



ANNUAL REPORT

European Federation of Inland Ports
(EFIP)

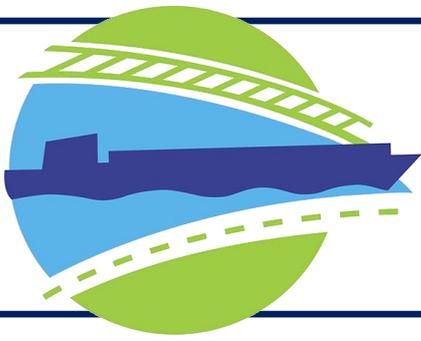
2021





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FOREWORD



2021 turned out to be an eventful year for European logistics, with inland ports at their heart. Following the chaos of 2020, at least inland ports were not affected by border closures, services interruptions and other shocks caused by the pandemic. However, as our economies started to recover, logistical systems were facing various restarting problems. By the end of 2021, we were seeing many shortages problems such

as increased container prices.

At the same time, Europe continued working to realise the Green Deal. In 2021 we saw the publication of the “NAIADES III Action Plan”, “Fit for 55” and “Efficient and Green Mobility” packages. Primary among these steps for inland ports were the Alternative Fuels Infrastructure Regulation (AFIR) and the Revision of the TEN-T Guidelines.

The AFIR constitutes the core piece of legislation for inland ports in supporting the sustainable transition. Not only does it foresee the deployment of OPS facilities, it also takes the first step in developing a corridor approach. Such an approach is essential for the planning and deployment of sustainable fuels like hydrogen. We have to ensure that we plan all of this in a cooperative and cross-border fashion in order to achieve a sustainable transition.

European transport is only as strong as its network, this is why the TEN-T revision is so important. As part of the Efficient and Green Mobility package, the new TEN-T is the most important piece of legislation for ports during this mandate. TEN-T aims to further support the inland shipping sector while further supporting rail transport as well. In particular, as multimodal hubs, inland ports are happy to see the increased importance and new measures for the creation of multimodal terminals, thereby helping the most sustainable forms of logistics.

In 2022, EFIP will continue to ensure that the voice of inland ports is heard on these legislative files. As we are now entering the latter half of this legislature, this means that this will be the busiest period in Brussels as discussions intensify.

Aside from the legislative activities, EFIP will also continue to support inland ports in their work. In early 2022 we will be releasing a guide on cybersecurity for inland ports. This guide has been created in cooperation with the Central Commission for the Navigation of the Rhine (CCNR). The guide gives advice, case studies and other information and will help ports maintain their security as they develop and expand their digital systems.

Ports are faced with the challenge of realising and supporting the green energy transition. This requires knowledge and planning in order to do it effectively. To support European ports, EFIP and ESPO have teamed up to draft a study on how ports need to manage and implement the energy transition. It will not only look at how ports should realise this transition but also at the pitfalls they should be aware of. This study will be released in the latter half of 2022 and will form the foundation for further discussions on how ports will realise the transition.

In 2021, EFIP's members were able to meet again in Basel. This was very needed as EFIP is only as strong as the relationships between its members. Being able to visit and see other ports gives us a mutual understanding and allows for deeper cooperation. We hope that this can continue and that we will meet again in Romania in May 2022.

Friedrich Lehr
EFIP President



DOSSIERS

Infrastructure and Investment

1 | TEN-T

THE ISSUE

In December, the European Commission published its revision of the Trans European Network-Transport (TEN-T) Guidelines N° 1315/2013 Regulation. Since 2019, various consultation activities had been held, which for inland ports included:

- 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.

Through 2021, the Commission had been finalising its proposal which was a part of the Efficient and Green Mobility Package. The new TEN-T includes the following:

- The proposal looks at improving the TEN-T network by making it more reliable, seamless and more sustainable, in line with the EU Green Deal objectives;
- Specifically, it looks at increasing the share of rail, short sea shipping and inland waterways to achieve a more sustainable modal composition of the transport system and consequently to reduce its negative externalities;
- In particular, it aims to make transport greener by providing the appropriate infrastructure basis to alleviate congestion and reduce greenhouse gas (GHG) emissions;
- In addition, the revision aims to facilitate seamless and efficient transport, foster multimodality and interoperability between the TEN-T transport modes and better integrate the urban nodes into the network;



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- The proposal also aims to increase the resilience of TEN-T to climate change and other natural hazards or human-made disasters. At the same time, it points to improving the efficiency of the TEN-T governance tools, streamlining reporting and monitoring instruments and reviewing the TEN-T network design;
- Lastly, the proposal also contains provisions revising Regulation (EU) 913/2010 (Rail Freight Corridor (RFC) Regulation) in order to align it with the revised TEN-T guidelines.

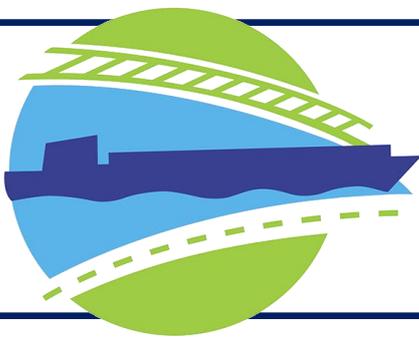
In 2022, discussions between the co-legislators will commence in-depth.

