



EFIP ANNUAL REPORT

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



EFIP

European Federation of Inland Ports (EFIP)

Tel: +32.2.219.82.07.

Fax: +32.2.736.63.25.

Treurenberg 6

B-1000 Brussel/Bruelles

info@inlandports.be

www.inlandports.eu



2009/2010



Stad Gent Dienst Voorlichting



EFIP

European Federation of Inland Ports (EFIP)

Tel: +32.2.219.82.07.
Fax: +32.2.736.63.25.
Treurenberg 6
B-1000 Brussel/Bruxelles

info@inlandports.be
www.inlandports.eu

Table of Content

Foreword	3
The Future of Transport	4
The Review of the Trans-European Transport	8
Urban Mobility	10
Sustainable Development Policy	12
The EU Strategy for the Danube Region	14
Partnerships and Platforms	16
EFIP Inside	18
The Year in Pictures	20
Good News about EFIP's Members	22
EFIP's Structure	26
EFIP's Members	27

The European Federation of Inland Ports (EFIP) brings together more than 200 inland ports and port authorities in 18 countries of the European Union, Moldova, Switzerland and Ukraine.

The unique voice of inland ports in Europe

Since 1994 EFIP is acting as the unique voice of the inland ports in Europe. EFIP highlights and promotes the role of inland ports as nodal points for intermodal transport, combining road, rail, maritime and inland waterway transport.

EFIP actively follows all developments in the field of EU transport and environmental policy of importance to inland ports and their environment. EFIP represents the inland ports to the European institutions. EFIP is also representing the inland ports to other national and international organisations, such as the Economic Commission of the United Nations for Europe, the Central Commission for the Navigation on the Rhine and the Danube Commission.

An important information network for and about inland ports

EFIP is the nodal point between the inland ports and the European institutions. In that respect EFIP informs its members about any "move" in European transport policy of interest for inland ports. Moreover the EFIP information network can be used by its members to exchange information about relevant calls for proposals, participation in projects and can facilitate project partner search. At the same time, EFIP is informing the European policy makers about what is going on in the inland ports.

A promoter of inland ports

EFIP is promoting inland ports, their activities and their role in the national and international economy. EFIP aims at increasing the visibility of the inland ports towards the European transport, political and business environment.

For more information, please contact:

European Federation of Inland Ports (EFIP)

tel: +32.2.219.82.07.

fax: +32.2.736.63.25.

Treurenberg 6

B-1000 Brussel/Bruxelles

www.inlandports.eu

Contact: Isabelle Ryckbost, Director
isabelle.ryckbost@inlandports.be



New Lock Sevilla

Foreword

by **Willy Robijns,**
EFIP President



In 2009, EFIP celebrated its 15th Anniversary. This Anniversary was mainly marked by a new start for EFIP.

In April 2009, EFIP and ESPO decided to set up a joint office. This not only implied that the secretariat of EFIP was moved. A new Director was appointed and a new secretariat was set up.

With this double change of offices and staff EFIP has clearly plot a new course. After one working year in this new structure, I think we can say that new life has been breathed into the Federation. Some members who had given up their membership during the past years, rejoined the Federation. This was the case for the Nederlandse Vereniging Binnenhavens, the Dutch Federation of Inland Ports and the Belgian Port du Centre et de l'Ouest. Moreover, during this working year EFIP attracted some new members: the Port of Ghent joined in summer 2009 and in autumn this year EFIP and its members will officially welcome the Hungarian Port of Paks. Finally, we decided to open up an observer membership status for non European inland ports, having an interest in EFIP's activities. The Egyptian National River Port Management Company has joined EFIP as first observer.

This year we have also stepped up our efforts to increase the visibility of EFIP and its members. In fact, inland ports are still often the unknown ports. The inland waterway promotion centres are doing a good job to enhance the role of inland waterway transport. But inland ports are more than an access and exit gate to the waterway. Inland ports are co-modal transport nodes where inland waterway transport meet all other modes of transport: rail, maritime and road transport. Being at the crossroad between different transport modes, inland ports are becoming more and more clusters of logistic services. They offer logistic service providers efficient and flexible choices

and allow customers to combine the different transport modes depending on the demands of the market or the goods to transport and handle. To increase this knowledge about inland ports, EFIP is now spending a lot more efforts on providing information about its member ports, the developments in and around its inland ports. To that end, we developed a new website with a part dedicated to the ports with information on developments and projects in the ports.

However, this new developments within EFIP have not stopped EFIP of playing and reinforcing its role as voice of the European inland ports towards the European institutions. In this annual report you will find an extensive overview of the work done during this working year 2009-2010. EFIP has contributed in all relevant consultations organised by the Commission. Of course the review of the TEN-T policy was and still remains high on EFIP's agenda. A second priority was the role of the inland ports in offering urban freight logistics and the delicate balance between the port and the town development.

But this year EFIP has also proven to be proactive and to think ahead of the current political agenda. In that respect it is worth noting that as a result of successive debates between members, EFIP could find a clear and realistic compromise position on the concept of internalising external costs of transport. As a result, EFIP will be able to participate in a constructive way in the forthcoming debates on the issue.

To conclude I would like to thank all the members of EFIP who actively supported the recent changes and who showed again their enthusiasm for the work and the activities of EFIP. I would also express my gratitude to the secretariat who steered these changes in the good direction. I believe EFIP is back on track and ready to face the future challenges on the European political scene and to contribute to the development of a sustainable and efficient transport system for the future! ▲



“We need to introduce a wider vision of complementarity of transport modes and the place where most – if not all – modes meet is in ports”
 Matthias Ruete, Director general European Commission, DG Move



1. The Future of Transport

The Transport System of and for the Future should be sustainable and efficient

Since 1992, the European Transport Policy has been based on a “White Paper”, a strategic document setting out the policy aims for the next decade. The first White Paper came out in 1992. The second White Paper of 2001 emphasised the need for a “modal shift”, decoupling of transport growth from GDP growth and saw a great future in rail transport. In 2006, a midterm review of the 2001 White Paper was published: it launched the idea of “comodality” - optimally combining various modes of transport within the same transport chain - as the solution for freight transport.

Last year the European Commission started with a wide reflection on the Future of the European Transport System in view of the preparation of a new White Paper on Transport. This resulted in a Communication “A sustainable future for Transport: Towards an integrated, technology-led and user-friendly system”¹ that was published on 24 June 2009. This document summarised the results of this wide reflection. It further defined a vision for the future of transport and mobility until 2020, taking into account scenarios that may possibly arise decades beyond this date.

All interested parties were encouraged to contribute to the consultation exercise and give their view on this reflection document of the European Commission.

EFIP contributed to the consultation exercise. Indeed, this consultation on the Future of Transport, was considered as an ideal opportunity for EFIP to reflect in a comprehensive

¹COM (2009)279

way on its views on the Future of the European Transport System and on the role European inland ports could and should play in this system.

EFIP’s response to the 2009 reflection document

In its response EFIP emphasised that, to be successful the transport system of and for the Future should be driven by these two words: “sustainability” and “efficiency”. Sustainability by getting a better balance between modes, efficiency by integrating modes and operators.

