

ANNUAL REPORT

European Federation of Inland Ports
(EFIP)

2022



EFIP
European
Federation
of Inland Ports

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2022 constituted another year of turmoil and crisis in Europe. No sooner was Covid-19 crisis fading that the Russian Republic brutally invaded Ukraine. As all parts of Ukrainian society, ports became the target of bombings and other military violence. EFIP has supported and assisted our colleagues in Ukraine and our thoughts continue to be with them.

EFIP ensured to represent the Ukrainian ports in the EU initiatives to support them. Primary among them was the Solidarity Lanes initiative. Through these lanes we attempted to address the various bottlenecks that were impeding the flow of good to and from the embattled Ukraine. The Danube proved to be an essential logistical artery in the transport of grain and other agricultural products. In 2023 EFIP will continue to be a voice for the Ukrainian ports in Brussels.

It was therefore appropriate that EFIP held its General Assembly meeting in Galati. The Romanian inland port is an essential entrepot between Black Sea and Danube transport. It is especially a focal point for grain import and storage. In the current crisis the port stores Ukrainian grain awaiting its final export. The GA also proved to be an ideal time to show the realities of Danube waterborne transport and the long-term challenges facing the relevant inland ports.

Primary among these is the poor maintenance of some Danube sections. Over the summer, a week long blockage occurred on the Lower Danube due to delayed dredging on the Bulgarian section. This resulted in many vessels having to be towed or otherwise being transported. Such massive disruptions of services badly damage the reputation of inland waterway transport. If European Member States are unable to maintain their waterways at even the most basic levels, then the greening of logistics and promotion of inland shipping will not be feasible.

Maintenance and upgrading of European infrastructure are the essentials in achieving the Green Deal objectives. At its core is the revision of the TEN-T Regulation which should enable the completion of a competitive logistical network. EFIP has focused heavily on ensuring that the strong elements of the Commission proposal are retained and that the concerns of inland ports are taken on board. This includes the recognition of other inland ports and the need for reliable rail connections. The TEN-T will be the foundation or limitation to many of the ambitions we need to realize in the coming years and therefore its result is essential.

The potential of the TEN-T is exemplified in the Seine-Escaut project. The object of this project is to update and expand the Belgian waterway network and adapt it to connect to the, to be realized, Seine-Nord project. This will create an inland waterway connection from the Benelux to the Paris region. In order to view the progress of Seine-Escaut, EFIP held its ExCo meeting this year in Ghent to view the realization of new locks and the entire waterway system. The success so far of the project shows the progress and what is possible when investments are planned in the long term.

EFIP is also looking to the current and future challenges facing inland ports. In 2022 EFIP and ESPO commissioned a study by Royal Haskoning DHV on the European energy transition. “The new energy landscape: impact on and implications for European ports” looks at the challenges and opportunities facing ports as the European economy transitions to alternative and sustainable energy carriers. The study consists of 17 factsheets covering everything from spatial planning to OPS.

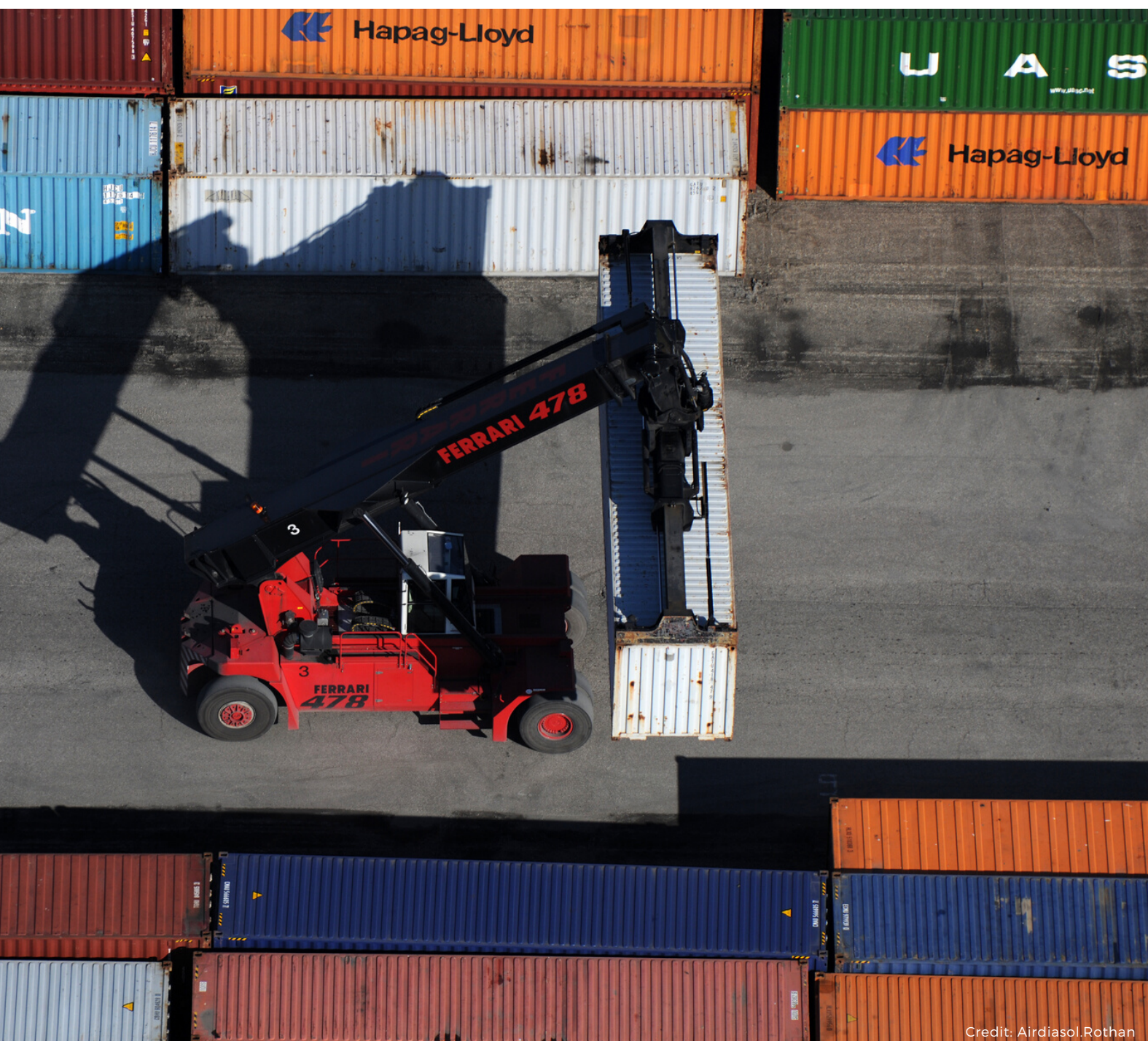
The study identified the challenges surrounding the development and deployment of hydrogen. The EU has decided that hydrogen is its priority energy carrier for the future. As such, inland ports are expected to become hubs of hydrogen. However today most ports are not prepared for this transition. In 2023 EFIP, together with ThinkPortVIENNA, is organizing a workshop series that will zoom in on all the facets and details of the hydrogen ecosystem and how ports have to develop the infrastructure needed. We will be inviting experts from outside of our sector to deliver their knowledge and to reach a final set of recommendations. The result will be a guide for what inland ports need from policy makers to make hydrogen a success.