EFIP'S INPUT

In the run up to the publication of the revised TEN-T Guidelines, EFIP stayed in close contact with the Commission services to provide input and for exchange of thoughts. This included suggestions on what criteria inland ports should meet and what infrastructure connections are required. This culminated in the participation of Eddy Liegeois at the EFIP Executive Committee in order to discuss in detail what inland ports need to realise the European Green Deal.

KEY ACTIVITIES

- Continued lobbying throughout the drafting process
- Direct conversation between members and European Commission officials
- Informal discussions with the European Commission and European Railway Agency



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2 | Combined Transport Directive Revision

THE ISSUE

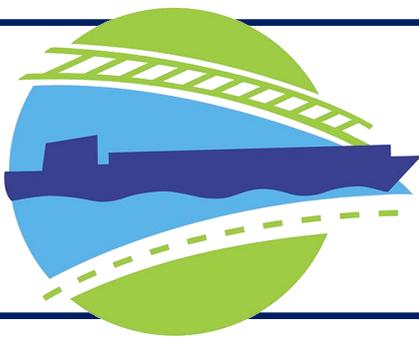
In late 2020 the European Commission announced a revision of the Combined Transport Directive. This legislation from 1997 aimed to support intermodal transport across the EU. It is however no longer fit for purpose as regards the objectives of the Sustainable and Smart Mobility Strategy and achieving a modal shift from road to rail and inland shipping. The revision process stretches over 2022 through various consultations and an impact study.

EFIP'S INPUT

Given the potential of this revision, EFIP took the initiative to already draft a position on what is needed to make the modal shift a success. As multimodal hubs, inland ports have real world experience of multimodal transport and what its main challenges are. Through various meetings EFIP identified the following priorities:

- Putting multimodality front and centre;
- Focusing on reducing negative externalities;
- Inclusion of short-range transport;
- Modern and multimodal infrastructure;
- Need for robust financial incentives;
- Fostering a mindset change;
- Digital interoperability;
- Ensuring coherence with other European legislation.

EFIP's Infrastructure and Investment Committee already presented these priorities to the European Commission in a joint meeting in November. It was additionally found that both EFIP and the European Sea Ports Organisation (ESPO) shared the same priorities and objectives. As such it was agreed that a joint position paper will be published in early 2022 when the first consultation is launched.



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KEY ACTIVITIES

- First meetings to draft the EFIP Position
- Meetings with European Commission officials
- Joint Position Paper with ESPO

3 | NAIADES III

THE ISSUE

In its Sustainable and Smart Mobility Strategy, the European Commission announced in 2021 a follow-up to NAIADES II to renew barge fleets and to improve access to financing. The NAIADES programme brings the IWT sector together in order to create the conditions needed for IWT to thrive. The Commission published the 'NAIADES III: Boosting future-proof inland waterway transport' communication in June. A strong role is identified for inland ports and initiatives that support ports in achieving the European Green Deal. The third NAIADES programme focuses on the twin transitions of sustainability and digitalisation, with the main aim of supporting the modal shift to IWT.

The NAIADES programme sets out an 'Inland Waterway Transport Action Plan for 2021-2027' with the two objectives of moving more transport by inland waterways (through future-proofing) and of undergoing a gradual shift towards zero emission inland transport.

Through CEF and Horizon Europe, the Commission intends to give more support to the development of inland port infrastructure and, in particular, for multimodal connections and the role of IWT in last mile operations in city logistics. In addition, the update of the legal framework for intermodal transport includes the revising and reimagining of the Combined Transport Directive. It will need to integrate inland shipping and find different ways to support intermodal transport.



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Additionally, the Commission presented its revision of the AFID (now AFIR – see more information on page 18) which attempts to accelerate the deployment of the necessary recharging and refuelling infrastructure. The Communication identifies inland ports as having an essential role to play. At the same time, the Commission will harmonise the standards for these infrastructures. Waste reception and degassing infrastructure need more harmonised rules and EU-level investment which will be assessed as part of NAIADES III.

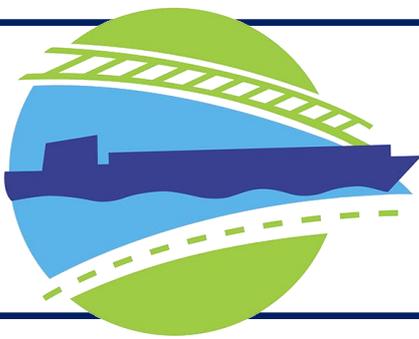
Lastly, the Commission is starting a wide-scale pilot study on the greening of inland port activities. This study will look at obstacles, challenges and opportunities facing inland ports throughout the transition to decarbonisation. These include the deployment of alternative fuels infrastructure, spatial planning problems, urban mobility best practices and much more.

EFIP'S INPUT

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. EFIP played a central role in drafting sector recommendations to the Commission on what IWT needs in the future. EFIP has been closely involved in the process of helping the Commission create this communication.

