

More than
200 inland
ports in
20 European
countries

Zehn Jahre - Europäischer Verband
der Binnenhäfen

Dix Ans - Fédération Européenne
des Ports Intérieurs

Desat rokov Európskej federácie
vnútrozemských prístavov

Diez Años - Federación Europea
de Puertos Interiores

Tien Jaar - Europese Vereniging
Van Binnenhavens

Tíz éves- a Belvizi Kikötök
Európai Szövetsége

Zece An - European Asociatie
Porturilor Fluviale

Desets Godina - Europska
Federacija Luka Unutarnjih Voda

10 - lecie Europejskiej Federacji Portów
Śródlądowych

Zëng Joer europäeschen Verband
vun den Inland's Häfen



Dez Anos Da Federação Europeia
De Portos Interiores

Десять років - Европейської федерації портів
внутрішніх водних шляхів

Tio år - Europeiska
Inlandshamnns-Federationen

Dieci Anni - Federazione
Europea Porti Interni

kymmenen vuotta - Euroopan
Sisävesisatamien yhdistys

Deset let - evropská federace
vnitrozemských přístavu

TEN YEARS - EUROPEAN FEDERATION OF INLAND PORTS



Fédération Européenne des Ports Intérieurs
Europäischer Verband der Binnenhäfen
European Federation of Inland Ports

E F I P

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1994 - 2004

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Marcel VANHULST



Marcel VANHULST

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Marcel VANHULST



Marcel VANHUUST

Dear Reader,

The European Federation of Inland Ports is happy and proud to share with you this publication.

The year 2004 marks the 10th anniversary of our Federation, and what has started in 1994 as a joint initiative of inland ports in France and Germany is today the voice of a network of more than 200 inland ports in 21 countries of Europe.

10 years in history are not a long time, but the period between 1994 until 2004 has brought considerable positive changes to Europe, the impact of which will radiate in the future as these years brought unification to our artificially divided continent. After the fall of the iron curtain in 1989, which put an end to the short 20th Century, the way opened towards a renaissance of Europe based on the existence of free and open societies. The last ten years saw two rounds of enlargement of the European Union, first in 1995 and then in 2004. The accession of Sweden, Finland and Austria in 1995 marked a first milestone towards a deeper unification of Europe. This was to be followed by the next round of enlargement, opening way to membership in the EU for 10 predominately former socialist states in 2004. However, 2004 does not mean that the door to the EU will be closed in the future.

EFIP's activity in the last ten years should always be seen within this context. Already from 1994 on, EFIP was open to ports from all European countries as full members, regardless of their status as EU Member State, Candidate Country or third country. It was always EFIP's aim to promote inland ports as integrative parts of a pan-European transport network. This was also due to the fact that throughout the entire European history, even during its blackest phases, the European rivers never ceased to be veins to connect the European citizens, rather than to separate them.

10 years of EFIP is also a moment to look back and to thank my predecessors, Bernard Chenevez, Klaus van Lith and Heinz Hagen for their dedication as EFIP Presidents. It is the moment to thank the services of the European Commission in the Directorate Generals for Transport and later for Transport and Energy, as well as to express our gratitude to the Members of the European Parliament and their staff.

Finally, however, the existence of a federation like EFIP is determined by its members. It is their willingness to contribute economically and ideationally, which makes the difference in enabling a federation to achieve its aims. Within this context I may cordially thank our members for their high interest in the federation's activities and their input and support.

*Vivat, Crescat, Floreat,
EFIP
Ad Multos Annos*

MESSAGE OF GREETING

By Stefan Tostmann - European Commission
Head of Unit 'Motorways of the Seas and Intermodality'

It is my privilege to send my sincere congratulations to the Members of the European Federation of Inland Ports on the occasion of the celebration of the Federation's 10th anniversary.

The European transport policy has undergone considerable changes since the early 1990^{ies} and the European Commission has taken a number of initiatives in order to meet the challenge of consistently growing transport on our continent. The White Paper on Transport Policy to 2010 speaks a vivid language when facing up to current realities that are not in line with the guiding principle of sustainable development.

The White Paper puts intermodality at the core of its concept and measures have been proposed and partly implemented to make intermodal transport more competitive and a better offer for users of transportation services.