Lastly, next year we already have a number of exciting events to look forward to. Our General Assembly will be held in Vienna (27-28 April), where we will be discussing the progress on TEN-T and in particular the impact on the Danube region. Our meetings are always the best way for us to interact, discuss and find common opportunities so I hope to see many of you at one of these in 2023.

ANTOINE BERBAIN
PRESIDENT OF EFIP



Credit: Airdiasol.Rothan



Credit: Airdiasol.Rothan

DOSSIERS

INFRASTRUCTURE AND INVESTMENT



Credit: Port autonome de Strasbourg

1 | TEN-T

THE ISSUE

The European Commission's review of the Trans-European Transport Network (TEN-T) in 2022 has focused on improving the efficiency of European transport and logistics. This review aims to ensure that port infrastructure meets the needs of both the maritime and inland sectors, and integrates them with other modes of transport. The main discussion points of the TEN-T Revision 2022 included:

- Supporting the development of new ports and port networks, with a focus on inland ports and port-hinterland connections.
- Enhancing the interconnection between inland ports and other inland transport networks, with a particular emphasis on rail and road links.
- Establishing an integrated framework for the management of ports and port-hinterland connections, and for the coordination of investment decisions.
- Improving the efficiency and sustainability of ports, including through the adoption of new technologies and digitalisation.
- Enhancing safety and security in ports, and introducing a harmonised approach to port risk and emergency management.
- Enhancing environmental protection in ports, and improving the sustainability of port operations.
- Strengthening the competitiveness of ports, and promoting the development of new business models.
- Promoting the development of new services and facilities at ports, and encouraging the provision of port services in an integrated, efficient and sustainable manner.

In 2022 the European institutions continued debating about their own positions before the interinstitutional negotiations could start.

The European Council adopted its General Approach in December after months of internal deliberations under the Czech presidency. For inland ports the Council did reduce the Commission ambition;

- Protection of navigation status: Member States cannot allow any of the inland waterway sections to degrade into a lower status than they are now or than the minimum requirements;
- River Commissions: Agreements made at the River Commission level have to be recognised on all settings of additional requirements;
- Weakening of Good Navigation Status (GNS): Guidelines have replaced the implementing acts (in the Commission proposal) and will cover less aspects, i.e. waterways, ports or other infrastructure would not be covered by the guidelines. This, in effect, means that GNS will have little to no functional impact.
- 740 m train: Further flexibility included on train length and delayed deadline;
- Gauge migration: Member States need to identify where gauges do not align with the general European gauge and plan their migration;
- ERTMS: Further delay of full implementation of the system;
- Multimodal platform: Reduction of requirements for Member States to develop sufficient infrastructure. Less strict analysis of multimodal market. This will result in less development of new multimodal platforms;

- Rail access routes: Connections to multimodal freight terminals in inland and seaports are exempted from the electrification requirements.

The European Parliament started its process at the end of 2022 with the publication of the draft Thaler-Riquet report. The two rapporteurs in their work identified a set of priorities;

- Definition of “critical infrastructure”: request Member States to identify the critical infrastructure on the Core Network by 2025 and to carry out a mandatory climate and environmental vulnerability check;
- Green Lanes to be established by Member States: to ensure functioning supply chains in times of emergency;
- Military mobility: Call for an increase of EU funding; Member States should assess the need to go beyond TEN-T standards, whereas the Commission should carry out a study to identify possibilities for short-notice large scale movements;
- Maintenance considerations are pre-conditions for EU funding. This was a point raised by EFIP.
- Permitting: There are many references to the “Smart TEN-T” legislation (streamlining of permitting procedures). Consequently, Member States should set up priority procedures if they do not exist already and apply them to the TEN-T core network projects of common interest (PCIs);
- Delays: In case of a two-year delay of any project, the Commission is requested to open an infringement procedure;

INFRASTRUCTURE AND INVESTMENT

- Network Connectivity Index: The Commission should develop an index to measure connectivity and channel funds where connectivity is lacking
- CEF: Completion of the Core Network should get priority;
- Implementation report: The Commission should yearly send it to Parliament and Council for each Transport Corridor.
- Bridges: New bridges need to be at least as high as the lowest bridge of the river basin.

KEY ACTIVITIES

- Multiple I&I Committee meetings to analyse the changes of the TEN-T
- Meetings with Member State officials, MEPs and other relevant actors
- Inland Port event at the “Connecting Europe Days” together with CNR

EFIP'S INPUT

Since the publication of the TEN-T Proposal, Europe's inland ports have been analysing and discussing the impact of the proposed revision. This included many meetings of the Infrastructure and Investment Committee and individual discussions. In May EFIP published its TEN-T Position Paper which identified many national issues as well as 6 general priorities.

1. Maintain European environmental standards
2. Core inland ports need core rail connections
3. Inclusion of the number of passengers as a criterion for designating an inland port as part of the TEN-T network
4. Prioritise inland waterway infrastructure development
5. Inclusion of the current class III inland waterways in the TEN-T network
6. Multimodal planning needs to be cross-border

2| COMBINED TRANSPORT DIRECTIVE

THE ISSUE

The Combined Transport Directive Revision is a proposed update to the European Union's Combined Transport Directive, which provides a framework for the coordination of combined transport operations in the EU.

1. Strengthening the safety and security requirements for combined transport operations, including the introduction of minimum training requirements for drivers and operators;
2. Clarifying the roles of the different players in the combined transport chain, including shippers, carriers and operators;
3. Improving the efficiency of the transport chain by addressing issues such as customs clearance, cargo tracking and information exchange;
4. Updating the legislation to take into account changes in the transport market and technological advances;
5. Establishing a coordination mechanism for combined transport operations that ensures the smooth operation of the transport chain;
6. Establishing a framework for the promotion of combined transport operations, including the use of incentives and subsidies.

The Combined Transport Directive Revision is expected to be an important step in ensuring the future success of combined transport operations in the EU. The European Commission intends to publish its proposal in the first quarter of 2023.

