The 200 European inland ports represented within EFIP benefit from a strategic position in Europe's hinterland, and as such they are part of the comprehensive transport and supply chain. They are significant nodal points located along the main corridors and industrial areas in the EU, and are an important link in the intermodal and logistic network. Inland ports offer excellent traffic links to the various transport modes, in particular to the rail, road and waterway networks, and represent for the seaports a very interesting connection with the hinterland. Inland ports are the natural focal points for innovative intermodal transport concepts in Europe. Consequently, the specific advantages of all transport modes can be used and the customers can be provided with optimum combinations. State-of-the-art logistics services supported by modern communication and information technology ensure efficient co-ordination of all transport combinations.

EFIP's identity
- EFIP represents more than 200 inland ports authorities in 18 countries of Europe.
- EFIP is the voice of the European inland port network and actively accompanies all developments in the field of EU transport and environmental policy.
- EFIP is a partner in EU projects aimed at fostering intermodal transportation by scientific research, thus contributing to the overall aim of ensuring environmentally and socially sustainable transport in Europe.
- EFIP is dedicated to highlighting the role of inland ports in the socio-economic development of the European regions and their contribution to the development of a more sustainable intermodal transport chain in Europe.

EFIP's Mission
Since 1994, EFIP's mission has been:
- To act as the sole voice of inland ports in Europe and to highlight and promote their role as nodal points for intermodal transportation, combining road, rail, inland waterway and also short sea shipping were geographically possible.
- To represent the inland ports vis-à-vis the institutions at European level and any other national and international organisations which are concerned with questions of transport, in particular the European Conference of Ministers of Transport, the Economic Commission of the United Nations for Europe, the Central Commission for the Navigation on the Rhine and the Danube Commission.
- To adopt common positions with regard to these questions at an international level on behalf of European inland ports.
- To promote among the public a knowledge of the activities of inland ports and their position within national and international economies.
- To ensure an exchange of information and opinions between its members.
- To study those general and scientific questions that are of interest to inland ports, particularly transport problems, and the intermodal goods logistics chain in its entirety.

For further information, please contact:
Ms. Diane Chevreux
Place des Armateurs, 6
1000 Brussels (Belgium)
Phone: +32 2 420 70 37
Fax: +32 2 420 03 71
E-mail: info@inlandports.be
Transport's main potential barriers for sustainable socio-economic development in the European Union (EU) are traffic congestion, environmental impacts, and economic costs. This has been recognised by the White Paper on Transport Policy of 2001 entitled “European Transport Policy for 2010: Time to Decide”. Within this framework, the potential of the rail and the inland waterways had been recognised for their possibilities of shifting freight off the roads.

Five years after the publication of the White Paper on Transport Policy, it appears that the European Union will not achieve the targets that it has set unless further action is taken.

It seems that the measures taken to revitalise the rail freight transport start bearing their fruits, however the rail mode remains the lame duck of the intermodal freight system. Freight railway traffic has continued to lose out within the modal shift. It is only recently that the modal shift towards rail is increasing, however at a much slower speed than awaited.

With regard to Inland Waterway Transport (IWT), it was not dedicated enough attention until recently with the publication of the Communication of the European Commission at the beginning of 2006 “An Integrated Action Programme for Inland Waterway Transport” (NAIADES) that recognises its reliability, energy-efficiency and safety.

Another marking initiative from the European Commission is the launch of an initiative to improve the framework conditions of the logistics environment. New proposals are expected in this respect.

For the European Federation of Inland Ports (EFIP), these initiatives are very important. Indeed, inland ports benefit from a strategic position in Europe’s hinterland and represent key nodal points in the supply chain. Within this framework, it is not surprising that they have the ambition to become unique trimodal nodal points with connections to the road, rail and inland waterways.

Therefore, the federation was involved in all of these issues and has actively participated in a number of meetings and conferences, highlighting the important role of inland ports as intermodal nodal points in sophisticated logistics chains.