Inland ports have their role in the process of developing functioning structures of intermodal transport and it is obvious that their unique quality as tri-modal nodes makes them a natural partner for the providers of intermodal services. Inland ports have changed from mere 'waterway stations' to logistic centres adding their particular value to a sophisticated transport chain.

Against this background it is an advantage to have the European Federation of Inland Ports as a reliable and valuable partner and interlocutor.

I send my best wishes to the General Assembly 2004 in Budapest, to the Board and the Members of EFIP and look forward to a co-operation in the future which may be as fruitful as it has been in the past.

Stefan Tostmann

MESSAGE OF GREETING

By Dirk Van Vreckem - European Commission
Head of Unit 'Short-Sea Shipping, Inland Navigation and Ports'

On the occasion of the tenth anniversary of the European Federation of Inland Ports I would like to offer my sincere congratulations on its professional activity. After the foundation of EFIP in 1994 the Federation has become a valuable partner regarding European transport policy in general and questions of inland navigation in particular.

The inland ports function - considering their strategic position in the network of inland waterways - as hinges: they are often the only points of interconnection where road, rail and waterways meet. In addition to their function as transshipment sites, they have become more and more intermodal nodal points which offer services of great value to industry and users. Thus they contribute towards the competitiveness of transport on inland waterways and to the development of a sustainable transport system.

The European Union's transport policy places great emphasis on transport on inland waterways for it is particularly efficient, energy saving, causes little noise pollution and is reliable. In addition it offers vast unexploited capacities. With regard to this the inland ports play an important role.

During these past ten years EFIP has done a very good job representing the inland ports at the European level and in making their activities and positions known. For the future I wish EFIP good progress on this way and I hope the profitable cooperation which has been established between the public authorities and EFIP can be continued for a long period of time.

Dirk Van Vreckem

MESSAGE OF GREETING

By Ulrich Stockmann
Member of the European Parliament

I cordially congratulate the European Federation of Inland Ports (EFIP) to the celebration of its 10th anniversary.

I have got acquainted to EFIP as a reliable interlocutor and look back to a period of co-operation based on mutual trust and understanding. The 10th anniversary, however, is also a time to look into the future. The last 10 years have brought changes to Europe which will determine the future of the our continent's citizens significantly. The accession of 13 new Member States during the last 10 years speaks a vivid language that Europe has overcome its division and is open to the accession of more countries that share the common values of the European Union.

However, the enlargement of the EU to today 25 Member States and a number of new Member States in the future brings new challenges especially to the transport sector. Environmentally and socially sustainable transport structures must be created and the predicted and inevitable growth of transport should predominately be absorbed by rail, sea and inland navigation. Inland ports play a crucial role in the realisation of intermodal transport structures that contribute to the aim that Europe will avoid a situation of traffic collapse.

The European Parliament has recognised the important role of inland ports as tri-modal platforms when it adopted the Collado-Report supporting the European Commission's White Paper on Transport, that focused on the need to link up the modes and dedicated a special chapter to intermodality.

Many initiatives arose from this chapter of the White Paper, especially the Marco Polo Program, the Freight Integrator Action Plan and an initiative to harmonise intermodal loading units. As a Member of the European Parliament, who was and is actively involved in the realisation of these measures, I am happy to say that the input delivered by EFIP was of good value, unbiased and contributing to reach the common goal - to make transport in Europe better.

Against this background I wish you a successful event in Budapest, celebrating your 10th anniversary and I am looking forward to the co-operation in the future.

Ulrich Stockmann, MEP

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1994

Like in many cases, an internal memorandum was the basis for the project to found a European Federation of Inland Ports. During a meeting in December 1993 the then Presidency of the German Federal Association of Inland Ports (BöB) had posed itself the question what the impact of a common transport policy on European level on inland ports may be. The examination of this question highlighted a number of potential implications. The memorandum concluded that “all activities within the framework of common transport policy for land transport will more or less, at least potentially, touch upon the interests of inland ports”.

These circumstances, in addition to the general decision of business associations to found a ‘Brussels Office’ in the early 90s, were the seed to pursue the project to found a European voice for inland ports in Brussels. In addition to these internal deliberations it was the European Commission that indicated its interest to have a ‘European interlocutor’ for inland ports.

