

European Inland Ports Enablers of Green Logistics



EFIP
European
Federation
of Inland Ports

The European Federation of Inland Ports

Since 1994, the European Federation of Inland Ports has been the voice of over 200 European inland ports. EFIP highlights and promotes the role of inland ports as an important element for trade competitiveness and the reliability of the supply chain in the European Union.

Along European Waterways

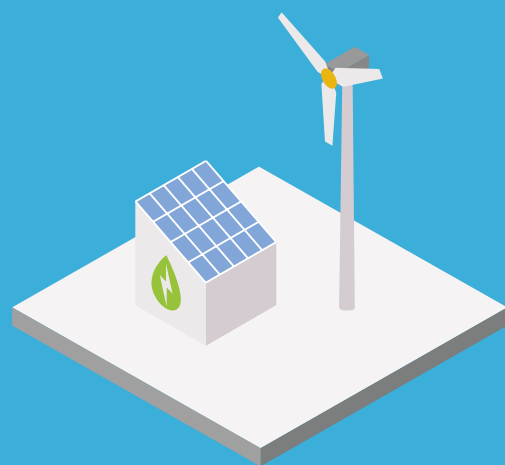
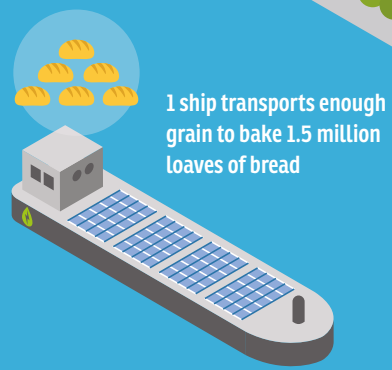
Annually more than 558 million tonnes are transported over 40,000 km of waterways. 75% of Europe's inland navigation crosses borders, connecting many major cities and regions across the EU. Consisting of 9,000 passenger and freight companies, inland waterways represent an integral part of the EU economy, amounting to a value of nearly 6.5 billion EUR in 2016.

Trade and Logistics hubs

Inland ports play an essential public role in trade and logistics. As multimodal hubs, they provide logistical solutions for any challenge by combining inland waterways, rail and road. As such, the European inland ports are logistics and economic centres, and an integral part of the Trans-European Network Transport (TEN-T).

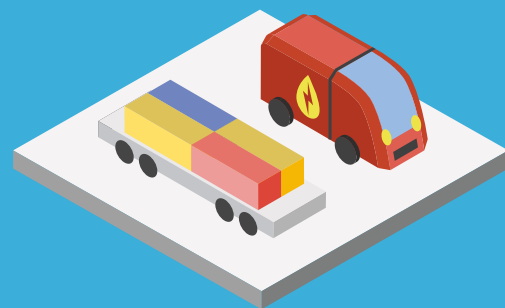


Enablers of Green Logistics



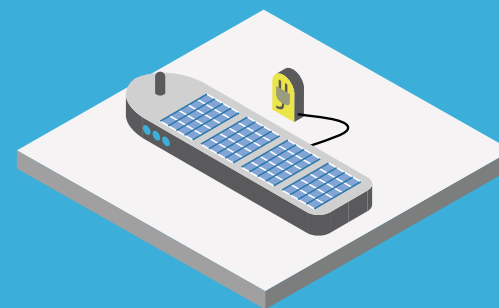
Sustainability Challenges

European logistics and transport face a profound challenge to reach the COP 21 goals and achieve carbon neutrality by 2050. This requires massive changes across the entire European Single Market. As multimodal hubs, inland ports have the ability to significantly contribute to the realisation of these goals as enablers of green logistics.



Multimodal Transport

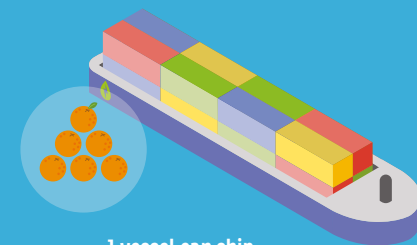
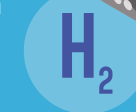
Inland ports continue to support multimodal transport by connecting inland waterway transport (IWT) to both rail and road. This will enable transport to shift to low and zero-emission modes (IWT and rail) of transport while also increasing the efficiency of the entire logistics network. By achieving this modal shift, Europe's transport emissions can be reduced drastically.



Greening of Transport

But the modal shift alone is not enough to sufficiently decarbonise European transport. In deploying alternative fuel infrastructures, such as electric charging and hydrogen refueling, inland ports will support the further reduction of emissions by enabling new clean vessel types to become economically viable across all European inland waterways.