The European Federation of Inland Ports identified six major priorities for the Future European Transport system:

1. The need for a fully integrated transport infrastructure network

An efficient and sustainable transport system cannot be based on a one-mode policy but should be based on a successful combination of inland waterway, rail, road and maritime transport. Depending on the type of freight, the geographical situation, the distance, one combination of modes can prove to be more attractive than another combination. To EFIP it is of vital importance that the shift of goods from one transport mode to another can happen in an efficient way. Inland ports have a big potential in making the intermodal transport and supply chain work in practice. Looking at the TEN-T policy, EFIP notes that, up to now too little attention was paid to the connection between the TEN-T projects and the interconnection between the projects and the existing infrastructure. The European inland ports therefore emphasise the need to come to a real TEN-T “network”. The development and



Port of Linz



Erasmusbridge Rotterdam

optimisation of intermodal nodes and interconnection points with potential should be one of the main pillars of the new TEN-T policy and the future Transport policy.

More about EFIP's views and activities on the TEN-T policy review can be found in Chapter II.

2. Cooperation between inland ports and seaports: remove the administrative and operational bottlenecks

The last decade seaports have been facing enormous growth rates in container handling. Even if the current economic slowdown is delaying this ongoing trend, EFIP is convinced that, more and more, seaports are obliged to look beyond their own infrastructure and facilities and to liaise with intermodal inland terminals in their hinterland. Besides, it is clear that an advanced cooperation between seaports and inland ports not only offers a solution for the congestion in the seaports, but can also decongest the area around the seaport by bringing goods further into the hinterland in a more sustainable way.

An enhanced cooperation between inland ports and seaports can contribute in making the freight transport system more sustainable and efficient. To achieve this goal the remaining administrative and operational bottlenecks should be addressed. One can think in that respect of the diverging interpretations of European customs regulations, too long delays for loading, unloading of inland waterway transport ships in seaports,...

But of course, if inland ports want to increase their cooperation with seaports, they also have to make choices and efforts to be safe, be secure,... in order to be ready to become efficient decongestion hubs for their maritime counterparts.

EFIP further asks the Commission to examine to what extent inland ports could also be integrated in the "European Maritime Space without Barriers" concept, in order to simplify and facilitate not only the maritime transport between European ports, but also the further transport flow into the inland ports.

This idea has in the meantime been taken up by MEP Dirk Sterckx, rapporteur on the "Maritime Space without Barriers" proposal and resulted in a provision in the final directive obliging the European Commission to present a report to the European Parliament and the Council in which it has to consider "how far the aim of this Directive, [...] should be extended to the areas inland of those ports, particularly to river transport, with a view to the quicker and smoother movement of maritime traffic inland and a lasting solution to congestion in and around seaports".²

² Cfr. Recital 22 and article 15, Position of the European Parliament adopted at first reading on 6 July 2010 with a view to the adoption of Directive 2010/.../EU of the European Parliament and of Council on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Union and repealing Directive 2002/6/EC

3. Urbanisation: restore the balance between logistic and housing needs

The European Commission foresees a continuing increase of the European population residing in urban areas, raising to 84% in 2050.

EFIP underlines in that respect that this urban sprawl does not only imply more transport needs and mobility problems for individuals, but above all a fast growing demand of goods to be delivered in towns (consumption goods, building material,...).

EFIP therefore stresses the need to valorise the logistic benefits of an inland port in a town. Facing the challenge of increasing urban congestion, local authorities cannot reserve the river and river banks for housing, offices and pure panoramic purposes only. EFIP pleads for a rebalancing between the different functions of the riverbanks, between the logistic needs and the housing and leisure needs. If needed, some space along the waterway should be safeguarded for logistical purposes or other river-related uses. At the same time, a good access to the port area should be guaranteed. It is finally essential that municipal and regional authorities involve the port authorities when preparing a new development strategy for the town.

More about EFIP's views and initiatives as regards urban mobility and urban freight transport can be found in Chapter III.

4. Internalisation of external costs of transport: a step by step approach

In its Communication, the Commission stresses the need to introduce correct pricing of externalities of all modes and means of transport in order to help transport users find transport alternatives that are best for the economy and the environment. The Commission considers this as the basis for better cooperation between the transport modes.

EFIP understands the Commission's plea for the internalisation of external costs (congestion, health problems caused by noise and air pollution, accidents, greenhouse gas emissions, etc.), but realises that introducing this concept as a general principle in a balanced and fair way is difficult and will need time.

The European inland ports consider a step by step approach as the best way to unlock this difficult dossier and would recommend to start with some externalities and work on the basis of pilot projects. A good example in that respect is the removal of urban waste (see also Chapter III).

It should however be clear that internalising the external transport costs can only be considered as an instrument to make transport modes more comparable for the user, but not as a way to increase the overall cost of transport. Moreover the internalisation should only relate to the transport, not to the port activities.

See also chapter IV to read more about EFIP's views and initiatives on the subject of internalisation of external costs.



Port of Paris

5. A better cooperation of transport modes and operators

Shifting from a 100% road transport use to an intermodal transport solution is not always an easy change for shippers. Often transport users are not aware of existing alternatives to road transport, certainly not if recent developments in infrastructure or service have made these more attractive. Therefore shippers should be informed and, if necessary, assisted by experts in defining intermodal solutions for the transport of their goods.

In its response to the 2009 Consultation paper, EFIP therefore suggests that the existing Short Sea Shipping promotion Centres would be turned into Co-modality Promotion Centres which would be looking at the whole logistic chain and consider all transport modes. The existence of these centres should moreover be promoted more widely.

On the other hand, the quality and efficiency of an inland port often depends of its capacity to transship and combine the different transport modes. Indeed, inland ports are the nodal points where inland waterway transport meets with road, rail and maritime transport. A better cooperation between operators of different transport modes and different countries is a priority for inland ports.

At the same time the remaining administrative bottlenecks for intermodal transport should be removed.

Technology can also play a role in achieving a better cooperation between transport modes. It is often operational and technological problems that refrain transport operators of using inland waterway transport or combining different transport modes. In particular research should be encouraged into new possibilities for inland waterway transport: e.g. inland waterway transport of pallets by barge,...

6. Further integration with the neighbouring countries

In terms of transport traffic flows, the EU is not isolated. EFIP therefore argues that, when developing its policy with neighbouring countries and/or future EU member states, it is essential that the EU is giving the required attention to the transport network, in particular the inland waterway network that provides for a natural link between regions and countries. The development of the South East Europe Core Regional Network, that brings together several countries linked by an inland waterway network, requires in particular EFIP's attention.

Further steps

On 6 July 2010, the European Parliament from its side, adopted its opinion on the White Paper reflection document. Supported by the European Parliament, the rapporteur Mathieu Grosch introduces the concept of "effective co-modality" implying an effective use of the various modes of transport.

The European Parliament further asks to give a greater role and more support to inland waterway infrastructure, inland ports and the multimodal linking of sea ports with the hinterland in view of reducing the environmental impact and increasing the safety of the European transport system.

It is now expected that Commissioner Siim Kallas will publish his White Paper at the end of 2010. Even if the concrete content of this strategic document is still unknown, the Commission has already revealed at different occasions that the backbone of the new document would be the three "C's", being Competitiveness, Citizen and Climate Change and the three "I's" referring to Innovation, Infrastructure and Internal market.