EFIP'S INPUT

Europe's inland ports are multimodal hubs which specialise in combined transport services. EFIP found that its interest aligned with Europe's seaports. Therefore, EFIP and ESPO joined forces in the form of a position paper. This paper forms the basis of joint lobbying to ramp up in 2023. In the paper, European ports agree that a successful revision should focus on:

- Put multimodality front and centre;
- Focus on the impact;
- Inclusion of short-range transport operations;
- Modern and multimodal infrastructure;
- Financial incentives to support multimodality;
- Foster a mindset change;
- Increase digital interoperability;
- Ensure coherence with other European legislation.

KEY ACTIVITIES

- Bilateral discussions with the Commission officials drafting the proposal
- Providing input through more than three rounds of consultations
- Speaking at the "Combined Transport Conference" in Le Havre
- Working with ESPO on the [joint position paper](#)



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 2021. 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 futureproofing) 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 revising and reimagining the Combined Transport Directive. It will need to integrate inland shipping and find different ways to support intermodal transport.

The European Economic and Social Committee (EESC) presented in January 2022 its opinion on the Commission's communication. The EESC reiterated its support to transport multimodality and smart shipping solutions, pointing out that inland waterway transport is essential for the future and needs to be maintained and developed to untap its potential. The priority should be on improving navigation conditions on waterways. The EESC also proposed to create a fund to support the development of waterways that are not part of the TEN-T network.

On 5 December 2022 the EU Transport Ministers adopted their response to the NAIADES III communication in the form of conclusions setting out the priorities for the European Council in the inland shipping sector. It reconfirms the latter's importance and underlines the need to fully develop its potential in a sustainable manner.

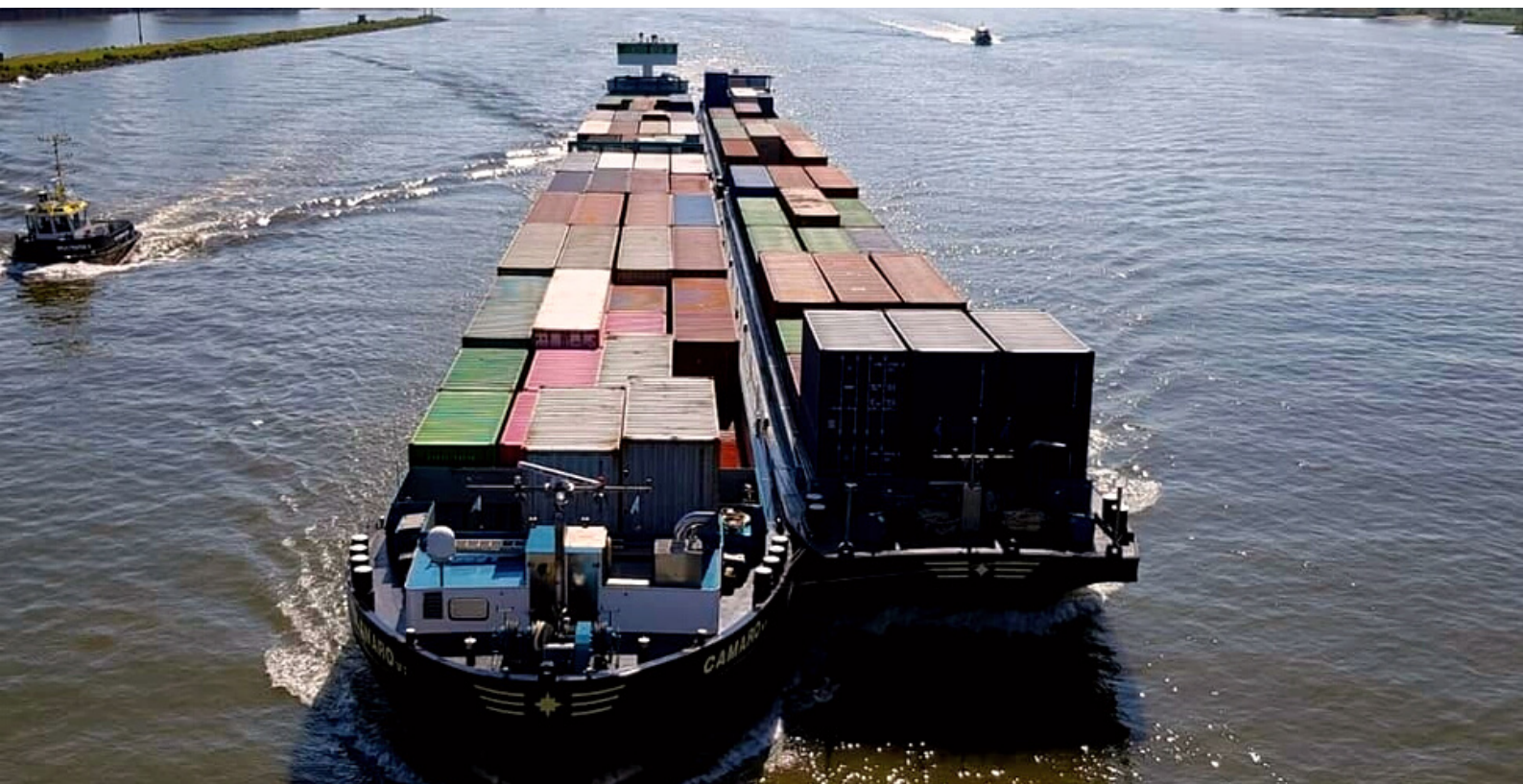
Additionally, the Commission presented its revision of the AFID (now AFIR – see [more information on page 20](#)) which attempts to accelerate the deployment of the necessary recharging and refuelling infrastructure. The Communication identifies inland ports as having an essential role to play. At the 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.

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.

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



4| CEF CALL

THE ISSUE

The 2021 CEF Transport Call Results, which were released in July 2022, showed a strong allocation on inland waterways and inland port projects. The call had been opened in September of 2021. This was the first call on the new CEF Programme (2021-2027). In total, 399 applications were submitted under the call that closed on 19 January 2022.

