100 million. The deadline for the call is 26 January 2021.

EFIP'S INPUT

EFIP welcomed this call as a necessary step in supporting ports to meet their climate ambitions and fulfil their role as Enablers of Green Logistics. Given the complexity of the call requirements, EFIP got in contact with the Commission to comprehend the details of the call and simplify where possible for inland ports, who may not have the size and financial capacity of larger seaports. The success in EFIP's lobbying was shown when the final call text slightly simplified the requirements needed to apply for the call.

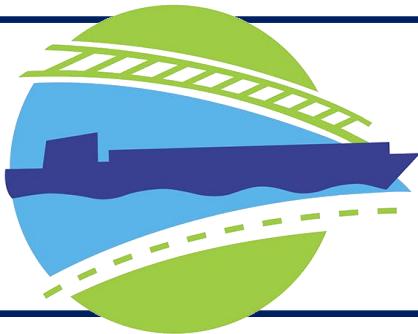


DOSSIERS

The secretariat received a number of expressions of interest from its members, as well as from seaports and research institutes interested in establishing a consortium to apply for the call.

KEY ACTIVITIES

- Lobbying Commission to clarify criteria
- Support in establishment of consortia by connecting relevant parties



DOSSIERS

7. Rail Freight Corridors

THE ISSUE

In the efforts to align European transport legislation, the Commission commenced a revision of the Rail Freight Corridors Regulation (RFCR).

This legislation serves to increase the competitiveness of rail freight vis-à-vis road transport. As a first step, the Commission evaluated whether the rail freight corridors approach has resulted in an improvement of rail modal share.

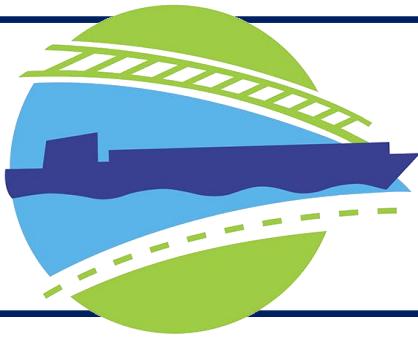
In line with the TEN-T revision, the European Commission is now looking at how the RFCR should fit into the future of the European transport network. This will become especially important as the European Sustainable and Smart Mobility strategy aims to increase the modal share of rail and inland waterways.

EFIP'S INPUT

In order to support this revision, EFIP published a position paper that underlined the necessity of comprehensive connections, i.e. that all European inland ports are connected to a well-functioning rail network, with complete national and cross-border connections.

Secondly, the position paper emphasised the need for cooperation between rail freight stakeholders to take well-informed and fact-based decisions on investments and public works, including corridor strategies for planning.

Finally, EFIP highlighted the need to overcome legislative fragmentation, for example the differences between ports included in the TEN-T core network and the rail freight corridors. Only by resolving these inconsistencies – and others in terms of strategy and definition – can the legislation make rail transport truly competitive.



DOSSIERS

KEY ACTIVITIES

- Drafting an EFIP Position Paper
- Having informal discussions with the European Commission and European Railway Agency



DOSSIERS

8. Innovation Fund

THE ISSUE

The European Commission (DG CLIMA) launched its Innovation Fund on 1 July. The fund is aimed at projects that help industry and transport meet the innovation and investment challenges of the energy transition. The instrument is funded by the revenues from the Emissions Trading System and residual funding from the NER300 programme. In total, the fund is expected to reach around €10 billion until 2030, although this is dependent on the carbon price and the scope of the ETS.

A number of initiatives related to inland waterway transport were eligible. This ranged from projects relating to renewable energy, Carbon Capture and Storage (CCS) and energy storage. The fund may support up to 60% of additional costs. The first call is only available to projects over €7.5 million, but regular calls under this envelope until 2030 will include smaller projects.