EFIP will be following very closely the further discussions in view of the new White Paper and remains at the disposal of the European Commission, the European Parliament and all other interested parties to provide input or feedback. ▲



“Only a well coordinated effort, a balanced infrastructure, a modernised fleet, a well organised network of inland ports, in synthesis a harmonised approach and a close cooperation between public and private enterprises can integrate inland navigation into the transport network”

Karla Peijs, EU coordinator for inland waterways



2. The Review of the Trans-European Transport Network

Inland Ports are essential Nodal Points in a real Comodal TEN-T Network

Towards a better integration of the Trans-European Transport Network

On 4 February 2009 the European Commission published a green paper “towards a better integrated Trans-European Transport Network at the service of the Common transport policy”³ to open the debate on the current TEN-T guidelines and to reflect on a more fundamental review of the TEN-T policy to be proposed in 2010. In the Green Paper the Commission made the balance of the current TEN-T policy and was suggesting three options for review. Option 1 was to maintain the current situation of a dual layer structure with a comprehensive network and a series of unconnected priority projects. The second option was to reduce the TEN-T policy to a single layer with only the priority projects to be linked eventually into a priority “network”. Option 3 was to maintain the dual layer structure with the comprehensive network and a core “network” (instead of the current unconnected priority projects). The “core network” would in this case contain a geographically defined priority network and a conceptual pillar to help integrate the various transport policy and transport infrastructure aspects.

In its response to the green paper, EFIP supported the third option as the best way to go forward with the revision of the TEN-T policy. The Federation stressed that it is time to recognise the importance of optimising the infrastructure and the operational aspects of the interconnection points. Moreover, the European inland ports argued that the linking up of the different TEN-T priority projects into a core

³ COM(2009) 44 final

“network” would without any doubt, add the most value to the already achieved and the ongoing priority projects at the least possible cost.

The Commission Consultation on the Green Paper was followed by a TEN-T Conference in Naples on 21 and 22 October 2009. EFIP participated in the waterborne transport session of this conference, where it presented its point of view. As a next step, the European Commission set up different expert groups with the aim to assist the Commission in developing a methodology for the planning of the future TEN-T. The report of these experts groups were used to develop a new working and consultation document that was published by the European Commission on 4 May 2010⁴.

The role of inland ports in the TEN-T network

The new consultation document was discussed during the 2010 TEN-T days in Saragossa on 8 and 9 June 2010. The European Federation of Inland Ports submitted a written contribution to this conference outlining its concrete views on the role inland ports should play in the co-modal TEN-T network and suggesting criteria for taking up inland ports into the core network. In its submission, EFIP strongly supports the rationale of the review of the TEN-T network: modernising the network, taking into account the new EU territory by better linking East and West, taking climate change into consideration and putting more emphasis on nodes (inland and seaports, urban nodes). EFIP hopes that the reviewed network will fully reflect these priorities.

⁴ COM (2010)212 final



Ports of Switzerland

EFIP urges the European Commission to integrate the whole inland waterway network and all inland ports in the comprehensive TEN-T network. Missing inland waterways of importance should be included in the comprehensive TEN-T maps. Important examples are the inclusion of the North Italy Waterway system. The developments made during the last ten years should be integrated into the TEN-T network maps, which are not up-to-date. Another important example is the Guadalquivir linking the Atlantic Ocean with the Inland Seaport of Sevilla. This stretch of 80 km inland waterway does not figure on the TEN-T maps. A final example are the Swedish inland waterways which are also not yet included in the European Waterway network.

Moreover a selection of inland ports should be integrated into the EU Core Network. To define which inland ports should be lifted into the core network, EFIP is looking at the rationale put forward by the Commission for this TEN-T review. As a result, EFIP believes that the following trimodal inland ports of strategic importance should be taken up into the core network:

- ***Inland ports situated on a TEN-T priority inland waterway but also inland ports situated on a TEN-T priority rail-projects*** should be taken up into the core network. Of course, the main inland ports laying on the priority inland waterway projects 18 (Waterway axis Rhine/Meuse-Main-Danube) and 30 (inland waterway Seine-Scheldt) should be considered as main hubs and should be taken up in the core network.

But inland ports laying on the TEN-T rail priority projects can also have a crucial function as entrance and exit to the rail network, linking the rail with the inland waterway. By optimising the inland waterway connections to and from the inland ports on the big rail corridors, one would enhance efficient comodality between rail and inland waterways.

- ***Inland ports in the strategic hinterland of the gateway ports:*** inland ports are increasingly serving as back up and feeder for the major European seaports and can be a part of the solution for the congestion in the seaports (decongestion hub). In some cases, inland ports are developing as a hinterland extension of seaports. This is certainly the case for inland ports who are open to short sea shipping vessels. Besides, by bringing goods further into the hinterland in a more sustainable way, one is not only solving the congestion in the seaport but also decongesting the area around the seaport.

The other way round, the presence of good hinterland relations with inland ports, avoiding bottlenecks in and around the seaports, should be one of the conditions to take up a seaport in the TEN-T core network.

- ***Inland ports that are situated in or next to important urban nodes, Member States capitals and other cities or agglomerations of supra-regional importance.*** As "gate" to inland waterway transport and rail transport, these inland ports can contribute in finding sustainable solutions for urban freight and supply of big cities and can help in facing the challenge of the growing urbanisation.

In addition, EFIP considers that trimodal inland ports of strategic importance which are in the core network can form a cluster with surrounding smaller inland ports and function in this perspective as an important inland hub allowing for the necessary massification of goods to be transported by inland waterways. Clusters between inland ports and seaports should in that respect also be encouraged.

EFIP believes that EU financial support for multimodal connections to and from ports should receive much higher priority. Up to now only 0.5 % of the TEN-T budget was spent on port-related projects. If ports are to play their role as nodal point and pillar of the reviewed TEN-T networks, this should be reflected in the TEN-T budget.

Finally, considering the role of inland ports as co-modal nodal points in the inland transport chain, EFIP highlights the importance of the interoperability of intelligent transport systems and new technologies across the different transport modes. The harmonisation of the technological systems is the key to making intermodal transport a success and should thus be an important element of the TEN-T network.

These recommendations will be submitted as response of the European Federation of Inland Ports to this second EC TEN-T consultation which is running until mid September. The European Commission is due to publish the results of the consultation in autumn. The actual legislative Commission proposal with new TEN-T guidelines is expected to come out in spring 2011. EFIP will continue to monitor very closely this process.



“Il n’y a pas de bonheur dans une ville sans l’eau”
 Daniel Percheron, President of the Regional Council of Nord Pas de Calais on the
 occasion of the 75th Anniversary of the Ports of Lille



3. Urban Mobility

The logistic benefits of having an inland port in a town should be revalorised

Recently, the European dimension of urban mobility issues have been recognised.

In September 2009 the European Commission adopted an Action Plan on Urban Mobility⁵. The Action Plan proposes twenty concrete measures to help local, regional and national authorities achieve their goals for sustainable urban mobility. Moreover, in the Commission’s 2010 consultation paper on the future TEN-T policy, the role of cities as main nodes is clearly stressed. Finally, looking at the preparatory work for the new White Paper, the Commission is identifying the growing urbanisation as one of the big challenges.

EFIP welcomes this increased European interest for urban mobility issues. Indeed, even if local authorities are best placed to define and implement urban mobility policies it is clear that urban transport systems are an integral element of the European transport system. Very rightly, the Commission stresses that urban mobility is a central component of long distance transport since most of the transport starts, passes through or ends in an urban area.

Last year, EFIP has put a lot of efforts in underlining the role inland ports can play when it comes to developing sustainable solutions for European towns and their citizens.