135 transport infrastructure projects were selected for a total of €5.4 billion, in view of meeting the Commission's objective to complete the TEN-T core network by 2030 and the comprehensive network by 2050. Among the selected projects are 9 inland waterways projects (€365.7 million) as well as 25 maritime projects (€202.6 million). The following projects by EFIP members have been approved:

TITLE	PORT(S)	FUNDS
Electrified Danube	Upper and Lower Austria	€ 3,670,032
DigiWave Phase 1	Vlaamse Waterweg	€ 2,422,112
Flanders Automation and Remote Operation	Vlaamse Waterweg	€ 38,878,095
Provision of Vessel Traffic Services (VTS) on the Ghent-Terneuzen Canal (GTC)	North Sea Port	€ 1,804,750
Development of the Danube between Straubing (lock) and Bogen (railway bridge)	BÖB	€ 21,327,500
SEINE-ESCAUT 2.1: Developing the largest inland waterway network in the heart of the EU	Vlaamse Waterweg	€ 276,590,288
Studies and works for 2 fixed loading and unloading facilities in the core port of Amsterdam	Amsterdam	€ 2,878,000
RHOMBUS UPSIDE: Upscaling inland Port Infrastructure in Support of modal shift and regional sustainable Development	Limburg	€ 6,879,000

INFRASTRUCTURE AND INVESTMENT

In September of 2022 the second CEF 2 call was launched under the same parameters as the 2021 one. Many projects that were not selected before hopefully are able to improve their proposals in order to gain funding.

EFIP'S INPUT

EFIP has been following the various proposals from its members through the various steps they have gone through. The 2021 call has taught us already that the current system is not suited in attracting private funding or privately led projects. This should be addressed in future reviews of the CEF instrument.

KEY ACTIVITIES

- Supporting various members in their efforts



5| STATE AID RULES

THE ISSUE

After a fitness check, the Commission decided to amend the 2008 Guidelines on State aid for railway undertakings (the 'Railway Guidelines') to also include inland shipping. Subsequently, it launched a consultation looking for feedback from, amongst others, inland waterway and maritime freight transport operators. The Railway Guidelines set out the conditions under which aid to railway companies may be considered compatible with the internal market and State aid rules.

The revision process confirms the broad scope and the strong intermodal focus that will shape the new rules. It will be carried out in line with the policy priorities defined in the Sustainable and Smart Mobility Strategy (SSMS).

The Commission wants to make it easier for Member States to support less polluting and more sustainable transport solutions than road-only transport, such as rail, inland waterway and intermodal transport.

More specifically, the proposed revision considers:

- Simplifying the rules on aid for coordination of transport that support the modal shift to more sustainable transport solutions;
- Extending the scope of the Railway Guidelines, in particular to include all relevant transport operators in the intermodal chain, which contribute to the modal shift of freight from road to less polluting and more sustainable transport solutions;

- Removing barriers to market entry or expansion of new market players, in particular as regards access to suitable rolling stock and vessels;
- Ensuring the modernisation of fleets and the networks' interoperability;
- -Contributing to avoid cross-subsidisation between the commercial activities and those subject to public service obligations of vertically-integrated railway companies;
- Assessing the need for rules on public transport services in all areas of rail transport that were not yet covered by the current Guidelines, in particular for freight services;
- Assessing the need for adjusted rescue and restructuring rules applicable to railway undertakings;

The revised rules will also codify existing case practice.

EFIP'S INPUT

Any revision of state aid rules is a closed box system that only provide the public with limited information. Nonetheless, EFIP identified that any revision should focus on the needs of the inland shipping sector, in particular as it needs to realise the green energy transition. Central to this is allowing state aid to be provided for the development of superstructures.

KEY ACTIVITIES

- Two meetings with the relevant unit drafting the proposal
- Meeting together with the BÖB and the Commission services

6| UKRAINE SOLIDARITY LANES

THE ISSUE

The European Federation of Inland Ports stands in support to its friends and colleagues in Ukraine under the invasion of Russia. Among all the damage resulting from the military actions, the Ukrainian ports have been hit as well. At the beginning of the invasion, Ukrainian Sea Ports Authority (USPA) pivoted its entire handling capacity to the ports of Izmail, Reni and Ust-Dunaisk. The Danube area as well as the Sulina channel were used as they seem to be safer, since it is governed by international conventions (Belgrade Convention). Rail connections needed to be upgraded as well.

In that regard, on 12 May, the Commission published its EU-Ukraine Solidarity Lanes Communication which identifies a number of bottlenecks that need to be addressed to restore and reinforce transport and trade during the war. The Commission proposed 20 short-, medium- and long-term measures to implement with this aim.

It also launched an EU-Ukraine business matchmaking platform, an online tool which aims at bringing EU and Ukrainian businesses together quickly to find solutions for the export of agricultural products from Ukraine.

In June, the ministers agreed to a Council mandate for the Commission to negotiate an agreement to temporarily liberalise certain road freight operations between the European Union and

Ukraine. This is in line with the actions announced in the EU Solidarity Lanes to optimise supply chains and controls between Ukraine and the EU, to establish new transport routes and to avoid bottlenecks.

In the medium to long term, the Commission will also work on increasing the infrastructure capacity of new export corridors and on establishing new infrastructure connections in the framework of the reconstruction of Ukraine. The new CEF call for proposals allows support for projects improving transport connections to Ukraine, including for railway connections and rail-road terminals (see more information on [page 11](#)). Against this background, the Commission updated the TEN-T revision maps (see more information on [page 5](#)).

EFIP'S INPUT

EFIP followed Solidarity Lanes meetings organised by the Commission to bring stakeholders together. The Commission held plenary and special meetings, including one on the Danube cluster and another one on ports capacity and connections to collect information on the current situation and find solutions. During the first meeting, the Danube Commission presented the “Danube Solidarity Lane”. We invited members to inform the Danube Commission of any bottleneck foreseen or already present in their port as regards the increased cargo flows from Ukraine.

KEY ACTIVITIES

- EFIP sent a press release in support of Ukrainian colleagues
- EFIP followed Solidarity Lanes meetings
- EFIP linked ports with the relevant stakeholders and policy-makers

7| REPOWER EU

THE ISSUE

After the Russian invasion in Ukraine, the Commission adopted on 8 March a communication, named REPowerEU, which aims to make Europe independent from Russian fossil fuels before 2030.

On 18 May, it published a more detailed outline of actions to take to reform the EU's energy system to reduce its dependence on Russia. It includes diversifying energy imports, increasing hydrogen production and additional investment funds.

In that context, the Commission proposed an amendment to the Directives on Renewable Energy (RED), Energy Performance of Buildings (EPBD), and Energy Efficiency (EED). The Renewable Energy Directive is already under review (RED III) as part of the Fit for 55-package. This additional revision (RED IV) focuses on accelerating the permitting process of renewable energy projects by identifying some as overriding public interest and therefore avoiding an environmental impact assessment. Member States are asked to designate renewable "go-to" areas particularly suitable for the installation of plants for the production of energy from renewable sources. In the revision of the Energy Performance of Buildings Directive, the so-called 'Solar rooftops Initiative' pushes Member States to install suitable installations on some new and existing

commercial and public buildings before a certain deadline.

Additionally, EU energy ministers agreed on the content of an emergency Council regulation (commonly called RED V) proposed by the Commission in November to accelerate the deployment of renewable energy sources with an even faster permit-granting procedure for specific technologies which have the highest potential for quick deployment and the least impact on the environment.