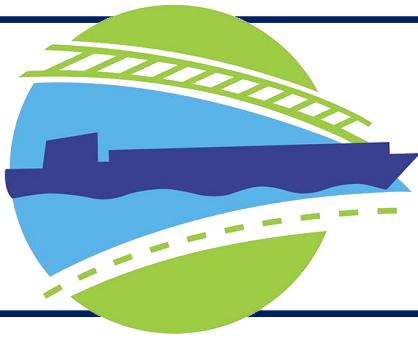
A further call for projects between €2.5 and €7.5 million was published in December and is open until 10 March 2021. This fund has the same co-financing costs and the same selection criteria as the larger fund, namely, effectiveness, degree of innovation, project maturity, scalability and cost efficiency.

EFIP's INPUT

EFIP welcomed this fund as a step in the right direction using funds from polluting industries to support decarbonisation and innovation. The secretariat encouraged its members to keep both these funding sources in mind when planning projects and made itself available for bespoke guidance and support for members preparing application.

KEY ACTIVITIES

- Attended webinars on Innovation Funds
- Provided support to members looking for funding



DOSSIERS

9. NAIADES

THE ISSUE

In 2020, NAIADES II came to an end. All the European institutions committed to a follow-up to NAIADES II in relation to the European Green Deal. In its Sustainable and Smart Mobility Strategy, the European Commission announced in 2021 a follow-up to exploit this potential by tackling the key challenges, such as the need to renew barge fleets and to improve access to financing.

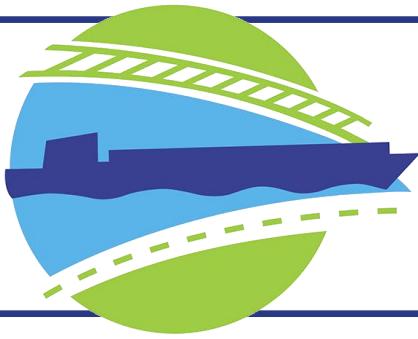
The NAIADES expert group also presented its recommendations for the TEN-T revision in September 2020. These are tailored recommendations and concerns that the revision needs to take into account from the experience of NAIADES I and II over the years.

EFIP'S INPUT

Following the results of the NAIADES expert group in 2019, EFIP, together with the other IWT organisations, continued to push its recommendations. This proved especially important in relation to the discussions and actions on the Sustainable and Smart Mobility Strategy (see page 10 for more information).

KEY ACTIVITY

- EFIP lobbied extensively for the incorporation of the NAIADES recommendations and the strengthening of the future NAIADES follow-up



DOSSIERS

Digital and Innovation

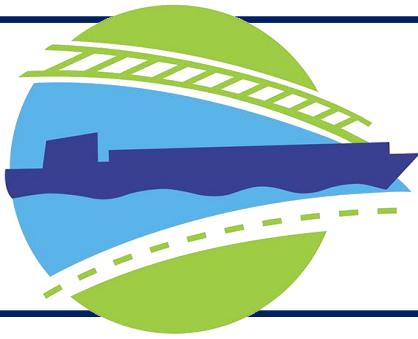
1. River Information Services

THE ISSUE

In 2019, the European Commission published its evaluation of the River Information Services (RIS) Directive. RIS has been hugely important for the digitalisation of IWT but requires an update.

In April 2020, the Commission presented the final evaluation. In summary the main findings were:

- The Electronic Navigational Charts were found to cover most of the network, not all Class V and above waterways however were covered in their entirety. There is also an issue in discrepancies between quality, accuracy and frequency of updates between Member States;
- Member States provided mandatory standardised notices to skippers but differences in quality were found. In some cases, authorities used 'extensive free text' causing problems for interoperability and translation;
- Limited data exchange between authorities has led to a limited reduction in resubmissions of electronic ship reports across borders, as a result of different data privacy laws;
- The Directive has improved harmonisation but this will have to be further improved to garner all the positive benefits of RIS technologies, such as ensuring a level playing field with high standards across river corridors. To this end, the evaluation recommends that the Commission clarify guidelines on navigation data and harmonisation;
- The slow speed of the revision of technical standards and associated regulation and guidance could lead to inefficient adaptation to new technologies;
- The evaluation found that all Member States complied fully with the minimum requirements, but that, given a lack of harmonised guidelines, there are discrepancies in the data between river corridors and Member States;



DOSSIERS

- The Directive was not considered to have overly burdensome costs on users or authorities and this has led to a remarked improvement in safety and is coherent with wider EU digital policy.