The initiatives taken at a European level are oriented towards a common goal: achieving the Lisbon goals and a more sustainable transport system for Europe. In 2000, with the Lisbon Strategy, the European Union set itself this goal for the next decade: to become the most competitive and dynamic knowledge-based economy in the world, capable of sustainable economic growth with more and better jobs and greater social cohesion. 2005 saw the revision of the Lisbon strategy in order to make it more efficient. As it is obvious in the White Paper on European Transport, transport is an essential element in maintaining and increasing European competitiveness.

For EFIP, the year 2005 also marked a change in its Secretariat in Brussels with the appointment of a new Secretary General, Diane Chevreux, who took office at the end of June 2005.

With this publication, the EFIP intends to highlight the main themes for the federation and tries to put them into perspective.

Charles Huygens
White Paper on Transport Policy - Mid-Term Review

The EFIP was involved in the consultation process launched by the European Commission on the mid-term review of the White Paper “European Transport Policy for 2010: Time to Decide” that should result in a Communication before the Summer 2006. It is expected that it will examine further ways to enhance co-operation between transport modes and shift road freight transport on to other transport modes.

The main points addressed by the Commission in the consultation process were the shifting in the balance between modes, traffic relief and safety improvements, the financial and economic situation of the transport policies, and the priorities for the future.

The EFIP pointed out that since the time when the White Paper on Transport Policy was published, the context of the European Union has evolved. The enlargement of the EU 15 to become the EU 25 and the increasing globalisation have changed many of the factors that no doubt influenced the 2001 White Paper. A consequence of this is a growing demand for transport.

The EFIP recognises that progress has been achieved in the development of rail in Europe, but there is still room for improvement for the rail freight sector. Inland waterways also have seen a progress in terms of traffic. However, pressure on transport infrastructure has increased as a consequence of economic growth. Even if progress has been made to some extent to achieve a modal shift on certain axes, the goal to prevent our roads from becoming inaccessible is far from being reached. This again results in a severe threat to European economies as they depend on the free movement of goods and persons within the European single market.

Furthermore, against the goal of sustainable development that is central to European policy, further efforts should be made.

With regard to the actions that should be reinforced, EFIP stressed that priorities should focus on infrastructure, integrative solutions, new financing models such as public/private partnerships, the financing of smaller projects and urban development.

Inland Waterway Transport

2005 was marked by interesting developments around the PINE study (Prospects for Inland Navigation in an Enlarged Europe) commissioned by the European Commission that aims at bolstering Inland Waterway Transport (IWT). During 2003 and 2004 EFIP served on the expert panel to accompany the PINE Study, concluded in 2004. The federation participated in a workshop organised by the European Commission in February 2005, at which the main recommendations of the PINE study were discussed. Member States, professional organisations representing the IWT sector and other interested parties participated actively. The EFIP also drafted written comments on the points raised and the follow-up of PINE.

The results of the study is the cornerstone for the policy of the EU in this sector. On their basis, the Commission started a consultation process that ended up with the adoption in January 2006 of a Communication on the promotion of IWT by the European Commission (“NAIADES”). This Action Programme is intended for the period 2006–2013 and focuses on five strategic areas for a comprehensive IWT policy: market, fleet, jobs and skills, image, and infrastructure. The Communication sets out an integrated action programme, focusing on concrete actions and instruments which are needed to fully exploit the market potential of IWT and to make its use more attractive.

The EFIP has reacted positively to this Communication as the main points contained in it create favourable conditions for services.
In February 2006, an Inland Navigation Summit took place in Vienna under the chairmanship of the Austrian Presidency of the Council of the EU, with the heading: “Inland Navigation: A Strong Partner For The European Economy”. The EFIP was closely involved in an Industry Congress and a high-level meeting which gathered together EU Member States, non-EU riparian states, river commissions, inter-governmental organisations and industry associations. In overall, all the participants welcomed the initiative of the European Commission to bolster IWT in Europe.

In April 2006, the federation also participated in a hearing organised by the Member of the European Parliament and Rapporteur on NAIADES, Ms. Corien Wortmann-Kool, before the Transport Committee of the European Parliament. MEPs heard the experts explain that Europe's waterway transport infrastructure was a significant option for improving the Community's transport system, which is suffering from congestion and delays and henceforth harming the environment.

