



European Federation of Inland Ports

Position of the European Federation of Inland Ports (EFIP) on European Urban Mobility

Europe's inland ports, as **Enablers of Green Logistics**, welcome the chance to evaluate the Urban Mobility Framework. As the unique representative of inland ports in Europe since 1994 – constituting of nearly 200 inland ports located in 18 Member States of the EU and Switzerland, Serbia and Ukraine – EFIP believes that the revision should take into account the recommendations hereunder in order to be successful.

EFIP welcomes the revision's objective of putting urban logistical initiatives in line with the European Green Deal, and the Smart and Sustainable Mobility Strategy. Inland ports such as the ports of Paris, Brussels, Berlin, Vienna, Bratislava and many more can and will play a far-reaching role in urban logistics and mobility. This can include water-busses and -taxis and solutions for the distribution of goods in a sustainable way. They can reduce emissions and congestion by using waterway transport to its full potential.

Inland ports can meet the objective of ensuring the smooth functioning of the internal market in urban, first- and last- mile segments of freight, delivery and passenger transport. EFIP considers that inland ports and waterborne solution need to be given a profound place in the future of European Urban Mobility.

- **Sustainable Urban Mobility Plans (SUMPs)**

SUMPs, as strategic plans designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life, are an effective mechanism for planning and delivering sustainable urban mobility. But further work is needed to ensure SUMPs' implementation and quality. A further step must be taken in order to go beyond raising awareness and exchanging experience and ideas and to achieve the Sustainable and Smart Mobility Strategy milestone of having 100 European climate neutral and smart cities by 2030, and the general European Green Deal 2050 target (55% CO₂ reduction by 2030 and climate neutrality by 2050).

Port cities can experience some negative impacts on the environment, city transport infrastructure and traffic congestion. This results from the port use which is comprised of the operation of ships (most of the total air pollutant emissions in port regions can come from ships), port operations and hinterland connection activities¹. EFIP pledges for inland waterways to be systematically included in port cities SUMPs. Indeed, inland ports, as trimodal logistics hubs, have the potential to dramatically reduce congestion and improve air quality across cities. An integrated approach is important in

¹ COMMISSION STAFF WORKING DOCUMENT EVALUATION of the 2013 Urban Mobility Package (SWD/2021/0047 final) <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52021SC0047&from=en>



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urban areas, including various transport modes and combining both technical and policy issues². Given this, SUMP should always incorporate waterborne and port solutions when located along a TEN-T inland waterway.

- **Investments**

EU funding has been key in the implementation of urban mobility measures in cities. Grants, such as the CEF, enable cities to play their role as efficient urban nodes in the TEN-T network. However, a lack of strong links with SUMP is a challenge when looking to invest in sustainable urban mobility. The revision of the Urban Mobility Framework should therefore insist on this link.

- **Inclusion of waterborne transport**

Inland waterway transport (IWT) is able to provide Mobility as a Service in port cities. EFIP welcomes the inclusion, in the consultation survey, of water bus/taxi as a public transport option in cities.

Aside from this mention, waterborne transport is blatantly missing in the revision.

Inland ports will be (and already are) providing solutions for the distribution of goods (freight, energy, etc.) in a sustainable way (e.g., the Port of Lyon manages a large garbage collection barge in the centre of the city to reduce congestion). This and other examples should be taken into consideration in the revision of the Urban Mobility Framework in order to reflect the strengthened role of urban nodes on the TEN-T network as vital enablers of sustainable, efficient and multi-modal transport.

- **Data collection**

Data on urban mobility are lacking because, currently, there is no legal basis (i.e. no requirement) for Member States to report data on urban mobility to the European Commission. In view of the green and digital transitions, this should be changed. Data collection and analysis would increase the support to, and use of, the most sustainable transport modes (in particular public transport and active mobility) as well as zero-emission urban logistics.

EFIP's 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. This potential should be maximised to enable urban nodes to meet current and future challenges, **while providing smart, efficient, resilient and sustainable transport**.

² Idem