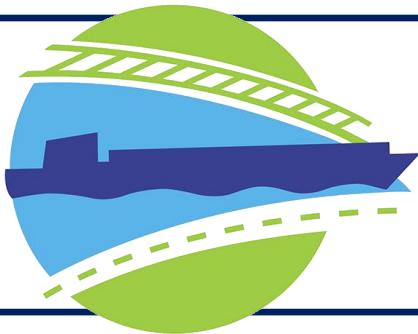
A revised Directive is expected to be presented in 2021.

EFIP'S INPUT

EFIP was pleased to see that many of the concerns raised in its position paper were taken onboard in the final evaluation. This has formed the continued basis for discussions with the European Commission throughout 2020 on the future of digitalisation of IWT.

KEY ACTIVITY

- Continued input and contact with Commission on the Revision



DOSSIERS

2. DINA Study

THE ISSUE

In 2017, the Commission carried out a study on the challenges facing digitalisation in IWT. The Digital Inland Waterway Area (DINA) study identified three issues for IWT to address:

- Inefficient navigation and traffic management;
- Inefficient integration of IWT in logistics processes;
- High administrative burden for legislative compliance.

The result of this study was the commissioning of a further study looking at areas and initiatives from other modes that could be incorporated in IWT to increase its competitiveness: the Digital Synergy Study, published in July 2020.

The Digital Synergy Study aimed to assess the integration of digital solutions or policies from other transport modes into IWT. The report lists 13 cases with varying potential to be transposed into IWT, of which three cases were subject to detailed feasibility studies:

- Vessel Traffic Management Information System (VTMIS) and the Union Maritime Information and Exchange System (SafeSeaNet);
- European Maritime Single Window Environment (EMSWe);
- The Intelligent Transport Systems (ITS) Directive and its Delegated Regulations.

EFIP'S INPUT

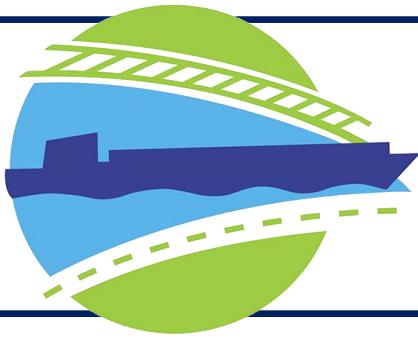
EFIP has been following closely the discussions in the Commission on digital initiatives, actively demonstrating the worth of expansion of existing programmes within the sectors such as RPIS. In its Sustainable and Smart Mobility Strategy, the Commission has indicated that it may set up a dedicated research and innovation partnership to integrate some initiatives from other modes into IWT. EFIP will continue its close cooperation with the Commission to ensure that programmes of maximum added value are considered in the sector with the necessary financial and investment resources.



DOSSIERS

KEY ACTIVITY

- Actively provided input and feedback during the creation of the study



DOSSIERS

3. Cybersecurity Study

THE ISSUE

Given the speed of digitalisation within inland ports over the last decades, questions of security of digital systems have been raised. There seems to be a lack of experience and resources on the cybersecurity issues with inland ports, especially those operating at a smaller scale.

The Central Commission for the Navigation of the Rhine and EFIP have partnered up to create a study aiming to identify good practices of security measures that ports have put in place to better protect themselves from cyber-attacks. The main output of the study will consist of a good practice guide recalling the threats and challenges of cybersecurity and suggesting security measures to be implemented by ports. In addition to the guide, a short report shall be prepared on the cyber security threats, measures and recommendations identified in the study that would not be appropriate for inclusion in the guide.

EFIP'S INPUT

The EFIP Digital & Innovation Committee met to outline the main needs and requirements of both the cooperation and the final study. EFIP has subsequently been in close cooperation with both the CCNR and the consultants conducting the study. An important point of attention raised by EFIP was that the realities of smaller ports need to be taken into account.