EFIP’s response to the Action Plan on Urban Mobility

First, the European Inland Ports prepared a reaction to the Action Plan on Urban Mobility, setting out three main messages.

- *Urban inland ports are sustainable entry and exit gates to the town*

The European Commission stresses that urban areas should provide efficient interconnection points for the Trans-European transport network and offer “last mile” transport for both freight and passengers. In that respect, inland ports can function as a real “gate” to waterborne and rail transport for goods leaving the town. The other way round, inland ports can help in making the “last mile” transport as efficient and limited as possible by bringing the goods in a sustainable way into the towns, from where they can be distributed to their final destination.

- *The balance between logistic and housing use of the river banks should be restored*

Historically a lot of towns were built along the water for the precise reason that a waterway was needed to supply a town. Mainly due to the rapid development of road transport, river transport in towns went into decline and the river bank areas ran down quickly. During the last decades however, towns have rediscovered the attractiveness of the riverside. River banks have become the dream location for real estate and housing projects, leisure activities and other non river related use. The space along the waterways has often lost its specific

⁵ COM (2009)490



Ports of Switzerland

logistic function and the inland city ports are often getting squeezed. As a result, inland ports risk to lose their capacity of responding in an adequate way to the growing supply and distribution needs of towns.

EFIP strongly believes the logistic assets of an inland port in a town should be revalorised. Moreover, the different functions of the riverbanks should be rebalanced. If needed, some space along the waterway should be safeguarded for logistical purposes or other river-related uses. Finally municipal and regional authorities should involve the port authorities when preparing urban mobility plans.

- ***Price signals should encourage sustainable transport of urban waste***

Removing and managing the fast increasing waste amounts in towns is one of the challenges of urbanisation in Europe. Too often, the environmental advantages of collecting and recovering waste are lost because of the transport.

Over recent years, many inland ports have built up experience in finding sustainable solutions for the collection of waste or the transport of waste from the collection point to the waste recovery plants. Even if successful, these environment-friendly methods of waste removal are often more expensive than the transport by truck. Because of budgetary constraints, the use of the waterway for the removal of urban waste remains under threat. A price signal could help competent authorities and waste treatment companies in choosing sustainable solutions for the transport of waste.

EFIP would like to encourage the Commission and competent authorities in the Member States to start by introducing the “smart pricing” for the waste transport between the collect centres and the recovery plants. At the same time, public tenders for waste transport should include the obligation to use more sustainable transport modes.

Conferences on urban freight transport

Secondly, EFIP organised a lunch meeting in the European Parliament on 2 December to illustrate the role inland ports can play in offering sustainable solutions for urban freight transport, to see what more could be done at EU level to support these projects and to encourage other towns to follow this example. At the meeting, that was hosted and chaired by Belgian MEP Saïd El Khadraoui, representatives of the French ports of Lille and Paris and of the Belgian port of Liège presented their best practices. EFIP’s President Willy Robijns gave a presentation of the “Waste ship” project, a project aiming at shifting waste streams from road to inland waterways. All speakers emphasised the need for space along the water, political will and a mental shift. The meeting was well attended and allowed for an interesting discussion among MEPs and the other political staff of the European Parliament, European Commission’s and national representatives, and the stakeholder organisations.

Finally EFIP and its members participated actively in ESPO’s 2010 Conference on Societal Integration of Ports, that was held in Helsinki from 26 to 28 May. EFIP participated in one of the parallel workshops of this conference focusing on the subject “A port to live in”.

Next year EFIP will step up its efforts to ask for a better integration of urban freight issues in the urban mobility discussions at EU level and further claim the role inland ports can play in offering sustainable solutions for urban freight transport. On 16 and 17 November the Belgian Presidency of the European Union is organising a Conference on the topic in which EFIP and its members are due to participate actively. ▲

"Inland ports are essential components of the trans-European transport network and vital elements for a sustainable and efficient multimodal transport system linking inland waterways, rail, road and maritime transport. With their important industrial and logistics activities they are generating jobs, turnover and income and are thus contributing to the competitiveness of the European economy and the territorial cohesion."

Siim Kallas, Vice-President of the European Commission in charge of transport



Port of Decin

4. Sustainable development policy

Internalisation of external costs

As already mentioned in Chapter I, it seems that the European Commission is seriously thinking about the concept of correct pricing of externalities of all modes and means of transport in order to help transport users find transport alternatives that are best for the economy and the environment.

EFIP is following these developments with a high interest. Anticipating possible European initiatives EFIP has put the subject of internalisation of external costs of transport on the agenda of its General Assembly in October 2009 in Mantova. The aim of the discussion was to see if it was possible to formulate an EFIP point of view, given the differences (size, modal split, ...) among European inland ports.

The discussion resulted in a compromise position in which the European Federation of Inland Ports backed the Commission's plea for internalisation of external costs. EFIP's members realised that it would be difficult to apply it as a general principle and that time would be needed. But the European inland ports were ready to participate in the European debate.

EFIP stressed that the internalisation of external costs should be seen as a tool to make transport modes more comparable, not as an instrument to increase the overall cost of transport. It suggested to take a step by step approach as the best way to unlock this difficult dossier: start with some externalities and work on the basis of pilot projects.

This discussion was pursued in the margin of EFIP's Executive Committee in Sevilla in March 2010. During this second exchange of views EFIP focused on the different methods of calculating external costs of transport. Experts from the European Commission and the European Commission Joint Research Centre were invited at this workshop.

The reasons for EFIP to look at the methods of calculation are twofold. First there is the request of some clients of the inland ports to provide the external costs and/or the environmental footprint of the different transport modes used. Second, the carbon footprint and the external costs can become a « selling argument » for ports and can be used to receive more support for investments in and around port.

The discussion in Sevilla mainly focused on two questions: Which method should be used? Is there a clear definition of external costs?

Through the discussion with the Commission experts and the EFIP members it became clear that even if there was no officially recognised single method, the European Commission is de facto considering the model used in the Marco Polo calculator as best practice. Moreover it was revealed that external costs are already taken into consideration at EU level, more in particular during the evaluation of Marco Polo projects and of national state aid projects. Through simulations the experts demonstrated that internalisation of external costs would have a clear positive impact for inland waterway transport and rail transport. Finally, it was stressed that, so far, only the cost of transport was included in to the calculation of external costs and neither the cost of transshipment (small impact), nor the cost of infrastructure.



EFIP will monitor very closely further developments on this subject. The revision of the Eurovignette directive is currently blocked in the Council of Ministers. This directive aims at regulating the concept of internalisation of external costs for road freight transport for Member States who decide to introduce it in their policy. The Belgian Presidency of the European Union considers this dossier as a priority. One can expect that the negotiations on this eurovignette dossier will activate the broader political discussion on correct pricing for transport.

In any case, the forthcoming new Transport White Paper will indicate how high the issue will stand on the transport agenda of the European Commission during the forthcoming years.

Environmental guidelines for rivers

In 2009 the European Commission decided to set up an Ad hoc Rivers working group with the aim of developing guidance on how best to ensure that activities related to inland waterways development and their use are compatible with the EU's nature conservation requirements. The working group is composed of experts from interested Member State authorities, scientific experts, representatives of key stakeholder groups, NGOs as well as Commission services (DG Environment, Transport, Regional policy). A first working group meeting was held in February 2009, a second one on 2 October. EFIP adhered to this working group. Since the meeting of October where the terms of reference of this Ad hoc working group were discussed, no further meetings have been organised. EFIP will participate in further meetings once planned.