KEY ACTIVITIES

- EFIP lobbied extensively for the incorporation of the NAIADES recommendations and the strengthening of the third NAIADES
- EFIP started discussions to identify the needs inland ports have on the Combined Transport Directive revision
- Publication of a Press Release



DOSSIERS

4 | Report on 'Towards Future-proof Inland Waterway Transport (IWT) in Europe'

THE ISSUE

In June, the TRAN Committee of the European Parliament adopted the own initiative report 'Towards Future-proof Inland Waterway Transport (IWT) in Europe' by MEP Caroline Nagtegaal-van Doorn (Renew, NL). In this report, the rapporteur Caroline Nagtegaal outlines a trajectory for IWT in the EU. The report is divided in five chapters covering many topics:

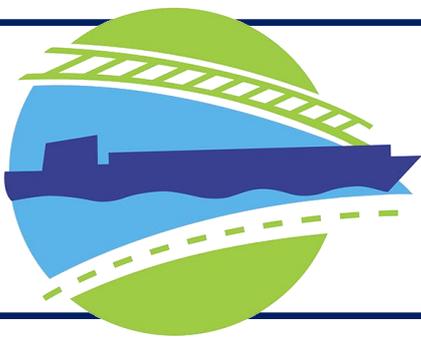
1. Modal shift: freight from road to inland waterways
2. Greening of inland waterway transport
3. Digitalisation and autonomous shipping
4. Education and training, working conditions and research and innovation (R&I)
5. Future-proof ports: energy and circular hubs

The report serves as the first position the European Parliament has taken on the inland port sector in the run-up to the revisions of important legislation such as NAIADES, TEN-T, AFID, Combined Transport and others foreseen in the Sustainable and Smart Mobility Strategy.

EFIP'S INPUT

The report has a specific chapter dedicated to inland and seaports. This chapter was largely lobbied by EFIP. In the final report, the following EFIP priorities were taken onboard:

- Support for the important role of inland ports as multimodal hubs;
- Securing and saving of rail connections to inland ports;
- Support for a network approach in the deployment of alternative fuels infrastructure;
- The importance of synergies with TEN-E;
- Support for the role of inland ports as hubs of urban logistics and mobility.



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KEY ACTIVITIES

- Actively lobbying the TRAN committee for EFIP priorities to be included in the final report
- Publication of a Press Release

5 | General Block Exemption Regulation

THE ISSUE

State aid is important for inland ports as they fulfil a public function and thus require it, especially now that more and more ambitious sustainability and logistics objectives are being set. Under European rules, state aid is curtailed but exceptions are allowed. These exceptions are governed by the General Block Exemption Regulation (GBER).

As part of the "Fit for 55" package, an expansion of the GBER was proposed, which would allow state aid for inland shipping vessels and infrastructure to make the sustainable and green transition. This would make it easier for Member States to finance new green vessels and the infrastructure to support them. A consultation ran until 8 December for the sector to give feedback.



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EFIP'S INPUT

EFIP supports this extension of the GBER in order to help green the sector. However, some additional changes should be made to cover different vessels types. Of primary concern for inland ports is the definition of superstructures. As outlined in EFIP's [2019 position paper](#), superstructures need to be included in the GBER as they are important parts of achieving the European Green Deal. Within the development of a port, superstructure development constitutes an integral element of the port. By excluding superstructures from the GBER results inland port development is being hampered as superstructures are essential to port operations. As a practical example, the development of a quay alone does not support inland waterway transport without the construction of a crane or storage area. Those superstructures often have to be funded by the port itself.

KEY ACTIVITIES

- Response to consultation
- New GBER position paper



DOSSIERS

6 | Taxonomy

THE ISSUE

In order to meet the objectives of the European Green Deal, the European Commission aimed to direct investments towards sustainable projects and activities. This can be achieved by redirecting capital flows towards these projects to make the European economy more resilient against climate and environmental shocks and risks.

The EU Taxonomy is a classification system establishing a list of environmentally sustainable economic activities, which would allow the scaling up of sustainable investments. Notably, by providing appropriate definitions to companies, investors and policymakers for which economic activities can be considered environmentally sustainable, it aims to give clarity and security to investors.

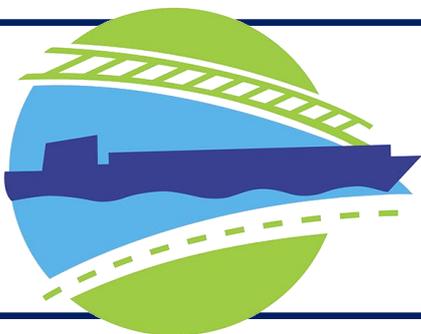
In the coming years, it is expected that the Commission will follow up the Green Taxonomy with a transition taxonomy which will identify those actions that are not necessarily sustainable but can help achieve it.

EFIP'S INPUT

In 2020 and 2021, EFIP has been lobbying to ensure that the activities of inland ports are considered and included. The vast majority of EFIP's requests has been included in the current delegated regulation in Annex 1. However, it is not perfect as there are still gaps, especially when it comes to inland shipping investments.

KEY ACTIVITY

- Lobbying with the IWT sector to adapt the Taxonomy as needed



DOSSIERS

7 | Innovation Fund

THE ISSUE

The European Union supports the fulfilment of its climate goals through financial instruments. Prominently among these is the Innovation Fund, launched by the European Commission (DG CLIMA) on 1 July 2020 for the first call. The fund is aimed at projects that help industry and transport meet the innovation and investment challenges of the energy transition. This includes projects relating to breakthrough technologies for renewable energy, energy-intensive industries, Carbon Capture, Use and Storage (CCUS) and energy storage. The Innovation Fund also provides added support in the early stages of the project development and offers the possibility for funding of the capital and operational costs. The instrument is funded by the revenues from the Emissions Trading System (ETS) and residual funding from the NER300 programme. In total, the fund is expected to reach around EUR 25 billion until 2030, although this is dependent on the carbon price and the scope of the ETS.