EFIP'S INPUT

EFIP welcomed this REPowerEU plan as progressing fast on the energy transition is a must. Europe's inland ports, as Enablers of Green Logistics, are committed to playing their part in achieving the green energy transition. Subsequently, EFIP and ESPO published a study to increase knowledge and awareness of the various impacts that the energy transition has on ports and the different roles port managing bodies can take up (see more information on [page 24](#)).

KEY ACTIVITIES

- EFIP-ESPO joint study on the implications of the changing energy landscape on Europe's ports

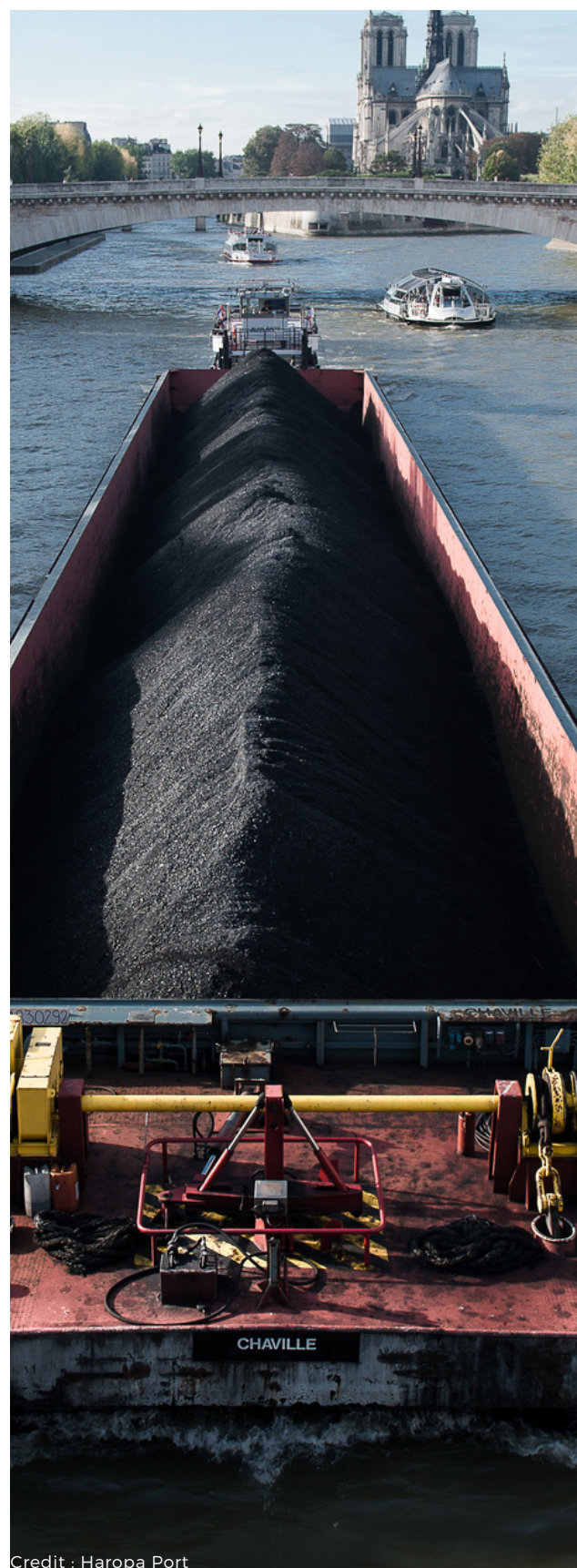
1| RIVER INFORMATION SERVICES

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, following its 2021 Inception Impact Assessment, the European Commission opened its consultation on the RIS Directive in August 2022. Since 2019, the REFIT process of RIS has been ongoing and EFIP has been consulted on numerous occasions. This consultation is the last step before the publication of the REFIT revision which is planned for early 2023.

The main objective for the revision of the RIS Directive is identified as providing an efficient and effective framework for the deployment and use of harmonised river information services in the Union.



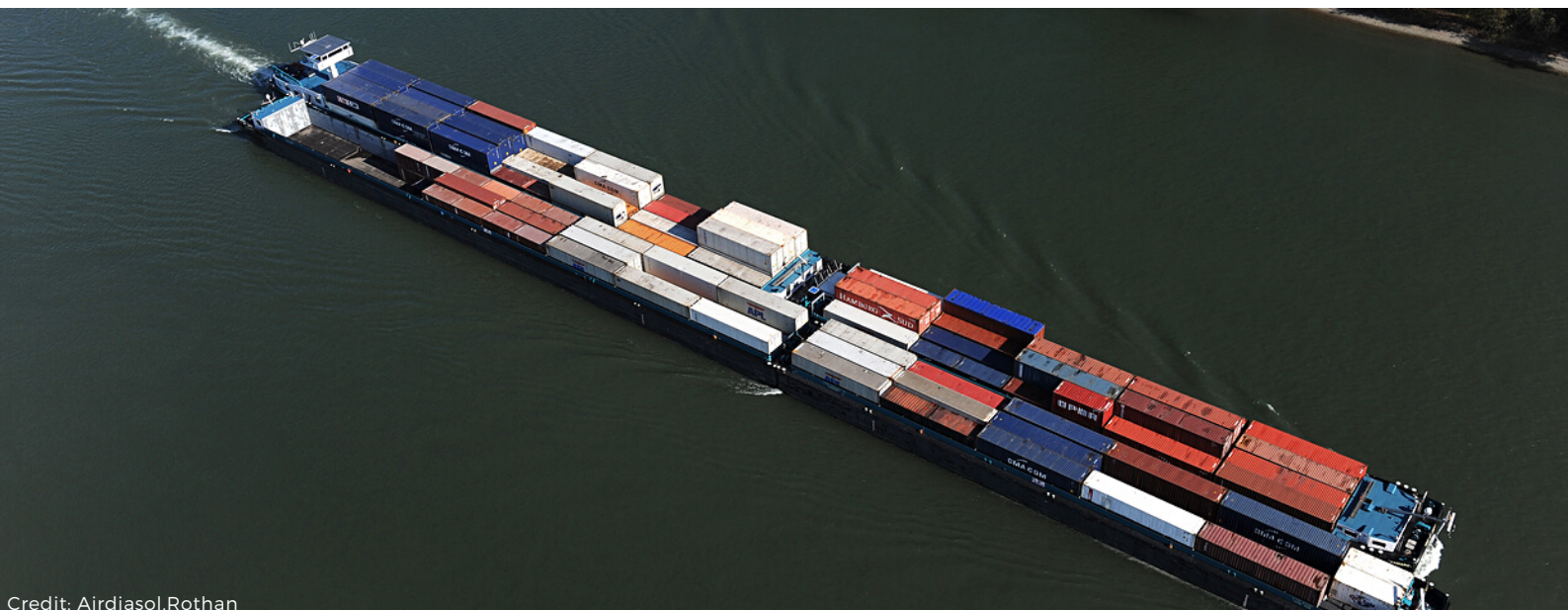
Credit : Haropa Port

EFIP'S INPUT

River information services (RIS) systems, port community systems and other digital innovations have been 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. The EFIP Digital & Innovation Committee met ahead of the consultation to discuss a position. EFIP was pleased to see that many of the concerns raised in its position paper were taken onboard by the Commission. It was then decided not to update the 2019 EFIP position paper which has formed the continued basis for discussions with the European Commission on the future of digitalisation of IWT.