Finally, at a pan-European level, a workshop on IWT took place in September 2005 in Paris: “Pan-European Co-operation towards a Strong Inland Waterway Transport: On the Move”, jointly organised by the European Conference of the Ministers of Transport, the United Nations Economic Commission for Europe and the river commissions of the Rhine and the Danube, in which the EFIP participated. The aim was to prepare the Bucharest Conference in view of the adoption of a Bucharest Declaration on IWT in September 2006, by assessing progress made since the Rotterdam Conference in 2001, identifying the remaining problems and envisaging further common actions required.

**Logistics**

Appropriate general framework conditions are essential in order to facilitate logistics and freight intermodality. These are key elements if the aims of the Lisbon Agenda (e.g. prosperity and competitiveness) and the White Paper on Transport Policy (in particular competitiveness, sustainability, safety, bypassing land bottlenecks, rebalancing the modal split to the 1998 level) are to be achieved.

With this in mind, the European Commission published a consultation document on “Logistics for Promoting Freight Intermodality” which is intended to lead to a Communication originally planned for June 2006. The idea is to examine how framework conditions could be improved in Europe to foster transport logistics excellence with an emphasis on intermodality. Tools and areas that could be used to further develop the integration of road, inland waterways, rail, short sea shipping and deep-sea shipping for the transport of freight in Europe should be indentified.

The EFIP welcomed the initiative. It has been involved in the consultation process and pointed out the key role of inland ports in the logistic chain, the need for further liberalisation of the railways and harmonisation, the necessity to invest more in infrastructure and the need to have a move balanced approach with regard to the dialogue on intermodal logistics, the European quality approach for promoting intermodal logistics and intermodal liability.

**European Seaports Policy**

Following the withdrawal of the proposed Directive on market access to port services, the European Commission decided to start a broad consultation on the future of European seaports.

In order to achieve a sustainable development of seaports, the EFIP makes the case that the inland ports can certainly bring a great contribution to anchor seaports in the supply chain. Many European inland ports have already established co-operations of various types with seaports. The InterPorts project which is supported by the European Interreg programme is a good example of co-operation between inland ports and seaports. In this project, several inland ports have joined forces with seaports to form the InterPorts network. Its objective is to bring ports together with logistics providers, optimise intermodal transport with a combination of waterways, rail and road, and to secure smaller port locations. By networking the ports, the parties involved want, for example, to improve the hinterland traffic of seaports.

Further information on InterPorts can be found under: www.interports.org
Transport Chain Security

The EFIP continued to follow the developments of transport security measures taken at the EU level as a result of increasing risks of unlawful acts and terrorist attacks targeting freight transport.


A Communication and a proposal for a Regulation on enhancing supply chain security were published at the beginning of 2006. The proposal foresees measures in the land transport that would protect from risks of a terrorist attack. It establishes a mandatory system requiring Member States to create a security (“secure operator”) quality label which can be awarded to operators in the supply chain meeting European minimum security levels and introduces, within the mandatory provisions for the Member States, a voluntary scheme under which operators in the supply chain increase their security performance in exchange for incentives.

The EFIP agrees with the European Commission that terrorism is an important issue to be looked at. In the past, it has accompanied the process that lead to the development of security measures in maritime transport (in particular Regulation (EC) No 725/2004 and Directive 2005/65/EC).

This being said, the proposal of the European Commission published at the end of February 2006 brings an interesting but somewhat challenging reflection about how to secure the entire transport supply chain with its many different market players involved at different levels.

The EFIP expressed doubts about whether the proposed Regulation will achieve its aim of securing the transport network while at the same time not increasing the costs for the parties involved, including inland ports, and to what extent the “security” element could be used as a commercial argument. It insisted on the need for consistency with other security measures, the need for a proportionate approach, a risk analysis and an impact assessment of this new proposal, the consideration of the risks brought by the voluntary scheme (it is not sure to what extent such a system will remain voluntary in the end as a consequence of the market pressure) and the need to cope with the rules of competition and the internal market.

The EFIP also stressed that it is essential to ensure that the system with not bring a “de facto” alignment for the whole supply chain with the more stringent ISPS Code, which would imply greater and unsustainable costs for the industry. Finally, it warned for the risk of having an inflation of certificates with additional red tape.