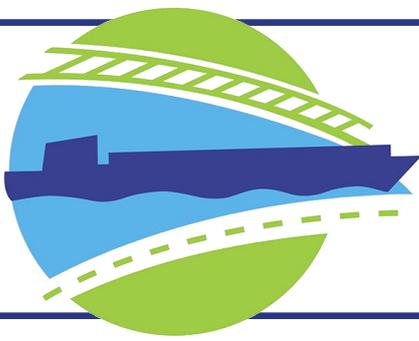
This year, the European Commission launched the second call for large-scale projects (total capital expenditure above EUR 7.5 million). The total budget for this second call is EUR 1.5 billion, which will be dispersed as grants. The selection criteria remain the same as last year, i.e. greenhouse gas (GHG) emission avoidance potential, degree of innovation, project maturity, scalability and cost efficiency. The deadline for applications is 3 March 2022 and applications will be evaluated in a single stage process.

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 this funding source in mind when planning projects and made itself available for bespoke guidance and support for members preparing application.

KEY ACTIVITY

- Provided support to members looking for funding



Digital and Innovation

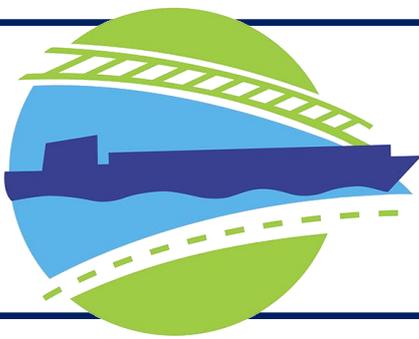
1 | River Information Services

THE ISSUE

The River Information Services (RIS) Directive establishes rules on the use of harmonised river information services which are designed to ensure the safety, efficiency and environmental friendliness of inland waterways in the EU. The Directive applies to canals, rivers, lakes and ports able to take vessels between 1,000 and 1,500 tonnes. The RIS Directive refers to the four key technologies: Inland Electronic Chart Display and Information System (Inland ECDIS), Notices to Skippers (NtS), Inland (AIS) and Electronic Reporting International (ERI).

As part of the revision, the Commission published in August its Inception Impact Assessment which outlines the context and objectives for the revision of the RIS Directive. The main objective is identified as providing an efficient and effective framework for the deployment and use of harmonised river information services in the Union. In order to achieve this objective, a number of policy actions are proposed:

- Linking to initiatives, e.g. the European Mobility Dataspace and corridor information systems emerging from DTLF to better integrate IWT into multimodal value chains;
- Clarifying RIS Directive provisions on implementation of technical specifications (e.g. on data for navigation and planning) and provision of RIS by Member States. This could include the introduction of metrics and additional technical specifications;
- Involving CESNI in governance and processes for the adoption of technical specifications;
- Clearer provisions on obligations of Member States to receive and forward information of ships in cross-border operation, including alignment with existing legal frameworks (e.g. eFTI Regulation);



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- Updating existing rules on privacy, security and re-use of information, adding new rules if needed.

The objectives and actions identified in the roadmap and inception impact assessment are in line with the EFIP position paper published in 2019.

EFIP's INPUT

River information services (RIS) systems, port community systems and other digital innovations have or are already being rolled out by inland ports. These digital systems allow them to increase their multimodal efficiency, relevance and add value across the whole logistics system. As inland ports develop their systems, new legislative and standard challenges will arise, as well as new opportunities.

EFIP has already been very involved in the discussions on the revision of the RIS Directive. EFIP was pleased to see that many of the concerns raised in its position paper were taken onboard in the inception impact assessment. This has formed the continued basis for discussions with the European Commission throughout 2021 on the future of digitalisation of IWT. In early 2022, a public consultation will be launched with the revision adoption expected in September 2022.

KEY ACTIVITY

- Continued input and contact with European Commission on the Revision



DOSSIERS

2 | Cybersecurity guide

THE ISSUE

Many inland ports are expanding their digital systems and services. This however also opens up various vulnerabilities, both known and unknown. At the same time, knowledge and expertise about cybersecurity is scattered or still developing while not all ports have the resources to reinvent the wheel.

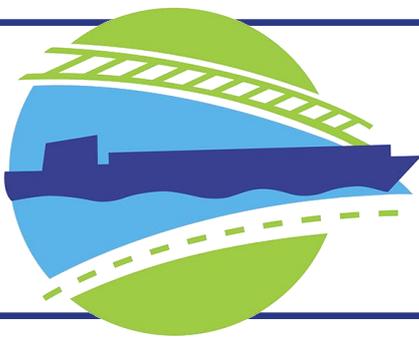
In 2020, EFIP entered into a cooperation with the Central Commission for the Navigation of the Rhine (CCNR) to create a guide on cybersecurity for inland ports. The objective of this guide is to provide inland port authorities, operators, users and others with the information and knowledge they need as they continue the digital transition.