It is worth noting that the European Commission has almost finalised a similar exercise for estuaries and adjacent coastal zones. These guidelines on the implementation of the birds and habitats directives in estuaries and coastal zones with particular attention to port development and dredging, are expected to be published in autumn and will probably also be used as reference for developing the guidance to be developed for rivers.

Review of the Seveso directive

Following an accident in 1976 at a chemical plant in Seveso (Italy), a Directive on the major-accident hazards of certain industrial activities was adopted in 1982. This so called "Seveso-Directive" has been replaced and reviewed at different occasions. Another review is currently underway, the aim of which is to adapt the Directive to changes to the European system of classification of hazardous substances referred by in the Directive.

Until now, transport related activities within ports and marshalling yards were excluded from the scope of the Seveso Directive.

In order to prepare the current review of the Seveso Directive, the Commission has asked for some studies. One of the studies commissioned by DG environment mentions the extension of the scope to other installations such as pipelines, railway stations and harbours and considers it as a possible long term measure.

In response to this study, EFIP submitted together with ESPO and FEPORT, the European Federation of Private Port Operators, a common position paper arguing against the possible inclusion of ports and inland ports into this Directive.

In their position paper the three organisations argue that the business interest of ports and terminals is the efficient handling and forwarding of cargo streams and not the storage of goods. The overall aim is the optimisation of cargo handling and therefore the minimisation of the required time for intermediate storage. However, it is clear that the industrial installations in the port where dangerous goods are received are currently falling under the provisions of the Seveso Directive and should continue to do so. But safety will not be improved by expanding the area of application to the entire port area, where the risk is not equal and alternative measures are already in place. EFIP will be following eventual further developments in this dossier.

"Green" conferences

Besides the above mentioned topics, EFIP and its members had the opportunity to highlight the environmental assets of inland ports in the framework of different conferences during the last year.

On 24-25 February 2010, the 5th International Ports and the Environment Conference and Exhibition, GreenPort 2010 took place in Stockholm in association with EcoPorts and ESPO.

Delegates gathered in Stockholm to discuss key port environmental issues such as: Climate Change, Port Authorities' green initiatives, Biodiversity and Natura 2000, the Port-City Relationship, Port Technology and Renewable Energy. EFIP and its members participated actively in the conference, in particular in the session dedicated to the subject "inland ports, a sustainable solution for seaports".

On the occasion of the Danube Summit in Linz (31 May-2 June 2010), EFIP's President Willy Robijns was invited to give a presentation on good environmental practices in European Inland Ports. By showing eight examples Willy Robijns was giving evidence that even if inland ports as such are contributing to sustainable transport, they are not resting on their laurels and are investing a lot in greener solutions. ▲

"I am convinced that the Danube Strategy will contribute to spreading security and prosperity to Europeans wherever they live in the Danube region. This is not because "I am an optimist "but because "I am determined" as Robert Schuman would have put it."

Johannes Hahn, European Commissioner for Regional Policy



5. The EU Strategy for the Danube Region

One river, one transport system

During the European Summit of 19 June 2009, the European Council leaders formally requested the European Commission to prepare a strategy for the Danube region by the end of 2010. This would then be adopted by the Heads of State and Government in the first half of 2011, under Hungarian EU presidency.

Fourteen countries are to be involved in this forthcoming Strategy for the Danube Region. Eight are EU Member States: Germany, Austria, the Slovak Republic, the Czech Republic, Hungary, Slovenia, Romania and Bulgaria. Six are non EU Member States: Croatia, Serbia, Bosnia and Herzegovina, Montenegro, the Republic of Moldova and Ukraine.

To start with and in view of reaching the stakeholders and gathering their ideas, the European Commission organised a public consultation in Spring 2010. EFIP participated in this consultation and submitted a position paper. Subsequently, the European Commission organised a series of events in different places along the Danube (Ulm, Budapest, Vienna-Bratislava, Ruse and Constanta).

Besides the activities organised by the European Commission, the MEP Danube Forum, chaired by the Romanian MEP Silvia-Adriana Ticau, also dedicated a Conference to the subject in the European Parliament. The aim of the conference organised on 15 April 2010 was to have an open dialogue with Members of the European Parliament, officials of the European Commission, experts and stakeholders as well as with representatives of the Committee of the Regions and the European Economic and Social Committee from the member states bordering the Danube river. Later on this year, on 30 June, the Embassies of Austria, Bulgaria, Croatia, Germany, Romania, Serbia, Slovakia and Hungary organised a conference in Brussels on "The role of Danube in a competitive Europe: Cooperation, Connectivity, Communication".

At both occasions, EFIP had the opportunity to present its views on a Strategy for the Danube:



Port of Izmail



Port of Frankfurt

To start with, EFIP pleads for a « Danube Strategy » that includes all the riparian states, not only the EU member states. EFIP further asks for an independent analysis of the situation on the Danube. The European inland ports ask for common rules for an integrated Danube market and for a gradual harmonisation of EU navigation rules. Furthermore the role of ports as interfaces between the Danube river and the hinterland should be reinforced and the knowledge about free market mechanisms, logistics, planning, costs, environmental protection,... at high and middle management level in the ports should be improved. Finally EFIP emphasises the need for cooperation between local communities and ports.

Ports should be involved in urban mobility plans. As to conclude, EFIP asks the Commission and the different authorities concerned to look beyond the river banks, when assessing projects to develop navigation on the Danube and to look at the social, environmental and economic benefits for the whole region of such a development.

EFIP was also well represented at the 5th Danube Summit being held this year in Linz (Austria), where it participated with an exhibition stand. ▲



Port of Strasbourg

6. Partnerships and Platforms

During this working year, the new EFIP secretariat reactivated the contacts with different partner organisations and international platforms. The aim is to further strengthen the relationship with these different platforms during the forthcoming years.

On 24 and 25 June 2009 the **Central Commission for the Navigation on the Rhine (CCNR)** organised a Congress on the effects of Climate Change on the navigation on the Rhine. EFIP attended this congress. In the meantime EFIP has been invited to actively participate in a Consultative conference that is being organised by CCNR in autumn, with the aim of having an exchange of views between CCNR and EFIP on subjects of interest to inland ports.

On 29-30 June 2009, the **International Commission for the Protection of the Danube River (ICPDR)** organised its Second Stakeholder Forum in Bratislava (Slovakia). The aim of this ICPDR Stakeholder forum was to encourage the active involvement of stakeholders and draw maximum attention to the preparations of the Danube River Basin Management Plan (DRBMP). EFIP took part in this Forum.