Now the road towards the foundation of a European interest group to speak on behalf of inland ports was open. It was around the turn of the year 1993 / 1994 when the German BöB approached potentially interested ports in Europe. On of the guiding factors should not be omitted. As early as 1993, only four years after the fall of the iron curtain the BöB memorandum is unmistakable when it states “Membership should be open to all ports in Europe, the ports in the EC as well as the ports in Austria, Switzerland and in the Central and Eastern European Countries.” This was not self evident at the time and opened the way to the fact that EFIP never recognised any difference between the members - within EFIP every port was and is equal.

However, also economic considerations were not to be neglected. It was pointed out that the federation had to be given ‘a pragmatic structure, should function in a rational way and at minimum costs’.

On 20 April 1994 a good number of interested ports gathered in Brussels for the inaugural meeting which culminated in the foundation of EFIP. The founding members of EFIP came from the following countries:

- Germany
- France
- Austria
- Belgium
- Slovak Republic
- Switzerland
- Sweden
- Italy
- Czech Republic
- Luxemburg

The inaugural assembly elected Mr Bernard Chenevez, the Director General of the Port of Paris as first EFIP President and accepted the offer given by the Port of Brussels to host the Federation’s secretariat. Mr Van Lith (Port of Duisburg) and Mr Hagen (Ennshafen) were elected the first Vice-Presidents. The European Commission was formally informed about the foundation of EFIP on 13 July 1994 and the same was done with regard to the European Parliament on 17 October 1994.

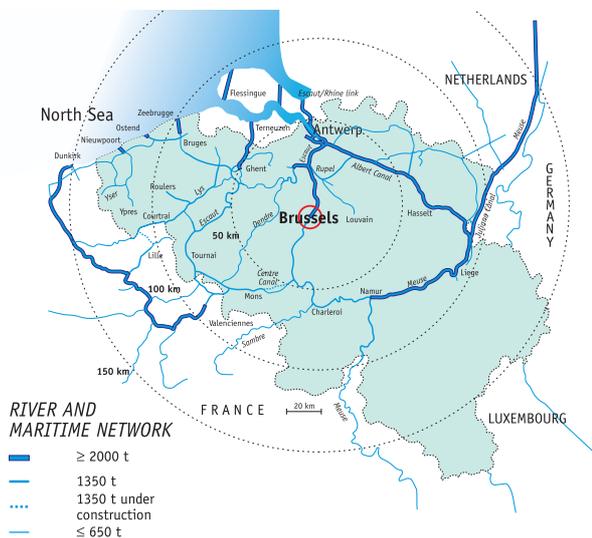
From here the new Federation went on to invite to its first meeting of the board, which is the Executive Committee within EFIP, in Strasbourg on 26 September 1994.

What else happened in 1994 ?

- Olympic Winter Games in Lillehammer / Norway
- The Anglican Church ordains the first 32 female priests.
- Stephen Spielberg’s movie “Schindler’s List” is awarded seven Oscars and is the most successful movie of the year
- The ANC wins the first free elections in South Africa, Nelson Mandela is the first black President of the country.
- The Russian author Alexander Solchenizyn returns to his home country after 20 years of exile in the USA
- Michael Schumacher wins his first Formula 1 World championship, five more are to follow until today

what else happened ?

the chronicle



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1995

The EFIP General Assembly gathers in Paris on 28 April 1995

President Chenevez announced the accession of ports in The Netherlands, Poland and Romania to EFIP who are accepted by the delegates to the General Assembly. All present EFIP members gave an overview about the economic situation on their respective countries and its implication to port activity. It is striking that in 1995 all European inland ports participated in the overall economic recovery and were able to significantly raise their results. For Germany and Austria especially, the year 1995 marked another year where the opening of the Rhine-Main-Danube canal in 1992 brought significant increase to waterborne transport.

Simultaneous to the foundation of EFIP the European Commission launched its project to create the so-called trans-European networks for transport (TEN-T). EFIP followed this concept thoroughly, learned very quickly, however, that inland ports were not foreseen to play an important role in the initial phase of the TEN-T. This circumstance is brought to the attention of the European Commission and the European Parliament and the European Commission assures EFIP that the integration of inland ports into the TEN-T will be taken into consideration. It will, however, take another four years until inland ports are formally integrated as parts of the TEN-T.