In December 2020, EFIP disseminated a survey that should map the current state within the sector and inland ports. This survey will form the first step in realising this study.

KEY ACTIVITIES

- Early discussions with the CCNR to realise the study
- Ensuring that all EFIP concerns are taken into account



DOSSIERS

Environment and Sustainability

1. European Green Deal

THE ISSUE

At the end of 2019, the new European Commission led by Ursula von der Leyen launched its flagship policy package: the European Green Deal. The initiative sought to provide the necessary legislative framework and investment to make Europe sustainable and at the same time facilitate a green, fourth industrial revolution. The Commission's priorities were to: make Europe the first net zero emission continent, decouple economic growth from resource use, and leave no person or place behind a just and inclusive transition. Areas central to this vision include themes important to inland ports such as moving to a clean, circular economy, restoring biodiversity and cutting pollution.

The central pillar of the Green Deal is the European Climate Law. This piece of legislation, proposed by the Commission in the Spring, would enshrine the Union's 2050 and 2030 climate ambitions into law. The proposal includes a mix of new legislation and reviews of old legislation to bring them in line with the new climate ambitions. New measures include the Circular Economy Action Plan, a new industrial strategy, a European Climate Pact, the Biodiversity Strategy, EU Taxonomy, Hydrogen Strategy and a Zero-Pollution ambition for Air, Water and Soil. Legislation up for review include a number explored in this document, such as the AFID, Energy Taxation Directive, Combined Transport Directive, TEN-T, Climate Change Adaptation and many more.

EFIP's INPUT

EFIP heartily welcomed the Green Deal's aim and proposals. As "Enablers of Green Logistics", inland ports underlined that they would be essential in the achievement of a carbon-neutral Europe. Their role as multimodal hubs bringing together low-emissions modes of transport and promoting smart city logistics solutions will be key in the transition to smart and sustainable mobility.



DOSSIERS

EFIP produced a position paper in response to the European Green Deal communication that also set the ground for its advocacy campaign linked to the Sustainable and Smart Mobility Strategy.

In its position, EFIP emphasised the following points:

- Sustainability: the renewed NAIDES III programme will be key to charting the path to a zero-emissions inland waterway sector. This path will include detail on alternative fuels infrastructure deployment to solve funding issues, the 'chicken and egg' problem of investment and break down barriers for the carriage of alternative fuels.
- Modal shift: the Commission must fast-track initiatives to engender a significant modal shift to rail and inland waterway, including through the ration of a European Multimodal Area (EMA) and through presenting a clear and ambitious modal shift vision.
- Digital: paramount for modal shift, the Commission should make interoperability of digital technologies across borders a priority for the sector. This implies the facilitation of the development and roll-out of digital port and infrastructure systems to adapt and exploit automation and new business models.
- Resilience: this year has brought resilience to the top of the political agenda, but it has long been a political priority for IWT. In particular, IWT associations restate their calls for fit-for-future development in the TEN-T, coordinated guidance and information systems, all guided by a strategic resilience strategy.

KEY ACTIVITIES

- Position Paper on the European Green Deal
- Advocacy campaign underlining ports credentials as enablers of green logistics



DOSSIERS

2. Alternative Fuels

THE ISSUE

In its push to achieve the climate objectives of the European Green Deal, the European Commission has been clear in its intention to support sustainable mobility through more ambitious alternative fuels infrastructure legislation. As well as upgrading the legislation from a Directive to a Regulation, the Commission has signalled that it will seek closer alignment with other transport legislation, such as the Rail Freight Corridors, Renewable Energy Directive, Intelligent Transport Systems, Combined Transport Directive, the new FuelEU Maritime Action and – importantly – the TEN-T Regulation.

One other important motivation for the update was the intention to modify the listed alternative fuels. This meant the probable inclusion of hydrogen – as one route to boosting its demand – and the exclusion of LNG due to its limited climate benefit.