KEY ACTIVITIES

- Continued input and contact with European Commission on the Revision
- EFIP Digital & Innovation Committee meeting
- Response to the Commission consultation



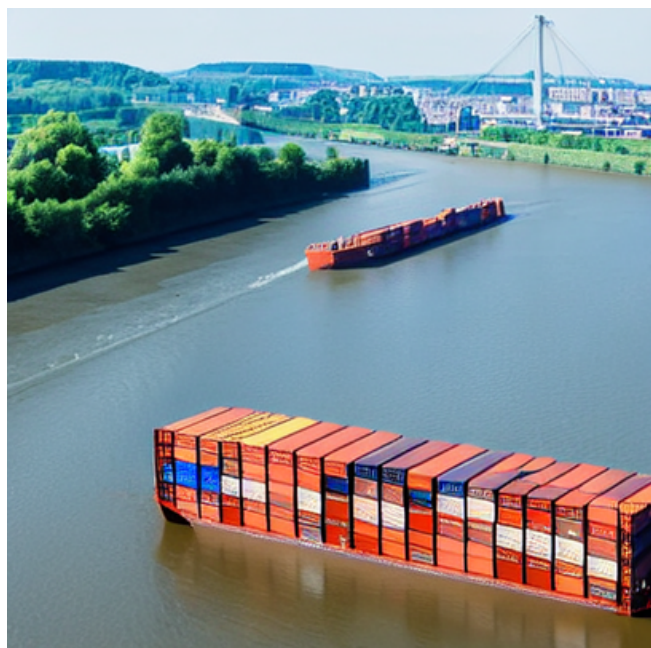
Credit: Airdiasol.Rothan

2| 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 38 billion for the period 2020-2030, although this is dependent on the carbon price and the scope of the ETS.

This year in November, the European Commission launched the third call for large-scale projects (total capital expenditure above EUR 7.5 million). The total budget for this third call is EUR 3 billion, which will be dispersed as grants. The deadline for applications is 16 March 2023 and applications will be evaluated in a single stage process.



The call includes three additional topics to support the REPowerEU plan:

- innovative electrification and hydrogen applications in industry,
- innovative clean tech manufacturing, and
- mid-sized pilot projects for validating, testing and optimising highly innovative solutions

The Commission also opened the second call for small-scale projects (CAPEX between EUR 2.5 and 7.5 million) under the Innovation Fund. The total budget for this second small-scale projects call is EUR 100 million, which will be dispersed as grants. The deadline for applications was 31 August 2022. Results will be announced in the beginning of 2023.

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. Promising projects that are not sufficiently mature for a grant may benefit from project development assistance by the European Investment Bank (EIB).

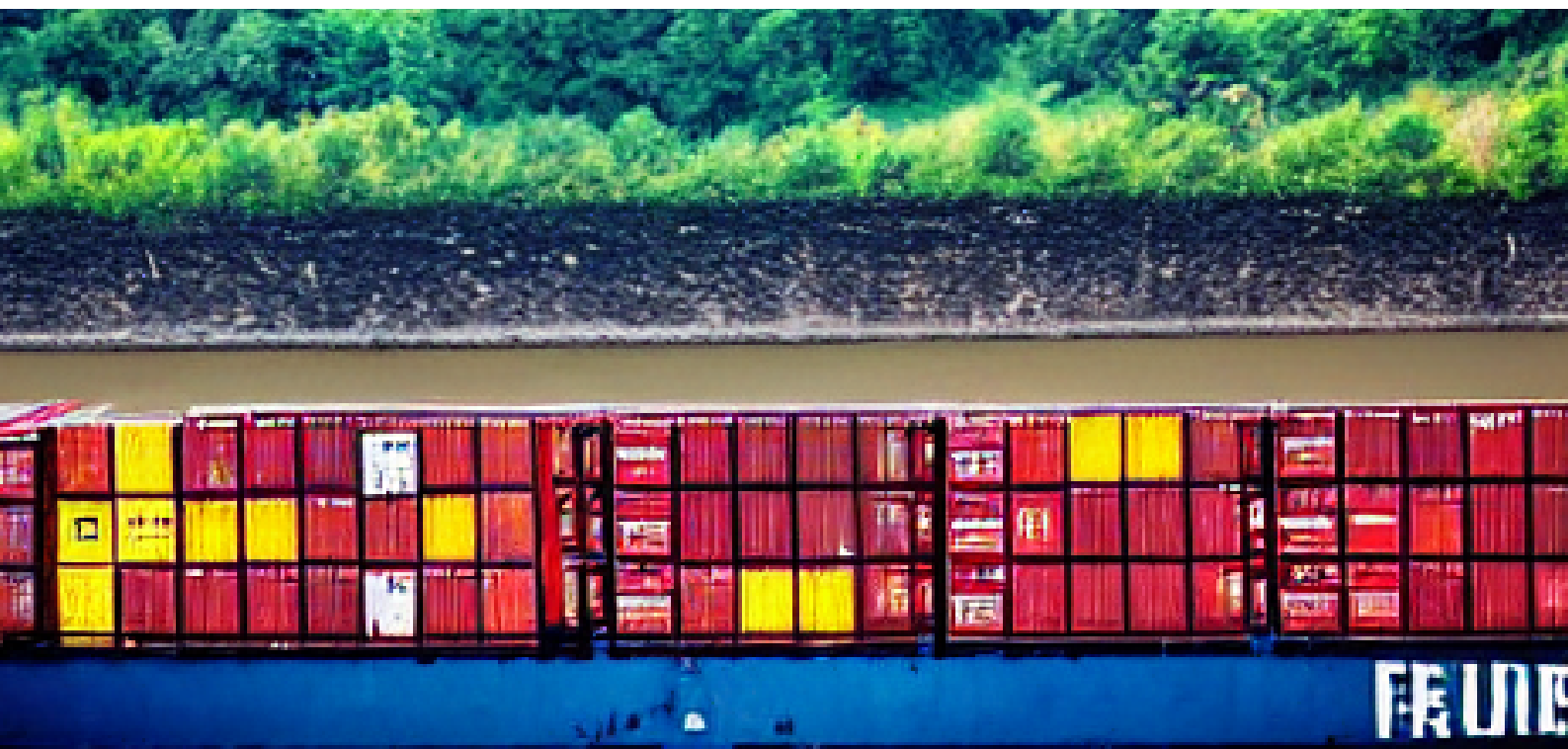
EFIP'S INPUT

EFIP welcomed this fund as a step in the right direction using funds from polluting industries to support decarbonisation and innovation. This fund could prove useful for inland ports to realise the green transition. At the 2019 EFIP General Assembly in Aalborg, members received the first introduction to the Innovation Fund.