The most important challenge for the working year 1995 was obviously to strengthen the ties to the European institutions and other associations in the transport sector. The latter was realized then as it is today by a number of mutual contacts, mutual participations and exchange of information. In order to initiate the contacts to the European institutions EFIP chose the successful way of working visits to ports where it invited MEP's and officials from the Commission as well as members of the European Economic and Social Committee.



Marcel VANHULST

What else happened in 1995 ?

- Austria, Finland and Sweden join the EU
- Nick Leeson is arrested. He is charged with fraud that lead to the downfall of the Barings Bank, Leeson is sentenced to six years in prison by a Court in Singapore in the same year.
- The entry into force of the Schengen agreement puts an end to border controls for persons traveling between Germany, France, Benelux, Spain and Portugal. A number of other EU Member States will follow.
- Five million people watch Christo's 'Wrapped Reichstag' in Berlin
- The Israeli Prime Minister Yitzak Rabin and PLO Leader Yassir Arafat sign a convention on the extension of Palestinian autonomy. Rabin is assassinated by a right wing Israeli in November of the same year.

what else happened ?

1996

The year 1996 again brought an increase to the number of EFIP members. If in correlation to the access to the EU of their countries one year earlier or not, the inland ports from Finland become new members of the federation are unanimously accepted by the EFIP General Assembly in Vienna on 25 April 1996.

EFIP's activities in 1996 are characterized by an increasing involvement in the EU's project to boost short sea shipping. A good number of EFIP member ports are sea-river ports and accessible for coastal vessels. Within this context EFIP organized round table workshops in co-operation with other transport associations to highlight the important role inland ports are capable to play in the efforts to realize a modal shift from road to sea. The European Commission's communication on short sea shipping of 1995 was the framework for all these activ-

the chronicle

ities. The creation of the Maritime Industry Forum (MIF), which is active until today, is a milestone in this regard. The MIF brings together all stakeholders in maritime affairs and EFIP is an active player in the MIF until today.

1996 also marked the publication of the European Commission's Green Paper on 'Infrastructure Charging and on the Internalisation of External Costs'. This is an issue of utmost importance for the entire transport sector and EFIP followed this issue with high attention from its beginning. Such concept of internalization would significantly contribute to achieve a level playing field for all transport modes which would be highly desirable. However, until today there is no European legislation on this field that would take into account that the different modes cause different external costs that depend from their environmental and social performance. Until today most of the negative external effects of (predominately road) transport are paid by the European societies - a factor that puts a big obstacle to any strategy for modal shift.

What else happened in 1996 ?

what else happened ?

- Olympic Summer Games in Atlanta, Ga USA
- Former French President François Mitterand dies at the age of 79
- The Taliban invade Kabul and control around 80% of the Afghan territory
- The British Government acknowledges for the first time that BSE might be infectious to human beings and cause the Creutzfeld-Jacob disease.
- Oliver Bierhoff scores the first golden goal in the final of the European Football Cup in Wembley

1997

The General Assembly of EFIP on 25 April 1997 in Basel votes unanimously in favor of the accession of the Hungarian inland ports. During the year 1997 EFIP is

engaged in a number of round tables, predominately related to short sea shipping and is represented in a working group on the relations between short sea and inland navigation lead by the European Intermodal Association.

1997 also saw the visit of EU Transport Commissioner Neil Kinnock to the Port of Strasbourg.

With regard to public relations EFIP published its first brochure on the performance of the European inland port network.

The highlight of the year 1997 marked the organization of a seminar in co-operation with German, Austrian and Swiss transport associations in Basel on 'Transport in Europe - Tensions between Market and Regulations'. This seminar touched upon all topical issues of European transport policy and examined the performance of all different transport modes, not limited to inland navigation, within the applicable regulatory framework and the need for a further liberalization of the transport sector. The speakers who could be welcomed included high ranking scientists, as well as Commissioner Kinnock and MEP Jarzembowski.