Socio-Economic Impact of Inland Ports

In March 2000, the EU Heads of States and Governments agreed to make the EU «the most competitive and dynamic knowledge-driven economy by 2010». Although some progress was achieved on innovating Europe’s economy, there is growing concern that the reform process is not going fast enough and that the ambitious targets will not be reached. Marking the halfway point for the Lisbon Agenda, the spring European Council of 22-23 March 2005 placed renewed focus on growth, innovation and employment and encouraged the strengthening of social cohesion and the mobilisation of national and community resources in the Strategy’s economic, social and environmental dimensions.

In this context, the EFIP sees a growing role for the inland ports to help the Lisbon objectives to be achieved. They are links in production networks and, as parts of clusters, have a function in direct and indirect employment opportunities for the region and the cities. Several studies realised at national level show the key role that inland ports can play when looking at the socio-economic impact they have on their regions and cities. The EFIP is looking at a possibility of developing such a study at a European level.

Inland ports contribute to a more sustainable Europe and help achieving the goals of the Lisbon Agenda.

Urban integration - Within this framework, the integration of inland ports in the cities is a key issue. In March 2006, EFIP organised a seminar in Paris on the key role of inland ports and their integration in the
Environment Policy

A major subject for the years 2005 and 2006 is still the implementation of the Water Framework Directive (WFD). The EFIP pursued its involvement in an inland navigation working group that accompanies its implementation. The federation co-authored various position papers by the waterborne sector and has also developed a deeper research paper on the impact of the Directive for the navigation sector, which was presented during the annual meeting of the Transportation Research Board in Washington D.C. at the beginning of 2005.

A workshop on the “Protection of waters and navigation” was jointly organised by the Central Commission for Rhine Navigation and the International Commission for the Rhine Protection in Bonn in April 2006. Experts from navigation and protection of waters services, representatives from riparian Rhine Member States, interest groups and environmental associations participated in the workshop. The EFIP took part in it and contributed to the round table.

The objective of the workshop was to exchange information on the main aspects of waters protection and IWT and to improve mutual understanding between the players. At the EU level, the WFD adopted in 2000 intends to protect the ecological function of certain waters (the River Rhine has to be considered), while taking account of the uses of water, for instance navigation. In this context, it is necessary to consider the Action Programme for the promotion of Inland Waterway Transport (NAIADES).

Green Port Conference

Attended by 120 port managers and environmental experts, the Green Port Conference that took place in Antwerp in February 2006 was supported by the European Sea Ports Organisation, the EFIP and the Port of Antwerp. The purpose of this conference was to discuss the balance between economic developments and the environmental aspects. The conference provided an in-depth analysis of the financial and social impact that seaports and inland ports have on the shipping business and on a region’s economy and the need to reach a better balance between policies at the EU level, in particular between transport and environment policies, to ensure port development. There was an active participation of the EFIP members in the programme.

Waste

Progress towards a more sustainable transport system has become imperative in the European Union. Our economy is producing more and more waste. The collection of waste has a cost, the upgrading or the processing too. Besides, waste transportation has also become crucial for our society. In this context, the EFIP set up a working group in 2005 to deal with waste transport issues. This group includes members interested in the development of more efficient and cost-effective waste transport in Europe. It focuses on exchange of experiences and best practices and will certainly consider recommendations to be made to the decision-making level. Synergies will be worked on between the EFIP and those members who are also participating in the Interreg project Dipcity, one aim being the exchange of experience on waste transportation.
EU Projects and Partnerships

In 2005-2006, the EFIP was involved as a project partner in two EU-funded research projects. The first is called CREATING and is established under the 6th EU Framework Program for Research. The aim of this project is to present concrete proposals for reducing the negative environmental impact arising from goods transport by shifting to inland navigation. The EFIP is charged with the part of giving advice on the intermodal dimension of modal shift to the waterways. Further information on CREATING can be found under: www.creating.nu

The second project is eWIT, established under the Marco Polo Programme and the only common learning action chosen by the European Commission. It is designed to develop a web based tool kit to improve the knowledge about inland navigation in the academic and the economic field of potential users. It is based on the recognition that there is a need to bolster inland navigation in Europe whose great potential has been ignored for too long. Educational and learning materials were highly required. EFIP was responsible for the dissemination of results of the project. The basic concept and architecture has been developed on a European level and will be firstly realised for regional needs as Danube eKIT web-portal for the Danube region. It is estimated that this concept could be implemented in follow-up-projects in other regions in the future.