The current legislation stipulates that all ports must install OPS by 2025 and LNG bunkering infrastructure by 2030. It states, however, that these targets are dependent on there being a business case for the bunkering and refuelling stations. Given its intention to strengthen the ambition of environmental legislation, the Commission announced its intention to link alternative fuel infrastructure goals to the TEN-T in the first half of 2020. This would mean obligations for core inland ports regardless of traffic, finances or business model.

EFIP's INPUT

Since the revision of the AFID was announced, EFIP has been actively making the case for a solution that would work for inland ports. A series of meetings with the Environment and Sustainability Committee at the beginning of the year led to the adoption of a position with two pillars: technology neutrality and a corridor approach.

In a word, this meant avoiding the problems encountered in the 2014 Directive by removing obligations for untested fuels and linking development to a corridor-agreed workplan involving all actors to solve the 'chicken and egg' problem of investment and ineffective national work plans.



DOSSIERS

EFIP developed this position throughout the year in conversations with DG MOVE and DG CLIMA, stressing at each case the need to develop a bespoke solution for inland waterway transport given the sectors particular restraints in terms of finances and network density/sparsity.

Alongside its written response to the public consultation and the position paper, EFIP took part in an interview organised by the consultants Ricardo to make the case for a dedicated solution for inland ports. It has also been in very close contact with DG MOVE to lay out its position. As a result of these conversations, the TEN-T unit at DG MOVE has proposed a 'range solution' where infrastructure obligations would be dependent on certain lengths, but EFIP restated its opposition to legislation based on untested fuel possibilities. At the time of writing, the approach to be proposed by the Commission when the revised AFID is published around June 2021 is still not clear. In any case, EFIP will continue to build upon the lobbying efforts already conducted, for which it can count on the support of numerous Members of the European Parliament.

KEY ACTIVITIES

- Actively lobbying DG MOVE for Corridor Approach
- Position Paper on Alternative Fuels Infrastructure Directive
- Contribution to public consultation
- Contribution to targeted consultation led by consultants



DOSSIERS

3. Climate Change Resilience

THE ISSUE

Droughts, heavy rainfall and other extreme weather events are becoming more frequent due to climate change. This has hugely impacted IWT, leading to a reverse modal shift and a loss of jobs in the European economy.

Inland waterways and ports are critical infrastructure for IWT but if they are ill-prepared to climate change, it negatively affects supply chains across Europe. This was already evident in 2018.

In order to address this challenge, the European Commission planned to revise its Adapting to Climate Change Strategy. This strategy outlines the future actions to be taken to adapt to a changing climate across all sectors. The Commission recognises that without drastic emission abatement measures, continued climate change will increase the likelihood of severe, pervasive and irreversible consequences such as the collapse of natural ecosystems, the erosion of global food security or displacement of people.

EFIP's INPUT

Given the impact already seen by European inland ports, a comprehensive position was needed. As low water levels have a far-reaching effect on all inland infrastructure managers, cooperation with Inland Navigation Europe proved to be appropriate. This resulted in a joint position paper.

Following this position paper, meetings were held with all layers of the Commission to ensure that IWT in this respect is seen as a high priority. This has proven to be successful following the feedback received and the references in the Sustainable and Smart Transport Strategy.

The objectives of the strategy are the following:

- 1) Ensure safe and reliable navigation;
- 2) Facilitate bimodal contingency solutions;
- 3) Bring new, modern vessel concepts to the market.



DOSSIERS

In order to achieve these objectives the EFIP Environment and Sustainability Committee proposed the following action:

- Mainstream Climate Proofing in European legislation;
- Develop Fit for Future Infrastructure;
- CEF and Financing;
- Support for research and development;
- Dialogue and coordination.