The European Federation of Inland Ports is a member of the Steering Committee (SCOM) of **Platina**, the platform for the implementation of the Naiades programme. The Steering Committee is responsible for the strategic guidance of the project's technical actions and recommendations. It consists of high-level representatives of Member States, third countries, river commissions, the inland navigation industry as well as of the European Commission. EFIP participated in the third PLATINA Steering Committee meeting that took place in Rotterdam on 15-16 June 2010. During that meeting a detailed presentation of the achievements of the second working year of Platina was presented: the second edition of the Platina Good Practices Report, the creation of an Innovation Database, the development of a concept for Standards of Training and Certification in Inland Navigation (STCIN) and the newly launched RIS Information Portal. ▲



Port of Krems

“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”

Charles Huygens, Former president of EFIP



Ports of Mantova

7. EFIP Inside

On 2 April 2009 EFIP and the European Sea Ports Organisation (ESPO) signed an agreement to set up a joint office in Brussels. Under this agreement the secretarial services of both organisations are coordinated by ESPO. EFIP and ESPO stay however separate legal entities with independent decision-making structures. The agreement is an extension of the Platform of European Sea and Inland Ports which both associations established three years ago to underline the increased co-operation between sea and inland ports in the European logistical landscape and to reinforce the voice of European port authorities in Brussels.

Following the agreement, Isabelle Ryckbost was appointed Director of EFIP. She started her work at the joint EFIP-ESPO office on 4 May 2009.

During Summer 2009 Charles Huygens, Vice President of EFIP and former President and founding member of EFIP, left the Port of Brussels and as a result proposed that Rainier Reekmans, Commercial Director of the Port of Brussels, would take over his functions within EFIP.

In Autumn 2009, the members of EFIP gathered for their Annual General Assembly in Mantova. It was the occasion for EFIP to celebrate its 15th Anniversary. At the General Assembly meeting in Mantova, EFIP's new Director presented her working programme. Furthermore, the General Assembly discussed about the internalisation of external costs of transport. The General Assembly welcomed the Port of Ghent (Belgium) as a new EFIP member. Finally the EFIP members agreed to nominate a Third Vice President, who will represent the Eastern and Central European countries. Carmen Costache, President of the Romanian Inland Ports, was nominated in that respect. The General Assembly further accepted the nomination of Rainier Reekmans as Vice President.

The General Assembly meeting was followed by a visit of Mantova's port area by boat. The port visit was combined with a conference where representatives of the European Parliament and the European Commission informed EFIP and its members about current developments in EU transport policy of interest to inland ports.

Belgian liberal MEP Dirk Sterckx participated in this Conference. Cesare Bernabei, Policy Coordinator for inland waterway transport projects in the European Commission and right hand of European IWW Coordinator, Karla Peijs and Roberto Ferravante, DG Transport, Deputy Head of Unit, of the then DG TREN Unit dealing with logistics, co-modality, inland waterways represented the European Commission. Paolo Costa, former President of the Transport Committee of the European Parliament and Chairman of the Port of Venice, was the central guest of the dinner on 16 October. On 17 October a visit of the Port of Venice concluded this two - day meeting.



From 25 to 27 March 2010 the European Federation of Inland Ports and its members were coming together in Sevilla to hold their Executive Committee meeting. At the Executive Committee meeting, the EFIP members were welcoming again the Dutch Association of Inland Ports (Nederlandse Vereniging Binnenhavens) who decided to come back to EFIP after a suspension of their membership during the last two years.

EFIP's Executive Committee further decided to create an observer member status for inland ports from outside Europe willing to be involved in EFIP's activities. The National River Port Management Company, Egypt's leading operator of river ports became the first observer member of EFIP. Moreover EFIP held a discussion in Sevilla on the different methods of calculating the carbon footprint and the external costs of transport with representatives of the European Commission's DG move and its European Research Centre. And of course the EFIP delegation visited the Port of Sevilla and the recently opened lock with Fausto Arroyo, Director of the Port.

In the meantime the Port du Centre et de l'Ouest (PACO) has expressed its wish to rejoin EFIP. This membership will be officialised during EFIP's next General Assembly to be held in October in Belgium. At this occasion it is also expected that EFIP will accept the Port of Paks (Hungary) as a new EFIP member. ▲

8. The Year in Pictures







75th Anniversary Ports of Lille

9. Good News about EFIP's Members

The working year 2009-2010 did not only mean a new start for EFIP, but has also been a challenging and active year for a lot of EFIP's members. In this chapter, you will read about the life and activities in and around our Member ports. Of course this is only a random selection. More about the members activities during the last year can be found on their websites. The weblink to the Ports's websites can be found on: www.inlandports.eu

Rheinlandports: three ports, three countries, three modes

In 2009 the Port of Basel (Switzerland) has developed together with the Port of Mulhouse (France) and the Port of Weil am Rhein (Germany) a trimodal logistic platform, "Rheinports". This "3 countries, 3 ports and 3 modes" concept shows very well how inland ports are joining their forces and creating synergies at a cross border European level. By joining their forces the inland ports also want to become more attractive partners for the seaports. For more information, see: portof-switzerland.ch/site/

New cruise service "Nave + Bici" in Mantova

On 5 June 2009 a new cruise service "Nave +Bici" was inaugurated leaving from the Port of Mantova. The idea is to combine a boat and bike trip along the river Po from Mantova to Venice. The cruise ship "Vita Pugna" can accommodate up to 25 people. More information can be found on: www.vitapugna.it

Wanda project on Waste Management for Inland Navigation on the Danube

Since July 2009 the Maritime Danube Ports Administration SA Galati is participating in the activities of the Wanda project on Waste Management for Inland Navigation on the Danube. The project aims at creating a transnationally coordinated Waste Management system that shall be applied in all Danube riparian countries. WANDA is funded by the South East Europe Transnational Cooperation Programme (SEE) of the European Union in Priority 2 - "Protection and Improvement of the Environment" and was approved in June 2009. The 3-year project brings together nine partners from seven countries (Austria, Slovakia, Hungary, Romania, Bulgaria, Croatia and Serbia) which are all operating in the field of navigation, infrastructure services or research. The consortium is coordinated by Via Donau - Austrian Waterway Company as Lead Partner. More information can be found on: www.southeast-europe.net/en/news_and_events/project_news/wandaprojectkicksoff

NINA-Net: a network for the promotion of inland and fluvio-maritime navigation in Northern Italy and the Northern Adriatic Sea

In September 2009, the European Commission issued a call for proposals with the aim of promoting the objectives of the common transport policy. One of the grants would go to the creation of a network of centres for promoting inland waterway navigation. The Unione Navigazione Interna Italiana decided to submit together with the Agenzia della Lombardia Orientale per I Trasporti e la Logistica a



Jean - Louis Bertrand,
Port of Liège

project, namely to create the "NINA-Net", a "Network for the Promotion of Inland and fluvio-maritime Navigation in Northern Italy and Northern Adriatic sea". In January 2010 they received the good news that their project was accepted. This means that they receive a grant of € 96.544 (50%) on a total budget foreseen for this project of €193.088.

With this project the initiators want to develop and implement a coordinated promotional strategy to show the several services and infrastructures of inland waterway transport as a unique offer, to reach new markets and operators in Europe and improve the ability of communication. Potential users will be involved through the organisation of technical seminars where European best practices and benchmark case studies will be presented. Special attention will be given to the transport of dangerous goods, where the inland transport can play an important role in the future, especially in congested areas such as the Po Valley.

More information about the project can be found on:
<http://www.alot.it/index.php/it/progetti/nina-net>

The Dutch inland ports promote a unique system of shore power

The Dutch seaports decided to provide on shore power for inland ships in order to limit the noise in and around seaports and to reduce emissions. As a result, on 19 November 2009, the Dutch National Port Council adopted guidelines for on shore power supply in inland navigation. In view of obtaining a uniform system in the Netherlands (namely among its 359 inland ports), the Dutch Association of Inland Ports, Nederlandse Vereniging Binnenvaarts, has decided to support this initiative by promoting this system towards the different local authorities and port authorities. By promoting a unique system for all, the NVB hopes to facilitate the use and to reduce costs as much as possible.