Transatlantic co-operation: Recently, the EFIP entered in a cooperation agreement with ORBIT/PPC (Ohio River Basin International Trade & Transportation System/Port of Pittsburgh Commission), TINA VIENNA and via donau entitled “SmartRivers 21” the aim of which is to establish a formal programme of co-operation and mutual support to:

- Share information on inland waterway-intermodal transportation,
- Enhance, integrate, harmonize and advance inland navigation technologies, and
- Promote sustainable economic and employment strategies integrating inland navigation into the intermodal, global supply chain of the 21st century.

“SmartRivers 21” is an international coalition intent on achieving “Strategic Maritime Asset Research and Transformation for 21st Century River Systems”. In October 2005 a Conference was organised in Pittsburgh on European-American waterways. The discussions focused e.g. on a comparison of the European and American waterway systems, the policy priorities in the two sides, telemetry and logistics.

The EFIP also participated in a seminar organised by the American Association of Port Authorities (AAPA) which followed and complemented the SmartRivers 21 Conference and Symposium on inland navigation. The aim of this seminar was to raise awareness of the benefits to be gained by linking deep and shallow draft ports and carriers in seeking new ways to partner and grow.

On 7 November 2006, the EFIP will co-organise with its partners a follow-up to this Conference in Brussels: an international Conference SmartRivers 2006, the aim of which will be to attract all those interested parties in the developments of an efficient water system (sea ports, inland ports, inland waterways amongst others) on both sides of the Atlantic. It will be a unique event bringing key players from the United States and the EU together in an exchange of experiences and the reflection of possible synergies and co-operations in the future.

EFIP Website

In order to enhance the EFIP communication to the outside world as well as to its members, it was decided some time ago to develop a new concept of the EFIP website. This was done in 2005, and decision was taken to launch it in February 2006. It has a brand new content and design, and an additional characteristic is the addition of a photo gallery and more pictures in general to illustrate the core business of the EFIP members. The EFIP website address is: www.inlandports.be
PRESIDENCY
President : Charles Huygens (B)
Vice-President : Marie-Anne Bacot (FR)
Vice-President : Dr. Rolf Bender (D)

EXECUTIVE COMMITTEE

<table>
<thead>
<tr>
<th>Country</th>
<th>Members</th>
<th>Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austria</td>
<td>Walter Edinger</td>
<td>Gregor Wöss</td>
</tr>
<tr>
<td>Belgium</td>
<td>Charles Huygens, Willy Robijns, Dirk De Smet</td>
<td>Alain Lefèvre, Claude Martin</td>
</tr>
<tr>
<td>Bulgaria</td>
<td>George Petkov</td>
<td></td>
</tr>
<tr>
<td>Croatia</td>
<td>Zrinko Zvocak</td>
<td></td>
</tr>
<tr>
<td>Czech Republic</td>
<td>Jindrich Vodicka</td>
<td></td>
</tr>
<tr>
<td>Finland</td>
<td>Heikki Soininen, Juha Willberg</td>
<td></td>
</tr>
<tr>
<td>Germany</td>
<td>Dr. Rolf Bender, Karl Michael Probst</td>
<td></td>
</tr>
<tr>
<td>Hungary</td>
<td>Mikos Agh, Laszlo Mester</td>
<td></td>
</tr>
<tr>
<td>Italy</td>
<td>Sergio Vazzoler</td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>Marie-Anne Bacot, Bernard Pacory</td>
<td></td>
</tr>
<tr>
<td>Luxemburg</td>
<td>Robert Holzem</td>
<td></td>
</tr>
<tr>
<td>Netherlands</td>
<td>Bert Luijendijk, Ton Roos</td>
<td></td>
</tr>
<tr>
<td>Portugal</td>
<td>Francisco Lopes, Luis Massa</td>
<td></td>
</tr>
<tr>
<td>Romania</td>
<td>Cristian Nemtescu</td>
<td></td>
</tr>
<tr>
<td>Slovak Republic</td>
<td>Zdeno Skrásek, Tomas Balko</td>
<td></td>
</tr>
<tr>
<td>Spain</td>
<td>Fausto Arroyo</td>
<td></td>
</tr>
<tr>
<td>Sweden</td>
<td>Patrik Aman</td>
<td></td>
</tr>
<tr>
<td>Switzerland</td>
<td>Hans-Peter Hadorn</td>
<td></td>
</tr>
<tr>
<td>Ukraine</td>
<td>Viacheslav Vdovichenko</td>
<td></td>
</tr>
</tbody>
</table>