1 vessel transports hydrogen sufficient for 25,000 cars to drive 500km each



City and Digital

Urban Logistics Hubs

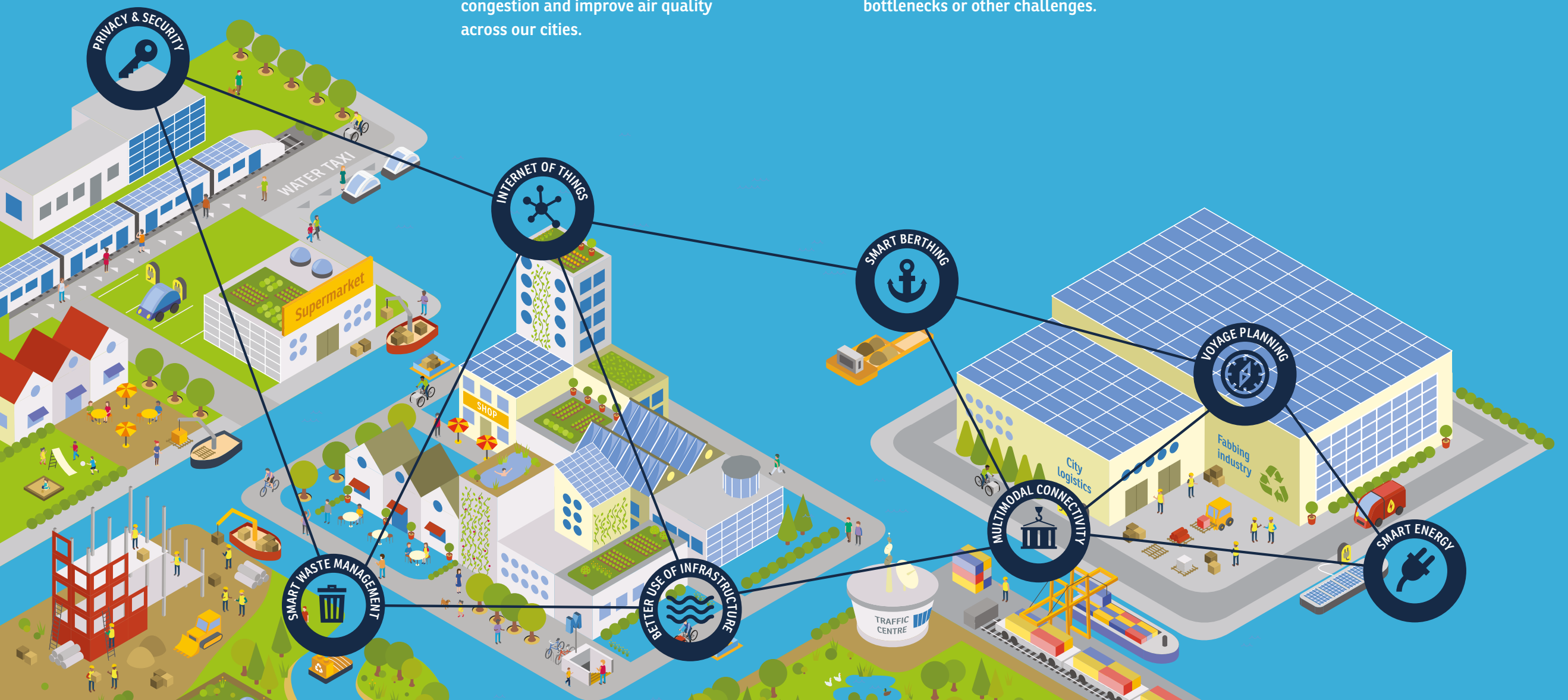
Faced with the challenges caused by increasing urbanisation throughout Europe, cities and metropolitan areas are looking for sustainable and smart solutions. Inland ports provide an opportunity to tackle these challenges as consumer goods, materials and resources can be brought into urban areas by IWT. In their role as urban logistics hubs, inland ports have the potential to dramatically reduce congestion and improve air quality across our cities.

An Interconnected Network

European inland ports are developing their digital systems and experimenting with new business models to further develop their port community systems and ensure seamless logistical planning. This will enable companies to easily plan across multiple modes of transport, making logistical chains as efficient as possible. Interlinked systems between inland ports will allow for better adaptability in case of logistical bottlenecks or other challenges.

Smart Inland Ports

As transport becomes smarter and relies more on digital means, new innovations such as autonomous vessels and self-driving trucks will gain in prominence. Inland ports will adapt and support these initiatives in order to support their logistics activities as well as increase their role in city logistics. As cities become smarter, so will inland ports.



European Priorities

In order for European inland ports to enable green logistics, steps and decisions have to be taken now in order to reach the European objectives.

The European inland ports believe that the following needs should be prioritised:

- Achievement of a modal shift from road to inland waterways and rail
- Dedicated and systematic EU support for the decarbonisation of IWT
- A continued ambitious European budget to complete the TEN-T network and to achieve the transport priorities
- Full multimodal digitalisation of transport through a comprehensive European approach
- Making IWT climate change resilient
- Supporting inland ports in developing alternative fuels infrastructure
- Harmonisation of the inland waterway navigation rules
- Inland ports development as circular economy hubs

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