KEY ACTIVITIES

- EFIP ensured that these points were taken onboard by DG CLIMA
- Was in close contact with relevant MEPs on this issue resulting in [written questions](#)



DOSSIERS

4. Inland/Seaport relations workshop

THE ISSUE

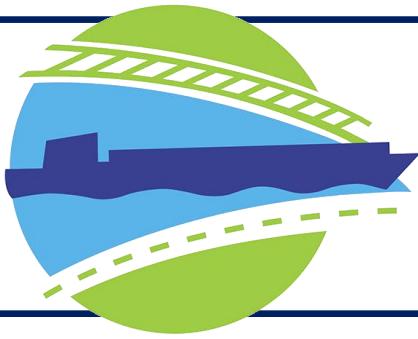
Building on a survey and further work on the cooperation between inland ports and sea ports, EFIP organised a series of webinars alongside ESPO (European Sea Ports Organisation). The events were spread over two days and had the aim of exploring avenues for cooperation between inland and sea ports. A wealth of speakers took the virtual floor, including Dr. Edwin Verbergh (University of Antwerp), Karin De Schepper (INE), Céline Pagnard (CNR) and EFIP's president Friedrich Lehr.

EFIP'S INPUT

Open discussions followed each webinar to identify how ports, shippers and other actors could explore the untapped potential of IWT. The lively encounters served as a platform to share experiences on the ground, discuss best practices in joint efforts and consider legislative incentives that may boost the use of IWT in hinterland transport. As a result of the webinars, the joint EFIP-ESPO secretariat has resolved to look into the possibility of establishing a joint EFIP-ESPO working group to look at cross-cutting issues across the two sectors.

KEY ACTIVITIES

- Organisation of webinar series in September
- Potential set-up of joint EFIP-ESPO working group



DOSSIERS

5. Water Framework Directive

THE ISSUE

In spite of lingering concerns around the achievability of the Water Framework Directive's 2027 deadline for 'good water status', in July the Commission restated its intention not to put the Directive up for review. This came on the back of the results of the Directive's fitness check in December 2019, which declared that the legislation was 'fit for purpose, with some room for enhanced effectiveness'. EFIP expects the Commission to deliver enhanced guidance documents on specific issues such as chemicals to address issues around the Directive.

The Commission has signalled that it will further increase water protection through a new planned initiative, 'zero pollution ambition for air, water and soil'. The roadmap for this initiative was published in October 2020 and the public consultation on the proposal opened a month later.

EFIP'S INPUT

EFIP continued monitoring developments around the Water Framework Directive. It continued to state members' assessments of the shortcomings of the directive through the secretariat's participation in the NAVI WFD task group. EFIP continued to emphasise members' concerns regarding sediments and dredging.

EFIP informed members of the zero-pollution initiative and will wait to see more detail in the Action Plan, expected in Q2 2021, before delivering input to the Commission.

KEY ACTIVITY

- Continued engagement with NAVI task group



DOSSIERS

6. Hydrogen Strategy

THE ISSUE

Hydrogen will be a key part of Europe's effort to reach the European Green Deal aims. Thus, the Hydrogen Strategy released in July was an eagerly-awaited part of the new Commission's early agenda. It was published alongside the Energy System Integration Strategy and has important links to a number of other Commission initiatives, the most important for transport being the Sustainable and Smart Mobility Strategy, where further hydrogen-related initiatives were detailed.

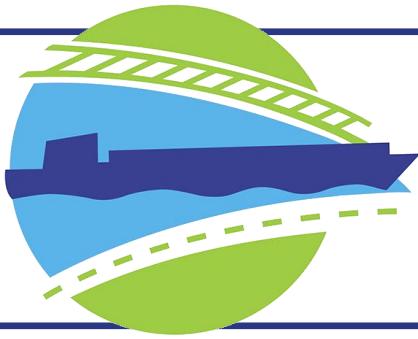
The hydrogen strategy's main aim was to set out measures needed to make hydrogen commercially feasible across all sectors of the economy. It put forward a series of legislative and funding proposals, such as gearing the revision of the ETS to increase incentives for hydrogen as a fuel and the launch of a call for a 100MW electrolyser. The strategy noted the potential of hydrogen as a clean alternative fuel for inland waterways and noted that the review of the Alternative Fuels Infrastructure Directive would seek to push the uptake of hydrogen.