GENERAL ASSEMBLY
Representation of Members
Meets once a year

SECRETARY GENERAL
Diane Chevreux
AUSTRIA
INTERESSEGEMEINSCHAFT ÖFFENTLICHER DONAUHÄfen IN ÖSTERREICH (IGÖD)
Wiener Hafen
Seitenhafenstrasse 15 - A - 1020 Wien
T. + 43 1 727 16 111
F. + 43 1 727 16 200
E-mail: office@wienerhafen.com
http://www.hafen.co.at
Contact: Mr. Walter Edinger

BELGIUM
WATERWEGEN EN ZEEKANAAL NV
Oostdijk 110 - 2830 Willebroek
T. + 32 3 860 62 72 - 62 11
F. + 32 3 860 63 00
E-mail: willy.robijns@wenz.be
http://www.wenz.be
Contact: Mr. Willy Robijns

PORT DE BRUXELLES
Place des Armateurs 6 - 1000 Bruxelles
T. + 32 2 420 67 00
F. + 32 2 420 73 90
E-mail: chuygens@port.irisnet.be
http://www.portdebruxelles.irisnet.be
Contact: Mr. Charles Huygens

PORT AUTONOME DE LIEGE
Quai de Maastricht 14 - 4000 Liège
T. + 32 4 232 97 97
F. + 32 4 232 11 09
E-mail: portdeliege@skynet.be
http://www.liege.port-autonome.be
Contact: Mr. Emile Louis Bertrand

PORT AUTONOME DE CHARLEROI
Rue de Marcinelle 88 - 6000 Charleroi
T. + 32 71 31 96 33
F. + 32 71 32 44 57
E-mail: info@charleroi.portautonome.be
http://www.charleroi.portautonome.be
Contact: Mr. Dirk De Smet

PORT AUTONOME DE NAMUR
Place Léopold, 3 - 5000 Namur
T. + 32 81 77 31 19
F. + 32 81 24 09 55
E-mail: cmartin@met.wallonie.be
http://www.portnamur.be
Contact: Mr. Claude Martin

PORT AUTONOME DU CENTRE ET DE L’OUEST (PACO)
Rue de Bouvy, 11 - 7100 La Louvière
T. + 32 64 23 67 00
F. + 32 64 22 84 98
E-mail: paco.scrl@skynet.be
http://www.le-paco.com
Contact: Mr. Alain Lefèbvre

BULGARIA
BULGARIAN PORTS & PORT OPERATORS ASSOCIATION - BulPortsAss
Bulgaria “Shipka” str. N 2
P.O.Box N 2 - 9000 Varna
T. + 359 52 699 018 - 19
F. + 359 52 601 011
E-mail: blackseaports@yahoo.com
Contact: Mr. George Petkov

CROATIA
PORTS OF OSIJEK and VUKOVAR (Luka Vukovar)
Croatian Chamber of Economy
County Chamber Osijek - 31 000 Osijek
T. + 385 31 223 800
F. + 385 31 223 824
E-mail: zzvocak@yahoo.com
http://www.webart.hr/tranzit/index.html (Osijek)
http://www.tel.hr/luka-vukovar
Contact: Mr. D. Majic/Zrinko Zvocak