In order to create the guide, consultants from Deloitte were retained to draft it. An initial step was a meeting with EFIP's Digital & Innovation Committee. At this meeting, the EFIP experts were able to exchange their thoughts and ideas on what the guide should focus on. One of the core takeaways was that the guide has to take into account the differences in scale and resources between the different ports.

In July, EFIP gave its feedback to the first draft of the guide. Its publication is expected in early 2022.

KEY ACTIVITIES

- Coordinating cooperation with the CCNR and consultants
- Meeting between consultants and the Committee
- Feedback on first draft



DOSSIERS

Environment and Sustainability

1 | Alternative Fuels Infrastructure Regulation

THE ISSUE

On 14 July, the European Commission published its Fit for 55 package. This set of legislation and other proposals aim to realise the Green Deal published in 2020. The package included a wide range of initiatives such as an expansion of the Emissions Trading System, the Effort Sharing Regulation, a revision of the Renewable Energy Directive and many others.

Of primary concern to inland ports are the Alternative Fuels Infrastructure Regulation (AFIR) and the Energy Taxation Directive.

As a core part of decarbonising European transport, the proposal of the AFIR foresees a framework on the deployment of all the necessary infrastructure. The Commission adopted a goal-based and axis approach by having Member States submit national frameworks on how new alternative fuels infrastructure should be developed and deployed. In particular, Member States should develop clear strategies for the decarbonisation of inland waterway transport along the TEN-T network in close cooperation with the Member States concerned. For inland shipping, rail and maritime in particular, this includes hydrogen and electric batteries. Additionally, Member States will have to report their progress.

For inland ports specifically, all core ports will need to have an OPS installation by 2025 and all comprehensive ports by 2030. LNG no longer needs to be deployed in inland ports as the Commission believes LNG has no role of significance for IWT.



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EFIP'S INPUT

In the run-up to the Regulation's publication on 14 July, EFIP continued to strengthen its position of a corridor approach.

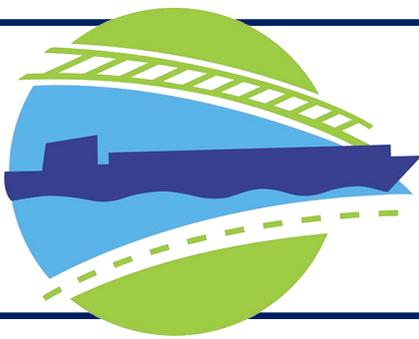
In December, EFIP finalised its position on the AFIR. It drew special attention to two points:

1. In order for OPS installations to be deployed, commitments are needed not only from the ports and its users but also from the Member States. In particular the national energy grids have to be extended and upgraded in order to allow for the installations to be placed and for the increase in demand from the users.
2. As the National Policy Frameworks are being developed, the transnational elements have to be considered as well. Especially in order to develop hydrogen and other new fuels, their relevant infrastructure has to be planned through a cooperative corridor approach. The corridor coordinators should have a role to facilitate this approach.

In order to strengthen the voice of inland ports, EFIP has teamed up with IWT Platform and INE to draft a joint position on AFIR.

KEY ACTIVITIES

- Continued lobbying
- Joint position paper with IWT Platform and INE



DOSSIERS

2 | Energy Taxation Directive (ETD)

THE ISSUE

The Energy Taxation Directive (ETD) was published as part of the “Fit for 55” package.

Currently, differences in energy taxation hamper the decarbonisation of European transport and the uptake of new powertrain vessels. In its Position Paper, EFIP called for the reduction of tax levels on electricity and hydrogen for inland vessels.

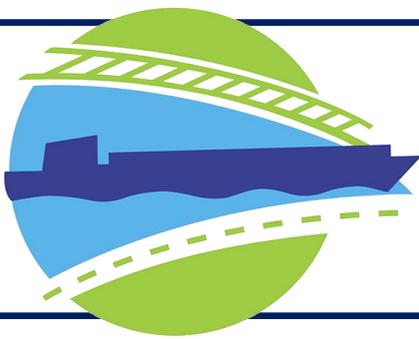
In the revision of the ETD, all fuel exemptions that currently exist for fossil fuels will end in 2023. Sustainable biofuels and biogas, low-carbon fuels, renewable fuels of non-biological origin, advanced sustainable biofuels and biogas and electricity will be taxed at zero during the transition period of 10 years, after which they will be brought to their minimum reference level. For electricity and other low carbon fuels, this will be EUR 0.15 per Gigajoule.

EFIP'S INPUT

In its 2020 Position Paper, EFIP underlined that the Energy Taxation Directive is currently an obstacle towards the uptake of alternative fuels. While exemptions for inland waterway transport fuels are possible, the administrative burden attached to the exemption request has meant very few Member States have applied for this exemption. EFIP's call for a permanent tax exemption for all alternative fuels and shore side electricity is reflected in the ETD revision for a transition period of 10 years. For inland ports it is paramount that this proposal is implemented in a manner that takes into account the heterogeneous nature of the sector to ensure their role as enablers of green logistics.

KEY ACTIVITY

- EFIP Position Paper



DOSSIERS

3 | Zero Pollution EU Action Plan

THE ISSUE

In May, the European Commission adopted the EU Action Plan 'Towards Zero Pollution for Air, Water and Soil'. The action plan aims to address the effects of pollution, look at current policies, propose new actions, look into the potential of digital and circular solutions, and improve monitoring and implementation. It is not intended to replace other legislations but rather to look into gaps between current policies.