Internally the year 1997 brought the initial steps of a transition of EFIP to more professional structures. The General Assembly discussed the extension of the position of EFIP's Secretary General to a full time post in order to further improve and extend the relations to the European institutions.

What else happened in 1997 ?

what else happened ?

- Bill Clinton is sworn in to his second term as President of the USA
- Deng Xiaoping dies at the age of 92.
- The rebel movement under the leadership of Laurent Kabila enters Kinshasa and Kabila follows Mobutu as President of the Democratic Republic of Congo, former Zaire
- After 156 years the UK returns Hong Kong to China
- Princess Diana dies in a car accident in Paris at the age of 37.



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1998

The EFIP General Assembly in Lappeenranta / Finland on 14 May 1998 adopted the accession of the Bulgarian ports of Varna and Rousse and of NV Zeekanaal in Flanders. EFIP now had members in 16 European countries.

The year 1998 also marked the end of the presidential term of Bernard Chenevez who took up other tasks within the French administration. The Executive Committee of EFIP elected Klaus van Lith, the Director of the Port of Duisburg to his successor. Mr van Lith's Presidency was completed by Mr Bernard Pacory (Port of Lille) and Mr Heinz Hagen (Ennshafen) as Vice-Presidents.

Moreover, the internal structure of EFIP underwent modifications in 1998. Whereas the Federation's secretariat had been administered by Mr Veit Schmitt on basis of a half time post, the position of EFIP Secretary General was extended to a full time post and taken over by Ms Karin De Schepper. New EFIP Statues were adopted in 1998 in order to base the federation's activities on a more sound legal basis and to improve the internal management of EFIP. 1998 was also the year when new EU proposals to amend the old State Aid rules of 1970 appeared on the horizon, which would have had deep implications on the potential funding for inland ports under national aid schemes and EFIP followed thoroughly this process.

All in all 1998 was a year of internal re-structuring which made the federation fit to fulfill its tasks in the upcoming years.

1999

The Dutch Federation of Inland Ports hosted EFIP's General Assembly in Arnhem on 1 July 1999. EFIP's General Assembly was very pleased to welcome ports from two countries that are not classical countries for inland navigation as new members, since ports from Portugal and Denmark joined the Federation.

The budget which had been calculated in Belgian Francs in the past is now established in EURO.

With regard to the external activity of EFIP the year 1999 was overshadowed by the air strikes on Serbia which damaged and destroyed a high number of Danube bridges, virtually disrupting the connection between Germany, Austria and Hungary to Romania and Bulgaria, thus to the Black Sea. EFIP's General Assembly adopted a resolution calling for immediate action to restore navigation on the Danube.

The General Assembly 1999 was completed by a two day conference hosted and organized by the Dutch member NVB 'Between Sea Ports and Hinterland' which brought together a number of high representatives from the EP, the European Commission, research institutions and transport stakeholders. This seminar took place in the context of the ongoing revision of the TEN-T and highlighted once again the crucial role of inland ports as integral part of a European transport network that was to be based on the integration of transport modes. The European Lawmakers acknowledged this fact by formally integrating inland ports in the TEN-T by the end of 1999.

what else happened?
What else happened in 1998 ?

- Pope John Paul II visits Cuba
- Olympic Winter Games in Nagano / Japan
- Frank Sinatra dies in Los Angeles at the age of 82
- France wins the final of the Football World Cup against Brazil
- Monica Lewinski confirms sexual contacts between her and US - President Clinton after Clinton had rejected such allegations as false.

what else happened?
What else happened in 1999 ?

- 11 EU Member States introduce the EURO as common currency
- Boris Jelzin steps down as Russian President, Wladimir Putin is his successor
- Turkey is given the status of a Candidate Country for the accession to the EU
- The Dow Jones climbs to 10.000 points in April