CZECH REPUBLIC
CESKE PRISTAVY a.s.
Jankovcova 6 - 170 04 Praha 7
T. + 420 2 800 119
F. + 420 2 802 857
E-mail: vodicka@czechports.cz
http://www.ceskepristavy.cz
Contact: Mr. Jindrich Vodicka

FINLAND
LAKE SAIMAA PORT ASSOCIATION
City of Joensuu P.O. Box 59 - 80101 Joensuu
T. + 358 13 267 5208
E-mail: heikki.soininen@jns.fi
http://www.jns.fi
Contact: Mr. Heikki Soininen
FRANCE
ASSOCIATION FRANCAISE DES PORTS INTERIEURS (AFPI)
Place Leroux Faukemont BP 1394 RP 590015 Lille
T. + 33 3 20 22 73 80
F. + 33 3 20 22 81 67
E-mail: mcleroy@portdelille.com
http://www.afpi.org
Contact: Mr. Bernard Pacory / Mr. Dominique Drapier

GERMANY
BUNDESVERBAND ÖFFENTLICHER BINNENHÄFEN (BÖB)
Ernst-Reuter-Haus
Straße des 17. Juni 114
10623 Berlin
T. + 49 30 - 398028 70
F. + 49 30 - 398028 80
E-mail: info-boeb@binnenhafen.de
http://www.binnenhafen.de
Contact: Ms. Anja Fuchs

HUNGARY
HUNGARIAN INLAND PORTS
Ferroport Budapest
Szabadkiköto ut 5-7 - 1211 Budapest
T. + 36 1 278 40 01
F. + 36 1 278 40 00
E-mail: mester@ferroport.hu
http://www.ferroport.hu
Contact: Mr. Mikos Agh / Mr. Laszlo Mester

ITALY
UNIONE NAVIGAZIONE INTERNA ITALIANA (UNII)
Via Banchina dell’Azoto, 15/D - 30175 Marghera
T. + 39 041 925 119
F. + 39 041 925 152
E-mail: unii@libero.it
http://www.unii.org
Contact: Mr. Sergio Vazzoler

LUXEMBOURG
PORT DE MERTERT
Société du Port Fluvial de Mertert
6688 Mertert
T. + 35 2 74 04 64
F. + 35 2 74 88 13
E-mail: info@portmertert.lu
Contact: Mr. Robert Holzem

NETHERLANDS
NEDERLANDSE VERENIGING VAN BINNENHAVENS (NVB)
Vasteland 12 E - 3011 BL Rotterdam
T. + 31 10 411 59 00
F. + 31 10 412 90 91
E-mail: nvb@binnenvaart.nl
Contact: Mr. Ton Roos

PORTUGAL
INSTITUTO PORTUÁRIO E DOS TRANSPORTES MARÍTIMOS - DELEGAÇÃO DOURO
Av. Sacadura Cabral - Peso da Régua
5050-071 Godim
T. + 351 254 320 020
F. + 351 254 324 043
E-mail: geral.douro@imarpor.pt
http://www.douro.iptm.pt
Contact: Mr. Dr. Eduardo da Silva Martins

ROMANIA
ADMINISTRATION OF RIVER PORTS ON THE DANUBE
Str. Portului nr. 1 O.P.I, C.P. 2 - 8375 Giurgiu
T. + 40 46 21 30 03 - 21 15 28
F. + 40 21 31 10 5 21
E-mail: apdf@pcnet.ro
http://www.apdf.ro
Contact: Mr. Cristian Nemtescu

SLOVAKIA
PORTS OF BRATISLAVA AND KOMARNO
Riaditeľ pre výrobu Slovenská plavba a prístavy a.s.
Pribinova 24 - 815 24 Bratislava
T. + 421 2 5827 1500
F. + 421 2 5827 1514
E-mail: spas@spap.sk
http://www.spap.sk
Contact: Mr. Zdeno Skrásek

SPAIN
PUERTO DE SEVILLA
Autoridad Portuaria de Sevilla
Avenida de Molini - 641012 Sevilla
T. + 34 95 424 73 01
F. + 34 95 424 73 33
E-mail: farroyo@apasevilla.com
Contact: Mr. Fausto Arroyo