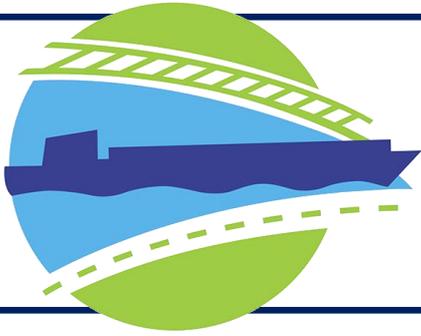
The proposed 'Mission Healthy Ocean, Seas Coastal and Inland Waters' will aim to support innovation and implementation of EU policies and laws, to achieve healthy, pollution-free oceans, seas and waters. Horizon Europe will support targeted research and innovation relevant to the zero-pollution ambition as one of its priorities, its major strategic initiatives being the missions 'Healthy oceans, seas, coastal and inland waters', 'Climate-neutral and smart cities', and the partnership on 'Zero emission waterborne transport' (ZEWI). Horizon Europe will also continue to support research on pollutants and types of pollution of emerging concern such as light pollution and its impacts on biodiversity, or pollution with nanoparticles.

The EU will support global and regional transboundary water cooperation, and work with major partners bilaterally; it will continue to promote cooperation between relevant regional fora, such as in European river basins (Rhine, Danube) and will continue pursuing the global uptake and implementation of the UNECE Convention on the Protection and Use of Transboundary Watercourses and International Lakes.

As part of this action plan, the Commission adopted the 'Inland Waterway Transport Action Plan for 2021-2027' (NAIADES III – more information on page 8), to support a gradual modal shift towards zero-emission inland waterways transport.

KEY ACTIVITIES

- Responded to the consultation
- Closely worked with the NAVI task group in monitoring this file



DOSSIERS

4 | Urban mobility framework

THE ISSUE

The European Commission is revising the Urban Mobility Framework as part of the new Efficient and Green Mobility Package. The framework is based on the EU 2013 urban mobility package and seeks to meet the EU's 2050 climate target (55% CO₂ reduction by 2030 and climate neutrality by 2050). This initiative proposes a set of measures to encourage EU countries to develop urban transport systems that are safe, accessible, inclusive, affordable, smart, resilient and emissions-free, while reducing transport pollution and congestion. An important part is the strengthened role of urban nodes on the TEN-T network as vital enablers of sustainable, efficient and multimodal transport. Indeed, the revised framework requires the 424 TEN-T cities to adopt a sustainable urban mobility plan (SUMP) by 2025 and collect relevant data. It also requires these cities to have at least one multimodal freight terminal for sustainable urban logistics. This framework is closely intertwined with the revision of the TEN-T guidelines.

EFIP'S INPUT

The EFIP position is driven by the role of inland ports as urban logistics hubs having the potential to dramatically reduce congestion and improve air quality across cities.

EFIP believes that Sustainable Urban Mobility Plans (SUMPs) are an effective mechanism for planning and delivering sustainable urban mobility and therefore pledges to systematically include waterborne and port solutions when located along a TEN-T inland waterway. Moreover, inland ports should be taken into consideration in the Framework revision as they provide solutions for a sustainable distribution of goods. Inland ports play a major role in improving first and last mile connectivity through sustainable and innovative solutions for both freight and passenger transport. Finally, the revision of the TEN-T guidelines includes a requirement for Member States to submit urban nodes data on mobility to the European Commission every year, thereby increasing the support to the most sustainable transport modes.



DOSSIERS

KEY ACTIVITIES

- Responded to the consultation
- EFIP Position Paper in September

5 | Adapting to Climate Change Strategy

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.

In order to address this challenge, the Commission adopted in February a revised Strategy on Adaptation to Climate Change. The strategy builds on the Commission's previous 2013 strategy, moving from an emphasis on understanding of adaptation issues to implementing solutions to ensure the EU is climate-resilient by 2050. It recognises that without drastic emissions abatement measures, continued climate change will increase the likelihood of severe, pervasive and irreversible consequences.

The strategy highlights the importance of integrated river basin management plans as part of the Water Framework Directive (WFD) and the need to make sure every relevant Member State adopts Drought Management Plans for vulnerable river basins.

The Commission plans to improve a number of platforms to fill knowledge gaps. Firstly, the Climate-ADAPT platform – a knowledge-sharing network run by the European Environmental Agency (EEA) – will be strengthened as a key action in the strategy. Secondly, it will promote the use of its Risk Data Hub to harmonise the recording and collection of climate-related risk and losses data.



DOSSIERS

The strategy also proposes a number of new funding sources such as Horizon Europe, Digital Europe, Copernicus, EMODnet, the EU Covenant of Mayors, the Horizon Europe Mission on climate change adaptation and a support for the private sector via the EU taxonomy and the Renewed Sustainable Finance Strategy.

EFIP's INPUT

For European inland ports, as enablers of green logistics, sustainability and environment stand at the forefront. Climate change/adaptation is one of their primary concerns. Even if the COP21 goals are achieved, low water levels and excessive floods will become more frequent. Inland ports will have adapted their infrastructure to these new realities while working together with their stakeholders. 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 in 2020 in which EFIP noted that the EU strategy should: ensure safe and reliable navigation, facilitate bimodal contingency solutions and bring new, modern vessel concepts to the market.