2000

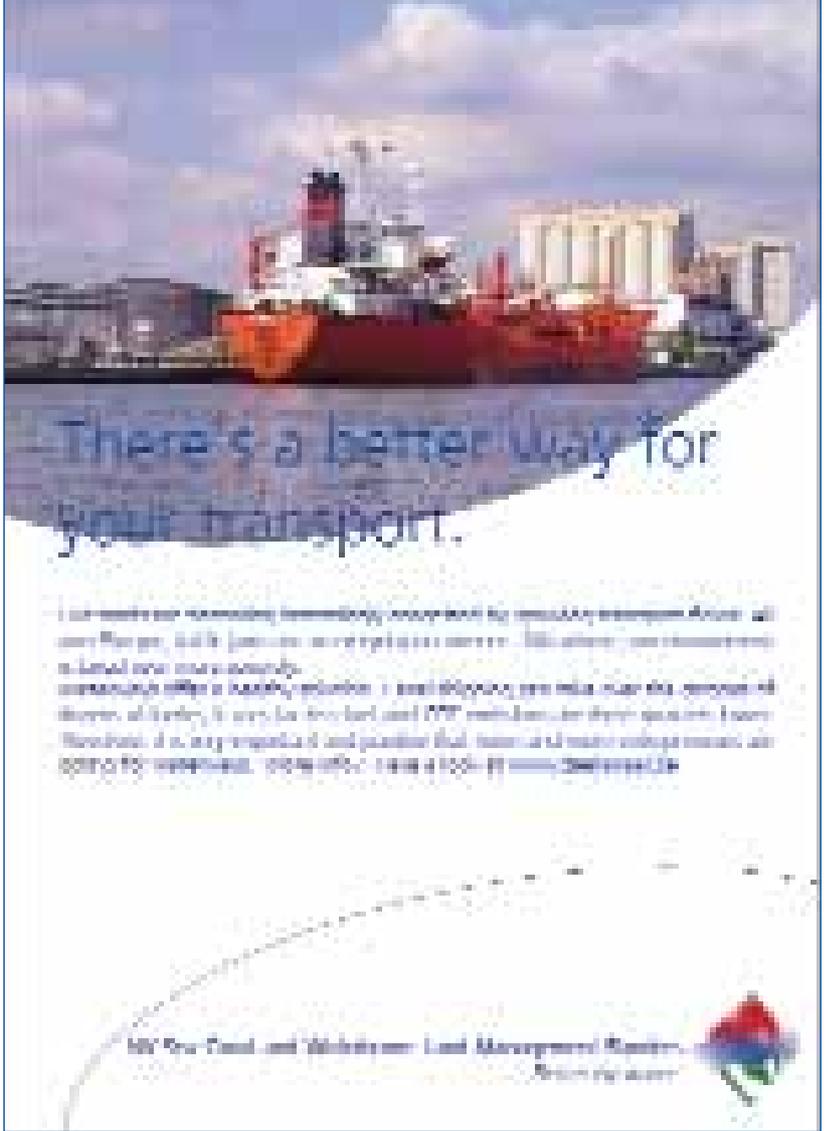
The first year of the new millennium saw EFIP's General Assembly gather in Nürnberg on 24 May 2000. The attractiveness of EFIP was underlined by the accession of Croatian ports Vukovar and Osijek to the federation.

Internally the year 2000 brought changes to the composition of the Presidency. One of the founding fathers of EFIP, Klaus van Lith, had withdrawn from active service as Director of the Port of Duisburg and consequently was not available for a second term as EFIP President. He was succeeded by Mr Heinz Hagen who had been a member of the Presidency from the first day of EFIP's existence. Mr Erich Staake (Duisport AG) and Mr Gilles Leblanc (Port Autonome de Paris) were elected Vice-Presidents of the Federation.

The first transatlantic contacts were made to the Port of Pittsburgh Authority which was represented by its President, Mr Jim McCarville at EFIP's General Assembly.

Upon the initiative of EFIP a common declaration on the pan-European waterway network was adopted together with 8 other European interest groups active in the field of inland navigation and the port sector. This first common initiative of several transport associations marked a point towards a greater readiness of EFIP to co-operate even narrower with other stakeholders. The efforts to position EFIP as a primary interlocutor began to bear fruits and the formal and informal contacts to other associations were deepened.

In order to facilitate the internal management of the federation EFIP adopted the policy of English as a working language for publications and internal meetings, without touching the status of French and German as official EFIP languages.



2001

Régua in Portugal was the site of EFIP's General Assembly on 1 June 2001.