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 ACTIVITIES

- EFIP provided support to members looking for funding



1| ALTERNATIVE FUELS INFRASTRUCTURE REGULATION

THE ISSUE

As part of the Fit for 55-package, the Commission proposed to revise the Alternative Fuels Infrastructure Regulation (AFIR) to develop a framework on the deployment of all the necessary infrastructure. In reference to the 2020 EFIP position, 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 ports specifically, all core ports will need to have one 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.

On 2 June 2022, the TTE Council finalised its General Approach (GA) of the proposal for AFIR. The Council text did not differ in any notable way from the Commission text when it comes to inland ports.

In the Parliament, the file has been referred to the Transport and Tourism Committee (TRAN) with Ismail Ertug

(S&D, Germany) as rapporteur. The draft report was published on 14 February 2022 and presented to the TRAN committee on 14 March 2022.

On 3 October 2022, TRAN adopted a draft negotiating mandate on the deployment of alternative fuels infrastructure by 36 votes to 2 and 6 abstentions. The amendments proposed by EFIP were adopted as well.

EFIP'S INPUT

Inland ports' concern that the capacity of the electricity grid will be a major obstacle for the deployment of onshore power supply (OPS). EFIP proposed that Member States should ensure sufficient grid capacity and connection, power reserve and frequency conversion to the ports. If impossible, this should be rectified by the Member States and not be considered as a failure by the port nor of the ship owner or operator. These issues were addressed in two amendments (AM 169 on Article 10 and AM 38 on Recital 32a) which were adopted by the Parliament.

KEY ACTIVITIES

- In January 2022, EFIP together with INE and the IWT sector published a position and suggested some amendments to the Commission proposal on AFIR
- Further lobbying to forward our amendment proposals

2| ZERO POLLUTION PACKAGE (WFD AND AQD)

THE ISSUE

In May 2021, 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.

As part of this action plan, the Commission adopted the 'Inland Waterway Transport Action Plan for 2021-2027' (NAIADES III – more information on [page 9](#)), to support a gradual modal shift towards zero-emission inland waterways transport.

More than a year later, on 26 October 2022, the Commission presented its Zero Pollution package. This package proposes several legislative updates and revisions in order to improve the quality of Europe's water and air, two of which impact inland ports.

This first one, the revision of the Water Framework Directive (WFD), has strong impacts on inland waterway related infrastructure development. The proposal adds several changes to the legislation such as new definitions and a mutual alert mechanism.

The proposed Air Quality Directive (AQD) in turn puts further restrictions on industries and cities. It defines common methods to monitor, assess and inform on ambient air quality in the EU, and establishes limits on Member States for ambient air quality to avoid, prevent or reduce harmful effects on human health and the environment.

EFIP'S INPUT

These two directives have been monitored by EFIP as it can directly affect the work of inland shipping and inland ports. The proposals are set to be debated with EU countries and the European Parliament next year. The secretariat will follow legislative developments, and keep members posted moving forward.



3| 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 (see more information on [page 5](#)).

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 (SUMP) 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.

KEY ACTIVITIES

- EFIP Position Paper in September 2021

4| CLIMATE RESILIENCE AND CONTINGENCY PLAN

THE ISSUE

Since 2018 the European inland waterways have seen the effects of climate change profoundly. Especially the persistent periods of drought have affected the sector in its operations and somewhat in its reputation as a reliable transport mode.

The Commission estimates the losses from climate change to total over 12 billion EUR per year, while global heating of 3 degrees Celsius above pre-industrial levels would result in an annual loss of at least 170 billion EUR per year. Extreme weather events leading to both droughts and excess precipitation are acknowledged as particularly damaging issues.

In 2021 European Commission adopted the EU 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.

EFIP'S INPUT

EFIP published a position on climate change adaptation in July 2020. The paper proposed that the 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, develop fit-for-future infrastructure; instrumentalise CEF and other financing sources; support research and development; and facilitate dialogue and coordination between relevant stakeholders.

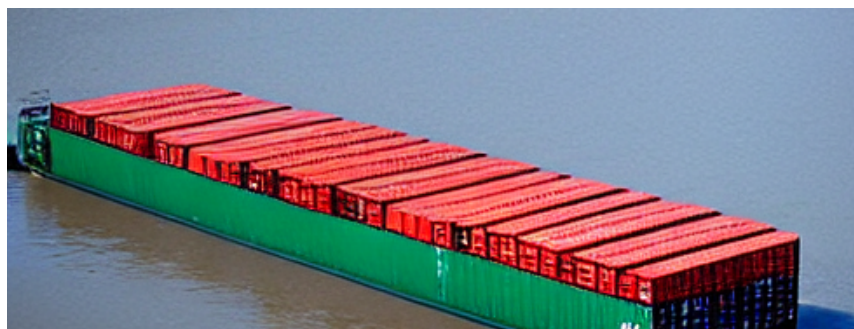
Following the drought of 2022, it was clear that more is needed. EFIP and ESPO therefore came together to publish a joint call for more action from the EU and the Member States. In particular it called for:

- Robust inland waterway infrastructure;
- Cross-border cooperation and planning;
- Long-term resilience planning/ cooperation with other transport modes.

KEY ACTIVITIES

- EFIP-ESPO Joint Statement on Low-Water level

5 | ESPO-EFIP ENERGY STUDY - HYDROGEN WORKSHOP SERIES



THE ISSUE

EFIP and ESPO published on 1 June 2022 a study on “The new energy landscape: impact on and implications for European ports”. The study is structured around 17 factsheets divided in three layers. The first layer contains the measures aimed at reducing carbon emissions within the port. These include operations under the responsibility of the port managing body but also operations of shipping lines and terminal operators. The second layer focuses on the energy transition in the wider port area. This entails activities closely linked to the port: industrial clusters, linkages between the port and nearby urban areas, and connected offshore activities. The third layer considers the significance of ports in the energy transition for the wider economy and community.