EFIP proposed a number of steps to achieve these objectives: mainstreaming climate proofing to European legislation, developing fit-for-future infrastructure, harnessing CEF and other financing sources, supporting research and development, and facilitating dialogue and coordination between relevant stakeholders.

In the published TEN-T Revision (see page 5) a climate change adaptation was added as an objective reflecting the EFIP priorities.

KEY ACTIVITIES

- EFIP ensured that these points were taken onboard by DG CLIMA
- Close contact with relevant MEPs on this issue resulting in written questions
- EFIP Position Paper



EFIP Executive Committee meeting in Basel

EFIP



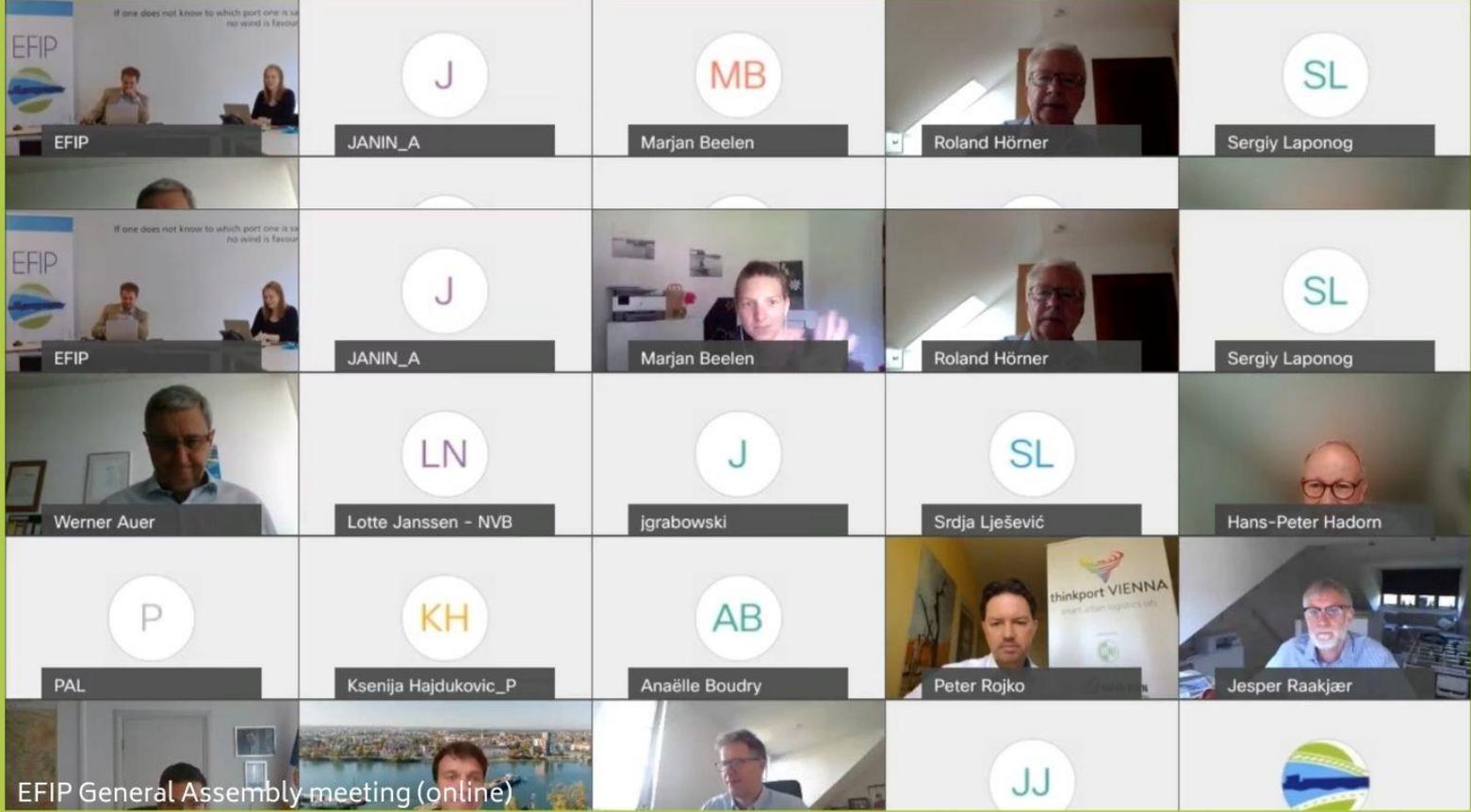
European
Federation
of Inland Ports



Flemish-Dutch Ports Days in Antwerp



Smart Ports: Piers of the Future in Barcelona



EFIP General Assembly meeting (online)



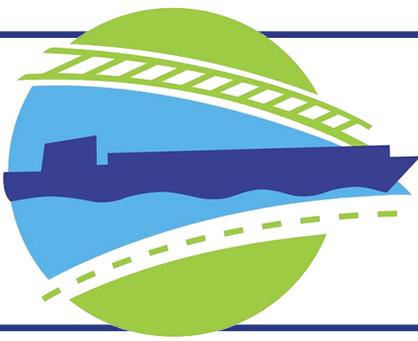
EFIP General Assembly meeting (online)



EFIP Executive Committee meeting in Basel



Danube Port Days (online)



NEWS

EFIP ON SOCIAL MEDIA

With the #portsinEUcapitals, EFIP launched a series of posts on Twitter and LinkedIn in 2021 to promote inland ports and highlight their prevalence throughout Europe and for the important role they play in the economy of the cities and regions they are located in.