Since no internal changes were on the agenda in during the General Assembly EFIP had invited the Head of Unit for inland navigation in the European Commission, Mr Dirk Van Vreckem, and the Deputy Secretary General of the Central Rhine Commission, Mr Hans van der Werf, in order to enter in a broader exchange of views on the future of inland navigation in Europe.

This exchange of views happened at the eve of the adoption of the European Commission's White Paper on Transport Policy to 2010 which put emphasis on the need to link up the modes - a concept where inland ports are naturally concerned and which resulted in a number of EU initiatives in the following years.

2001 marked also a change in the EFIP Secretariat in Brussels. EFIP Secretary General Karin de Schepper left

What else happened in 2000 ?

what else happened ?

- Tate Modern is opened in London
- The Heads of State from North and South Korea meet for the first time in 55 years in order to improve their bilateral relations.
- Queen Mum turns 100
- Olympic Summer Games in Sydney
- George W. Bush is elected President of the USA after one of the closest races in US history

the chronicle

the Federation and took over the management of the Secretariat of the newly created promotion agency for inland navigation INE (Inland Navigation Europe). Jürgen Sturm was appointed the new Secretary General of EFIP in August 2001.

What else happened in 2001 ?

what else happened?

- 9 - 11
- The former President of Yugoslavia Slobodan Milosevic is extradited to the war crimes tribunal in The Hague
- Ex-Beatle George Harrison dies at the age of 58.
- The Taliban regime is removed from power in Afghanistan, Hamid Karsai is the new leader of the country who enjoys wide international reputation.



Ennshafen and consequently also did not stand for a second term as EFIP President. The Director General of the Port of Brussels, Mr Charles Huygens succeeded Mr Hagen in the office of EFIP President. No changes took place in the position of EFIP Vice-presidents, Mr Staake and Mr Leblanc were confirmed in their positions.

The new Presidency focused its activity on the socio-economic role inland ports play for their regional environment, but also the first consequences from the White Paper of the previous year were high on the agenda. In order to more diversify EFIP's internal activities three thematically related permanent working groups were installed. Moreover, EFIP's activities began to expand to environmental topics and on the field of port-city relations.

2002

NV Zeekanaal was the host of EFIP's General Assembly in Willebroek on 24 May 2002.

The delegates voted unanimously in favor of the accession of the Port of Kherson in Ukraine to the federation. The Ukrainian Danube ports Reni, Dunajsk and Ismail also joined the federation, being represented by DSMS in Vienna. Moreover, the General assembly was proud to welcome again the Bulgarian Association of Ports, as well as the Administration of River Ports on the Danube from Romania. Both countries had already been members of EFIP, but due to certain restructuring in Bulgaria and Romania in the port sector, had suspended their membership for a certain time. Therefore it was worthwhile to point out during the General Assembly in Willebroek that EFIP represented Danube ports in all but one riparian State.

Internally the General Assembly brought changes to the composition of the Presidency. Mr Hagen, one of the founders of EFIP retired from his position as Director of

What else happened in 2002 ?

- EURO bank notes and coins replace the former national currencies in the countries of the EURO zone
- Olympic Winter Games in Salt Lake City and the first football World Cup in two countries - South Korea and Japan or Japan and South Korea
- Switzerland joins the United Nations
- Lance Armstrong wins his 4th Tour de France
- Heavy rainfall causes devastating floods in the regions of the Danube, Elbe/Labe and Vltava

2003

EFIP's General Assembly in Strasbourg on 16 May 2003 welcomes the Port of Seville and the Port of Szczecin as new members, increasing the number of countries where EFIP has members to 20. During the General Assembly EFIP welcomes representatives from the European Commission and the European Investment Bank for a panel discussion on the possibilities to further increase the waterborne share of container transport.

In the aftermath of September 11 the topic of security begins to become dominant in EFIP's activity. Several measures taken in the International Maritime Organization have a direct effect on sea-river ports within the EFIP network and EU measures to enhance port security and security on intermodal transport chains are put on the agenda.

EFIP intensifies its ties to other associations and enters an intensive dialogue with the European Freight Forwarders' Organization CLECAT, the European Association of Private rail Operators ERFA and the European Intermodal Association EIA.