The aim of the study was to draw a comprehensive picture of the impact of the energy transition on Europe's ports, in particular in terms of spatial planning and infrastructure needs, as well as on the role of the port managing bodies. The report comprehensively analyses the impact of the different studied developments with regards to the linked supply chains, connectivity needs and capacity requirements. The study includes different scenarios, including ports as new entrants in the energy

business and or as conventional energy ports which faces different challenges to convert into a green energy hub. Taking into account the wide diversity of ports, the port analyses the best profiles for each possible pathway or port development.

The study found that the main challenges ports face are the ability to secure funding, to find the right expertise, the strategic planning of land use, complex operations, collaboration with stakeholders, the societal and political environment and many more. As hinterland logistics and energy hubs, inland ports find themselves navigating these challenges. The opportunities are revealed in terms of cost savings, securing market share and attracting new cargo and industries. The study is available [here](#).

EFIP'S INPUT

Europe's inland ports, as Enablers of Green Logistics, are committed to playing their part in achieving the green energy transition. The joint EFIP-ESPO study follows that direction to increase the awareness of those who want to understand the role of ports in the energy transition, as well as its implications on ports.

The study was presented by the consultants, Royal Haskoning DHV, to the EFIP Executive Committee meeting in Ghent on 13 October 2022.

As inland ports do not have the necessary scale and knowledge to realise the transition independently, EFIP decided to take the study further and to organise a workshop series for its members. Each series will focus on one topic, the first one being the realisation of hydrogen in inland ports. Three sessions will be organised in 2023, the first one focusing on safety and spatial planning with, among others, presentations by Hydrogen Europe and by RH2INE.

The workshop series will offer a detailed set of recommendations and needs that inland ports require to make hydrogen a success. The deliverable is an inland port roadmap/position paper on the energy transition and the role of inland ports.

KEY ACTIVITIES

- EFIP-ESPO joint study on the implications of the changing energy landscape on Europe's ports
- EFIP workshop series on the energy transition in inland ports

6| COUNTEMISSIONS EU

THE ISSUE

On 25 July 2022, the European Commission has published the consultation on the 'CountEmissions EU' initiative. It will aim to set up a common calculation method to estimate the greenhouse gas (GHG) emissions savings between different modes, and therefore provide a way for service providers and customers to compare the emissions from different transport options (freight and passenger) and make an informed choice. The initiative aims at providing a clear and user-friendly reference methodology.

'Count Emissions EU' is an important initiative for the realisation of the modal shift goals of the European Commission. Currently, rail and inland shipping have lower emissions than road and this initiative would show the gains of companies and other actors would make if they use the low emission modes.



EFIP'S INPUT

After an EFIP Environment & Sustainability Committee meeting, the secretariat responded to the consultation. The Commission was asking for input on the factors that have to be taken onboard in the calculation methodology and approach. EFIP believes that the energy lifecycle (well-to-wake) should be the basis for measuring emissions as it also includes emissions from energy production and use. Additionally, consultation's findings should in turn indicate whether follow-up and mandatory measures need to be adopted as well.

KEY ACTIVITIES

- EFIP Environment & Sustainability Committee meeting
- Response to the Commission consultation



NEWS

EFIP EVENTS



GENERAL ASSEMBLY MEETING

On 6 May 2022, EFIP members gathered in Galati (Romania) for their annual General Assembly meeting. The meeting was hosted by the Union of Romanian Inland Ports (UPIR).

EXECUTIVE COMMITTEE MEETING

On 13 October 2022, EFIP members gathered in Ghent (Belgium) for their annual Executive Committee meeting. The meeting was hosted by De Vlaamse Waterweg nv.



INTERMODAL FREIGHT FORUM

On 8 February 2022, EFIP participated in the Intermodal freight forum.

INTERREG WORKSHOP ON GREEN TRANSITION

On 28 March 2022, EFIP spoke in the Interreg workshop on green transition. EFIP stressed how inland ports and inland shipping are supporting and enabling the green transition.



EFIP EVENTS

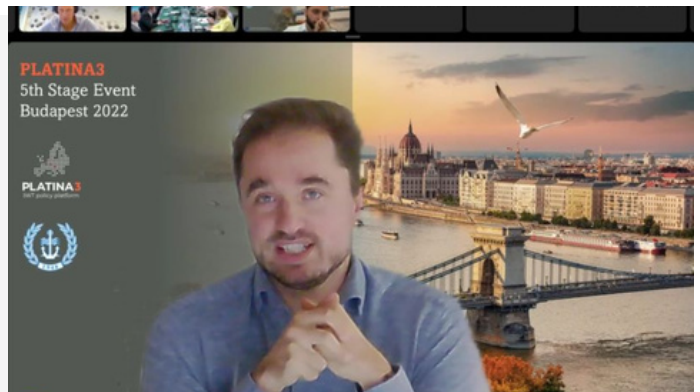


MULTIMODAL CONFERENCE 2022

On 22 June 2022, EFIP participated in the Multimodal Conference 2022 in Le Havre and called for an ambitious scope and action on the realisation of European multimodal transport.

PLATINA3 5TH STAGE EVENT

On 19 October 2022, EFIP joined the Platina3 5th stage event and called for a corridor approach in order for inland shipping to have access to the sustainable energy carriers of the future.



GOOD NEWS ABOUT OUR PORTS

GERMANY TO INVEST MORE IN INLAND PORTS AND WATERWAY INFRASTRUCTURE

The Budget Committee of the German Bundestag submitted their new 2022 budget plan for Digital and Transport which included changes that the BÖB had advocated for in previous talks. Parliamentarians prevented a €10 million decrease in the investments for Combined Transport. The sustainable inland shipping programme will also be granted more funds. As for the maintenance of the waterway infrastructure, which has been underfunded for years, an additional €5 million will be made available.

PORT OF BRUSSELS LAUNCHES ITS FIRST ELECTRIC AND ZERO-EMISSION CLEANING BOAT

Damona is the first electric and zero-emission boat owned by the Port of Brussels, joining sister ships Castor (2006) and Botia (2019), which have been improving the cleanliness of the canal for years.

NEW NATIONAL PORTS STRATEGY TO INCREASE INLAND PORTS RESILIENCE TO CRISES IN GERMANY

The Federal Ministry of Transport launched a new directive to establish suitable policy framework to increase inland ports and transport chains resilience to crises.

PORT OF ANTWERP-BRUGES AND DUISPORT SIGNED A LONG-TERM COOPERATION AGREEMENT FOR THE ENERGY TRANSITION

This cooperation agreement includes hydrogen supply chain, hinterland connections and infrastructure and emphasises on the development of solutions for the import, storage and distribution of green hydrogen in various forms.



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