It was decided to focus on capital cities in Europe for this first series of posts. During six weeks, EFIP presented the ports of Brussels, Bratislava, Berlin (BEHALA), Vienna, HAROPA – Ports de Paris, and Budapest (Freeport of Budapest Logistic Ltd.) through historical pictures of the ports and facts and figures about them.



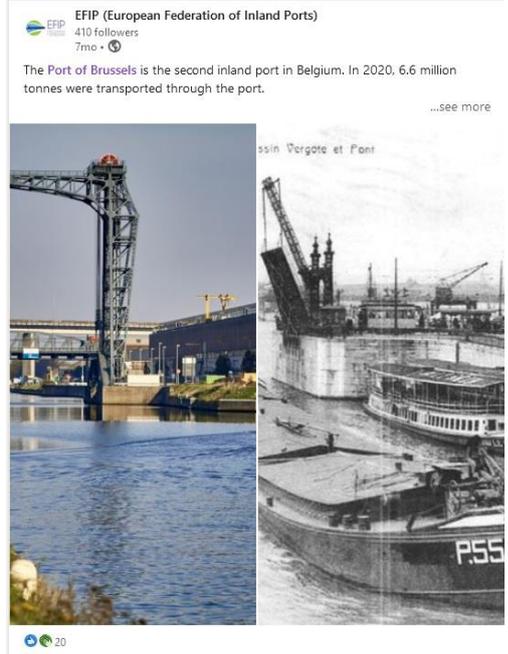
EFIPSecretariat @EFIPSecretariat · 4 May

💡 Did you know that key capital cities in Europe have an inland port? Inland ports are important nodal points for intermodal transport and play a key role in the economy of the cities and regions they are located in. 🚢

Follow us and stay tuned to learn more! #portsinEUcapitals



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EFIP (European Federation of Inland Ports)
410 followers
6mo · 🌐

With a total area of 153 hectares, Freeport of Budapest Logistic Ltd. is the operator of Hungary's largest trimodal logistics centre, which includes the port of Budapest. The logistics centre benefits from an advantageous location. ...see more



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1 comment



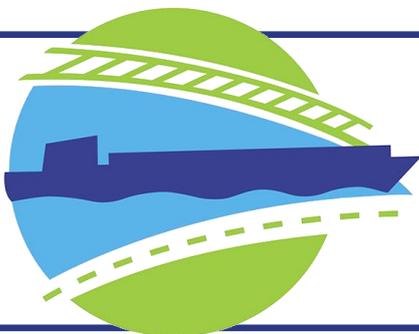
EFIPSecretariat @EFIPSecretariat · 3 Jun

📍@haroport HAROPA Ports de Paris is the 1st inland port in France and the 2nd in Europe, with 25 million tonnes transported in 2019 replacing many trucks. Cruises are very popular in Paris with 8 million passengers in 2018 – more than 1 tourist out of 4. #portsinEUcapitals



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NEWS

GOOD NEWS ABOUT OUR PORTS

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.



ESTABLISHMENT OF HAROPA PORT

On 1 June 2021, HAROPA PORT became the official, single port complex comprised of the ports of Le Havre, Rouen, and Paris. The merger enhances the port's competitiveness in Europe, as HAROPA PORT is now the first port in France and the fifth largest port in Northern Europe.



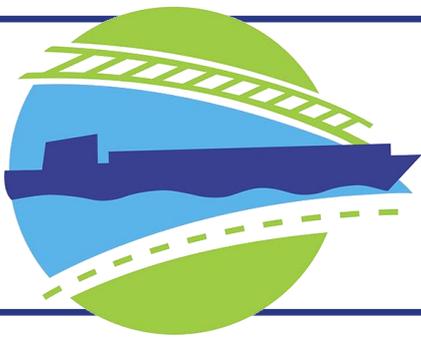
NUMBER OF CARGO AND CRUISES INCREASES IN SERBIA

The Port Governance Agency has seen an increase in the number of transhipped cargo and cruises in Serbia in 2021 compared to 2020.



UPGRADED LOCKS OPEN UP THE TWENTE PORTS

Rijkswaterstaat has expanded the lock complex at Eefde with a second lock chamber. The realisation of the Noordersluis has reduced waiting times and improved accessibility to the ports of Twente.



STRUCTURE

EFIP PRESIDENCY

President : Friedrich Lehr (Austria)

Vice-Presidents : Carmen Costache (Romania)
Hans-Peter Hadorn (Switzerland)
Roland Hörner (Germany)
Jean-Louis Jérôme (France)
Rainier Reekmans (Belgium)

EFIP SECRETARIAT

Director: Turi Fiorito

Policy Advisor: Anaëlle Boudry

Administration and Communication Manager: Céline Lefort



Turi Fiorito



Anaëlle Boudry



Céline Lefort

EFIP MEMBERS

EFIP brings together nearly 200 inland ports and port authorities in 18 countries of the European Union, Switzerland, Serbia and Ukraine.

The full list of EFIP members can be found at: <http://www.inlandports.eu/members>



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