Next step is to have this system used at EU level as well. The Dutch Association is looking in that respect at EFIP. For more information: <http://havens.binnenvaart.nl/>

The Port of Liège receives the "Mérite de Cristal"

On 22 April 2010, the Port of Liège was awarded the "Mérite de Cristal" by the French Chamber of Commerce and Industry of the Provinces of Liège and Luxemburg. This award is given to a company or institution that has made an important contribution to the improvement of the commercial exchanges between France and the Belgian provinces of Liège and Luxemburg.

More than 400.000 tonnes are transiting annually the Port of Liège on their way to or from France (Regions Nord-Pas-de-Calais, Moselle, Metz, Alsace and Lorraine,...). Moreover, the Port of Liège is in close contact with the French maritime Ports of Dunkerque and Le Havre. Finally, the Port of Liège is developing different projects with the French inland ports of Paris and Lille.

Ports of Lille celebrates its 75th Anniversary: "the Ports of Lille, more than a port"

On 23 April 2010 the Ports of Lille celebrated its 75th years of existence with a ceremony in the prestigious Chambre de Commerce et d'Industrie of Lille. The port was created in 1935 and was used in the first years for the handling of agricultural products. Gradually it developed other activities. The first container terminal was opened in 1990 and the port is since 1999 investing a lot in the transport of waste. The 75th Anniversary is certainly not the end of investments and evolutions in the port. Plans for developing an "eco-area" are ready. From the start, the Ports of Lille has played a very active role in both the French national association of inland ports, AFPI and EFIP.

"Ecomparateur" Port of Paris counts environmental gains IWT

The Port of Paris has developed a tool on its website allowing potential clients to measure the environmental gains of using combined transport (water-road) instead of 100% road transport when transporting goods between the seaports of Rouen and Le Havre and the Seine Basin. The instrument also looks at the cost for the company in each case and the difference in time of transport. The calculations are made on the basis of a study made by the Agence de l'Environnement et de la Maîtrise de l'Energie. It can be tested on: <http://www.paris-ports.fr/environnement/eco-comparateur>

The Port of Ghent receives European GreenBuilding Award

In spring 2010, the Port of Ghent office building received the European GreenBuilding Award for energy efficient non-residential buildings. With this award the European Commission wants to encourage organisations in reducing the consumption of energy and their CO₂ emissions of their buildings through a better energy efficiency and innovation. The National Award winners of 9 EU-countries were assessed by a five-member jury according to defined quantitative and qualitative criteria. Among them, the jury has chosen the 13 most ambitious projects in the categories Best Endorser, Best Corporate Partner, Best Refurbishment Projects, and Best New Projects. The Port of Ghent office building, which houses most of the Port of Ghent's services, was one of the winning projects in the Category Best New Projects.

MedlinkPorts: the cooperation of French inland ports along the Rhône Saône axis with the Marseille-Fos Port proves to be successful

End 2008 the Marseille Fos port and the multimodal platforms at Pagny, Chalon, Mâcon, Villefranche, Lyon, Valence, Avignon-Le Pontet and Arles signed the "MedlinkPorts" promotional partnership agreement with the support of the French waterways organisation, Voies Navigables de France.

The partnership aims at promoting the range of multimodal logistics, areas. By offering a structured network, the Port of Marseille has the capacity to lead flows of goods to the hinterland via massified modes of transport, being rail and inland waterways. Doing this the port of Marseille is developing an economical, reliable, safe and eco-friendly solution for the transport of goods into the hinterland.

In addition to the big inland ports like the Lyon terminal, the network also features more modestly sized platforms. These smaller-scale platforms contribute enormously to the promotion of the network, and are rewarded with real commercial visibility.

The ultimate aim of this partnership is to ensure that goods coming through any Medlink port will benefit from the same services (information, goods storage, stuffing and emptying, customs facilities) as enjoyed at the Port of Marseilles. Medlinkports has already proved to be successful when looking at the figures. In 2008 the container traffic going by inland waterways from and to the Port of Marseille-Fos to the different MedlinkPorts terminal amounted to 38 400 TEU. In 2009 this went up to 54 300 TEU which means an increase of 42%! For more information: <http://www.medlinkports.fr/>

The Austrian Port of Enns plans a unique Information and Training Centre

In June 2011 Ennshafen will open the door of a unique European visitor Centre. In a new modern designed exhibition area visitors will have the possibility to explore the Danube transport system. With this project, Ennshafen aims at spreading the knowledge about inland navigation on the Danube, which is often restricted to a very small group of experts. Even if the topics „Danube as transport route“ and „Inland navigation as part of logistic chain“ are fascinating for many people, most of the people hardly know about it. Through three interactive topic areas - the port, inland navigation and logistics - the visitors will learn in different levels of knowledge about the characteristics of the transport on the waterway. The visitors will also have the possibility to see how the port is functioning as pivot point between nodes and see how lock management and logistic management is working in practice. The MS Franz Liszt, a former inland navigation vessel, rebuilt as exhibition vessel, already located in front of the logistic center will be shown at the exhibition area.

Besides the exhibition, the center will offer the possibilities for specialised courses for business companies, pupils and students. Guided tours will still be an integral part of the port visit. The outdoor area will be made child-friendly, in such a way that the Information and Training Center Ennshafen will be an attractive destination for tourism and families.

“Allow more shipping on the river Elbe“

Inspired by this message the students of the school of Pirna in Germany and Decín in the Czech Republic decorated ten ships that they handed over to political and economic decision makers at an international workshop that was organised for the eighth time by the Saxon Port and Transport Association together with the Czech Consulate General in Dresden and the Chamber of Commerce Elbe/Oder in the light of the European week.

The theme of the 2010 workshop, being held in the beautiful Schloss of Decín, was the review of the European TEN-T policy. The participants in the workshop stressed the importance of giving more possibilities to inland waterway transport and highlighted that to optimise the freight transport between the seaports and the Elbe-Euroregion in a sustainable and economic way, the development of efficient railways needs to be completed by an Elbe-river that is navigable the whole year round.

In addition, a new website was launched mid June to make navigation on the Elbe more accessible. On the website, businesses can find all the information they need when using the Elbe for the transport of their goods. The information relates to the whole Elbe river from the Czech Republic until Cuxhaven. The website is the main working instrument of the recently created Elbe Promotion Center. The Saxon Ports Oberelbe are responsible for this initiative which is being cofinanced by the European Commission. For more information: www.elbpro.com

The Inlanav Project: Innovative Inland Navigation project to stimulate the use of small inland waterways in North-West Europe

Stimulating and improving the use of small waterways in North-West Europe: this is the aim of the new launched project Inlanav, an initiative of Waterwegen en Zeekanaal together with some other partners from the Netherlands, France and Belgium. In essence, the project will be looking at the use of new technologies and logistic concepts in view of creating economies of scale, making inland waterway transport cost-effective and performing. The project gets a 50% EU support (nearly 500.000 EUR) provided by the Interreg IVB North West Europe Programme. Work towards these objectives will be effected through three "work packages" within INLANAV:

1. Demonstrating that coupled ships can also service new market segments, namely pallets and big bags, by coupling inland ships and equipping them with a small crane so that they can load and unload their cargo without assistance. This doubles the freight capacity and reduces the transshipment costs.