Moreover the contacts to TINA Vienna are intensified and those to the trans-European rail project of the United Nations Economic Commission for Europe (UNECE) are established, culminating in the organization of a common seminar on 'New Transport Strategies in the Danube Area' in early 2004.

The Presidency's policy to highlight the economic importance of inland ports and their role for regional and urban development was the topic of a seminar which was organized together with the Association Internationale Villes et Ports in December 2003 in Brussels.

EFIP's involvement in environmental issues was focusing on the one hand on the integration in the ECOPORTS project and on the other hand on the co-organization of a seminar on the implications of the so-called Water Framework Directive on ports and navigation in co-operation with PIANC, INE and ESPO.



What else happened in 2003 ?

- Begin of the Iraq War
- A first attempt to reach unanimity on a European Constitution fails in the European Council

2004 and beyond

Any prognosis is difficult, Especially when it concerns the future...

Nevertheless, it can be stated that EFIP is today in sound conditions and is an accepted interlocutor to the services of the European Commission, the European Parliament and a very large number of associations in the transport sector. It has gained high reputation during the last 10 years.

However, the challenges to European inland ports are considerable. They have to continue the way to develop further towards reaching their full potential as intermodal logistic centers. Especially in the new Member States of the EU this process will require large investments

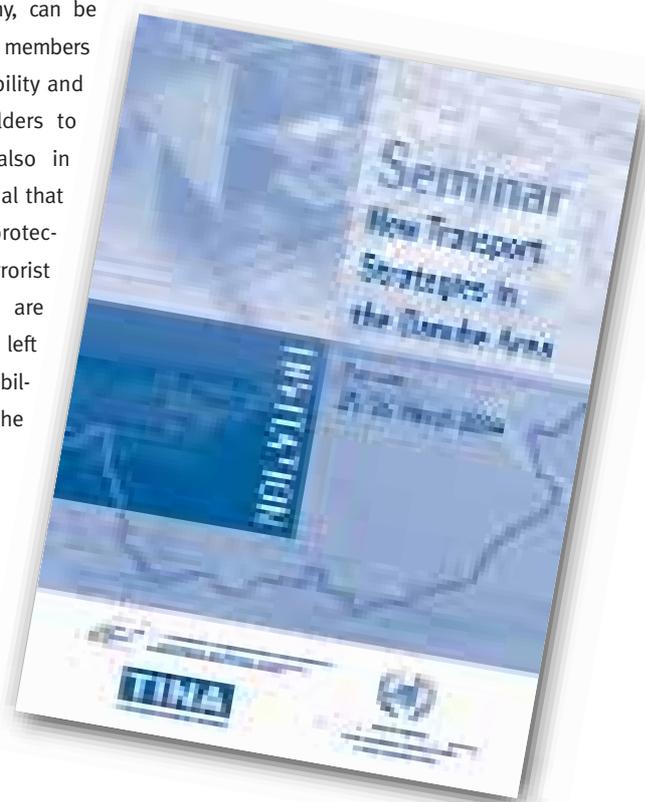
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and political support. EFIP is dedicated to contribute as much as possible to the achievement of this aim. European transport policy still is at a turning point. The predicted increase in necessary services cannot be absorbed by road alone. Intelligent interconnections of all modes are needed in order to enable all modes to freely operate in those market segments where they reach optimal use. A system of fair and efficient charging, taking into account all external costs to society and the environment must be established.

However, environmental policy itself has proven to be possibly the most important challenge in the future. Natura 2000 and the Water Framework Directive are necessary tools in order to save our continents natural heritage for coming generations. EFIP fully subscribes to this notion. Nevertheless, a target conflict between an ecocentric environmental policy and necessary infrastructural improvements along our waterways cannot be neglected. Here a better balance must be found.

EFIP supports liberalized markets and the market for transport services in one of them. Therefore EFIP will oppose any effort to re-regulate service markets.

Security remains a dominating issue in the upcoming years. EFIP will actively contribute in the discussion how transport, the nerves and veins of a functioning economy, can be made more secure. EFIP members will accept their responsibility and invite all other stakeholders to follow these efforts - also in order to send a clear signal that public duties, and the protection of society from terrorist and other unlawful acts are public duties, cannot be left to the (financial) responsibility of stakeholders in the transport market alone.



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