EFIP'S INPUT

EFIP has been actively monitoring the policy developments around hydrogen. In terms of lobbying efforts, EFIP has been clear in demonstrating to the Commission and other actors the potential for inland waterways both in terms of supply (hydrogen infrastructure and ensuring interoperability between modes) and distribution (inland waterways as hydrogen corridors). The success of these efforts is seen in the Commission's Strategy for Sustainable and Smart Mobility. This paper includes provisions for legislative actions facilitating the carriage of hydrogen, including issues around safety and classification.

KEY ACTIVITY

- Advising European Commission on potential and legislative challenges for hydrogen in Green Deal Position Paper and Alternative Fuels campaign



EVENTS

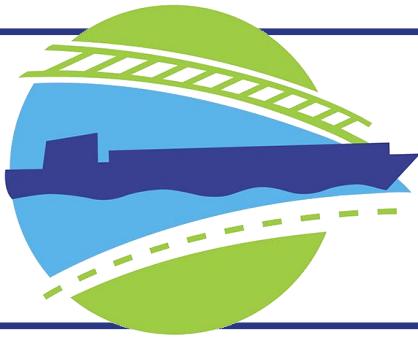
Open Innovation Challenge

In 2020, EFIP organised an Open Innovation Challenge for inland ports, in collaboration with thinkport VIENNA and the Port of Vienna.

The main idea behind this challenge was to gather ideas on how European inland ports, in their role as multimodal transport hubs, can be more sustainable and contribute to achieving climate targets. Globalisation, changing consumer behaviour and urbanisation are leading to a steady increase in traffic, freight transport and emissions in European cities. These developments call for new solutions and rapid action in order to actively face the challenges arising from them. All ideas around the issues of location, service and connectivity were welcome.

The Challenge was organised in different phases. 33 ideas were submitted during the first phase, the idea submission phase, which lasted until 30 June 2020. During the community rating phase, 435 'battles' took place in order for the community to compare the different submissions. The fifteen winners of this second phase were then presented to a special jury of experts who rated the finalists based on previously-defined criteria. The idea of the Port of Lyon emerged as the winner of the competition with its submission "Inland ports: sustainable innovative hubs creating synergies with cities". The submissions of the Port of Liège and of Mario Rosato and Dina Bacovsky complete the top 3 ideas of the Challenge.

A digital final event and workshop of the Open Innovation Challenge were organised on 8-9 October 2020. The 33 submissions were presented during the final event, and the three finalists were invited to present their projects in more details. The interactive workshop on the following day explored the winning idea of the Port of Lyon in more details. Representatives from the port explained the process behind their project, from the ideation phase to its implementation, and discussed how other ports could in turn implement their idea.



EVENTS

Day 1 – Final Event

OPEN INNOVATION CHALLENGE

INLAND PORTS AS ENABLERS OF GREEN LOGISTICS AND SUSTAINABILITY

DAY # 1 8.10.2020
13:30 – 15:00





OPEN INNOVATION CHALLENGE
Inland Ports as Enablers of Green Logistics and Sustainability

Online Workshop – 8 October 2020

PORT DE LYON
cnr
L'énergie au cœur des territoires



JANIN A



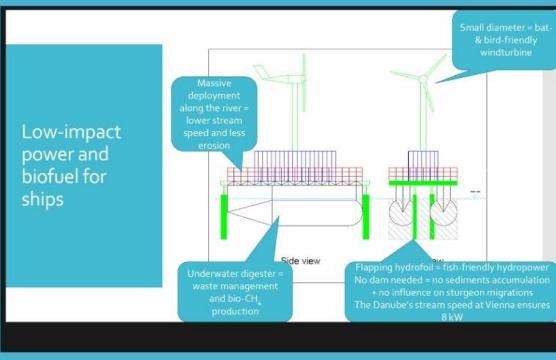
liege port authority

International players

Presentation Liege Port Authority



Hélène Thiébaut



Low-impact power and biofuel for ships

Underwater digester = waste management and bio-CH₄ production

Massive deployment along the river = lower stream speed and less erosion

Small diameter = bat- & bird-friendly windturbine

Flapping hydrofoil = fish-friendly hydropower

No dam needed = no sediments accumulation

+ no influence on sturgeon migrations

The Danube's stream speed at Vienna ensures 8 kW



Mario Alejandro Rosato



EVENTS

Day 2 – Workshop

THE MEDITERRANEAN RHONE SAONE BASIN

IT IS ALSO:

- MAXIMAL CONVOY of 4 400t eq. 220 trucks**
- 87 000 TEU transported each year (5 year-average)**
- 5 M OF TONS on average yearly during the last 5 years**

PAGNARD Céline

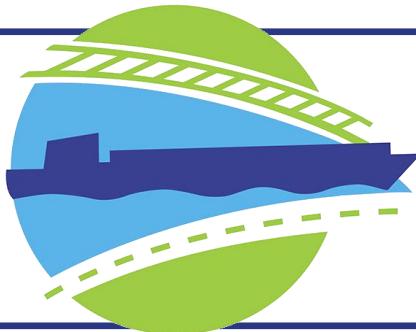
miro OIC implementation day#2

KEY COMPONENTS

- balanced communication stakeholders
- the masterplan project is defined before the masterplan
- energy is produced on site
- ports should stay in the cities
- help the regions to go to alternative energy
- masterplan of the ports
- Local level: what are the needs and needs of the regions?
- National level: National plan for hydrogen since 2019
- It is better to have one operator!
- Building partnerships in context with risk assessment h2 distribution
- the international take the role of the initiators
- it is important to be

an innovative inland port offers...

be active lighthouse
ppp projects rule
ports go multi green
network of new ideas
awareness for change
sound knowledge
zero emission vessels
experts
sustainable solutions
city thinktank
cooperation
digital test fields
great people
location
port of all energies
sustainable transport
use efip and thinkport
thinkport vienna rules
new role by cooperation
super dupa infrastructure
open innovation challenge
new masterplan for inno
be an active lighthouse
city project management
port as a city service
value to all citizens
circular economy
support city
intermodality
mobility port
renewable energy
motivated people
smart services
new connections



GOOD NEWS

Good News about our Ports



POSITIVE RESULTS IN 2019 FOR THE PORT OF VIENNA

The Port of Vienna has published this month its figures for the year 2019, which proved to be a better year for the port than 2018 – a year marked by the low water level of the Danube which impacted the port's activities.



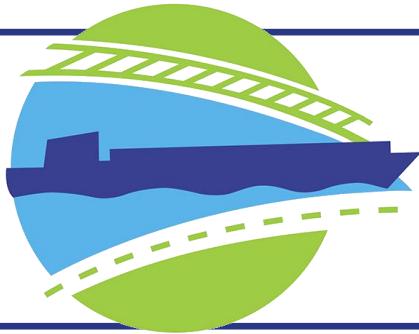
NEW PARTNERSHIP AROUND INLAND SHIPPING BETWEEN TWO GERMAN PORTS

Two port operators in Germany will cooperate to promote the use of inland waterway shipping between the ports of Hamburg and Braunschweig.



PORT OF AALBORG EXPANDS ITS RAIL INFRASTRUCTURE AND OPENS A NEW RAIL TERMINAL

The Port of Aalborg started working on expanding its rail facilities in the spring of 2020. The extensive expansion includes the construction of a new 43,000 m² rail terminal at the East Port. The first phase of the extension is now fully operational.



GOOD NEWS



FIVE INLAND PORTS CREATE A SINGLE SHORE POWER SYSTEM

The inland ports of Antwerp, Rotterdam, Amsterdam, North Sea Port Netherlands, and De Vlaamse Waterweg, and the region of Drechtsteden, started a collaboration around a single shore power system for inland shipping and river cruise. The initiative aims to create an easy-to-use and more reliable shore-based power facility to provide moored vessels with electric power.



FIRST TRAIN FROM CHINA ARRIVES IN LIÈGE TRILOGIOPORT

The very first train from China arrived in Liège Trilogiport, the multimodal platform of the Port of Liège, on 8 December 2020. With this new rail connection to China, the Port further reinforces its economic links with China and promotes multimodality.



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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