SWEDEN
MÄLARHAMNAR AB (Ports of Köping, Västerås and Södertälje)
Seglaragatan 3 - 721 32 Västerås
T. + 46 21 15 01 00
F. + 46 21 15 01 40
E-mail: patrik.aman@malarhamnar.se
http://www.malarhamnar.se
Contact: Mr. Patrik Aman

SWITZERLAND
PORTS OF BASEL
Rheinhäfen Beider Basel
Hochbergerstrasse 160
T. + 41 61 631 45 45
F. + 41 61 631 45 94
4019 Basel
E-mail: hp.hadorn@portofbasel.ch
http://www.portofbasel.ch
Contact: Mr. Hans-Peter Hadorn

UKRAINE
DANUBE SHIPPING MANAGEMENT SERVICE GMBH
Handelskai 388/832 - 1020 Vienna
T. + 43 1 728 69 34
F. + 43 1 728 20 76
E-mail: headoffice@dsms.at
Contact: Mr. Viacheslav Vдовіченко

LUXEMBOURG
PORT DE MERTERT
Société du Port Fluvial de Mertert
6688 Mertert
T. + 35 2 74 04 64
F. + 35 2 74 88 13
E-mail: info@portmertert.lu
Contact: Mr. Robert Holzem

NETHERLANDS
NEDERLANDSE VERENIGING VAN BINNENHAVENS (NVB)
Vasteland 12 E - 3011 BL Rotterdam
T. + 31 10 411 59 00
F. + 31 10 412 90 91
E-mail: nvb@binnenvaart.nl
Contact: Mr. Ton Roos

PORTUGAL
INSTITUTO PORTUÁRIO E DOS TRANSPORTES MARÍTIMOS - DELEGAÇÃO DOURO
Av. Sacadura Cabral - Peso da Régua
5050-071 Godim
T. + 351 254 320 020
F. + 351 254 324 043
E-mail: geral.douro@imarpor.pt
http://www.douro.iptm.pt
Contact: Mr. Dr. Eduardo da Silva Martins

ROMANIA
ADMINISTRATION OF RIVER PORTS ON THE DANUBE
Str. Portului nr. 1 O.P.I, C.P. 2 - 8375 Giurgiu
T. + 40 46 21 30 03 - 21 15 28
F. + 40 21 31 10 5 21
E-mail: apdf@pcnet.ro
http://www.apdf.ro
Contact: Mr. Cristian Nemtescu

SLOVAKIA
PORTS OF BRATISLAVA AND KOMARNO
Riaditeľ pre výrobu Slovenská plavba a prístavy a.s.
Pribinova 24 - 815 24 Bratislava
T. + 421 2 5827 1500
F. + 421 2 5827 1514
E-mail: spas@spap.sk
http://www.spap.sk
Contact: Mr. Zdeno Skrásek

SPAIN
PUERTO DE SEVILLA
Autoridad Portuaria de Sevilla
Avenida de Molini - 641012 Sevilla
T. + 34 95 424 73 01
F. + 34 95 424 73 33
E-mail: farroyo@apasevilla.com
Contact: Mr. Fausto Arroyo

SWEDEN
MÄLARHAMNAR AB (Ports of Köping, Västerås and Södertälje)
Seglaragatan 3 - 721 32 Västerås
T. + 46 21 15 01 00
F. + 46 21 15 01 40
E-mail: patrik.aman@malarhamnar.se
http://www.malarhamnar.se
Contact: Mr. Patrik Aman

SWITZERLAND
PORTS OF BASEL
Rheinhäfen Beider Basel
Hochbergerstrasse 160
T. + 41 61 631 45 45
F. + 41 61 631 45 94
4019 Basel
E-mail: hp.hadorn@portofbasel.ch
http://www.portofbasel.ch
Contact: Mr. Hans-Peter Hadorn

UKRAINE
DANUBE SHIPPING MANAGEMENT SERVICE GMBH
Handelskai 388/832 - 1020 Vienna
T. + 43 1 728 69 34
F. + 43 1 728 20 76
E-mail: headoffice@dsms.at
Contact: Mr. Viacheslav Vдовіченко