2. The development of "next generation" Waterslag¹ concepts with an emphasis on technological innovations, the use of new materials and new logistics concepts. To this end, a platform is provided for bringing together diverse innovative projects that focus on coupled barges. These projects range from push barges powered by electric engines to the realisation of an automatically guided barge with a larger hold, possibly constructed from composite materials.

3. The harmonisation of crewing regulations to facilitate the international operation of coupled ships. Inland waterway entrepreneurs are more and more active at international level but at present there are still differences in these regulations. The harmonising of these regulations will benefit the international freight transport with coupled ships.

¹ The Waterslag project aimed at making the best possible use of the capacity of small waterways in Flanders and the southern Netherlands, avoiding costly infrastructure works. More information can be found on: www.waterslag.org/uk/welcome.html

The project is running until June 2012. More information can be found on: www.inlanav.eu

European Commission approves aid scheme for container transport in the Port of Brussels

In June 2010, the European Commission gave the green light for a 17,5 EUR subsidy/container that is being transshipped in the Port of Brussels. The subsidy aims at shifting the container traffic from and to the Brussels region from road to water. Concretely the subsidy will be made available by the Brussels' authorities to the Port of Brussels. The Port of Brussels will offer the subsidy to shippers who are using the water and transshipping on a terminal in the Brussels Region. The amount of the subsidy will be deducted from the invoice. By giving the subsidy to the shipper directly and not to the terminal the aid will be used more efficiently and must lead to an increase of the volumes transported by water. The subsidy covers a part of the extra costs caused by the transshipments of goods. With this aid, transport over water becomes competitive to road transport if the journey is at least 60 km (ex. distance Antwerp-Brussels). Brussels has a daily inland waterway connection with Antwerp. Since September 2009 a weekly connection between Brussels and Zeebrugge has been set up. The subsidy is granted independently of the origin or the destination, as long as the main distance is done by water. Not only new routes but also existing routes can receive a subsidy. This new aid scheme is foreseen until end 2012. ▲



Allow more shipping on the Elbe



Nave + Bici

10. EFIP's Structure

President

Willy Robijns (Belgium)

Vice-Presidents

Bernard Pacory (France)
 Roland Hörner (Germany)
 Carmen Costache (Romania)
 Rainier Reekmans (Belgium)

Executive Committee

Austria

Interessengemeinschaft öffentlicher Donauhäfen in Österreich (IGOD)
 Christian Steindl

Belgium

Waterwegen en Zeekanaal NV
 Willy Robijns

Port of Brussels

Rainier Reekmans

Port of Ghent

Daan Schalck/Patrick De Hertogh (Substitute)

Port of Liège

Emile-Louis Bertrand/Philippe Prijs (Substitute)

Port of Namur

Claude Martin

Bulgaria

Port Complex-Ruse
 Petar Dragoshinov/Albena Kostadinova

Czech Republic

Cesko-Saske Privasty (Port of Děčín)
 Jirí Aster

France

Association française des Ports Intérieurs
 Bernard Pacory/Jean-Louis Jérôme
 (Substitute)

Germany

Bundesverband Öffentlicher Binnenhäfen (BÖB)
 Roland Hörner/Ralf Karpa (Substitute)

Greece

Hellenic Logistics Association
 Sotiris Trichas/Kyriakos Spanogiannis
 (Substitute)

Italy

Unione Navigazione Interna Italiana (UNII)
 Sergio Vazzoler

Province of Mantova

Ciro Renato Madonna/Claudio Camocardi (Substitute)

Luxemburg

Port of Mertert
 Jeannot Poeker

Moldova

Port of Giurgulesti
 Edgar Martin

The Netherlands

Nederlands Vereniging Binnenhavens (NVB)
 Bert Luijendijk

Portugal

Institute for Ports and Maritime Transport - Douro
 Joaquim Gonçalves da Silva

Romania

Union of Romanian Inland Ports (UPIR)
 Carmen Costache/George Boga

Ports Administration on the Maritime Danube Galati

Mihai Ochialbecu/Silviu Meterna

Administration of River Ports on the Danube (APDF)

Port of Giurgiu
 Cristian Nemptescu

Slovakia

Ports of Bratislava and Komarno
 Zdeno Skrásek/Ladislav Gnacek

Spain

Port of Sevilla
 Fausto Arroyo

Sweden

Mälärhamnar AB
 Patrik Aman

Vänerhamn AB

Göran Lidström

Switzerland

Swiss Rhine Ports
 Hans-Peter Hadorn

Ukraine

Danube Shipping Management Service
 Viacheslav Vdovichenko

Port of Ochakov

Andrey Cherepanov/Irina Borodina
 (Substitute)

11. EFIP's members

Austria

INTERESSENGEMEINSCHAFT ÖFFENTLICHER DONAUHÄFEN IN ÖSTERREICH IGÖD

c/o EHG Ensshafen GmbH
Donaustrasse 3
AT - 4470 Enns
Tel.: + 43 72 23 84 151 - 0
Fax.: + 43 72 23 84 151 - 110
office@ennshafen.at
Contact: Mr. Christian Steindl /
Harald Kronsteiner

Belgium

PORT AUTONOME DE LIEGE

Quai de Maestricht 14
BE - 4000 Liège
Tel.: + 32 4 232 97 97
Fax: + 32 4 223 11 09
portdeliege@skynet.be
www.liege.port-autonome.be
Contact: Mr Emile-Louis Bertrand

PORT AUTONOME DE NAMUR

Place Léopold 3
BE - 5000 Namur
Tel.: + 32 81 77 31 19
Fax: + 32 81 24 09 55
claude.alfred.martin@spw.wallonie.be
www.portnamur.be
Contact: Mr Claude Martin

PORT DE BRUXELLES

Place des Armateurs 6
BE - 1000 Bruxelles
Tel.: +32 2 420 67 00 / +32 2 421 66 60
Fax: +32 2 420 69 74 / +32 2 420 66 23
rreekmans@port.irisnet.be
www.portdebruxelles.be
www.havenvanbrussel.be
Contact: Mr Rainer Reekmans

PORT AUTONOME DU CENTRE ET DE L'OUEST (PACO)

Rue de Bouvy 11
BE - 7100 La Louvière
Tel.: +32 64 23 67 00
Fax: +32 64 22 84 98
paco.scr@skynet.be
http://www.le-paco.com/fr/
Contact: Mr Alain Lefebvre

HAVEN VAN GENT

John Kennedylaan 32
BE - 9042 Gent
Tel.: +32 (0)9 251 05 50
Fax: +32 (0)9 251 54 06
d.schalck@havengent.be
p.dehertogh@havengent.be
www.portofghent.be
Contact: Mr Daan Schalck / Mr Patrick De
Hertogh

WATERWEGEN EN ZEEKANAAL NV

Oostdijk 110
BE - 2830 Willebroek
Tel.: + 32 3 860 62 72 - 62 11
Fax: + 32 3 860 63 00
willy.robijns@wenz.be
www.wenz.be
Contact: Mr Willy Robijns

Bulgaria

PORT COMPLEX RUSE J.S. Co.

22 Pristanishtna Str.
BG - 7000 Ruse
Tel.: +359 82 82 51 49
Fax: +359 82 82 51 48
office@port-ruse-bg.com
dmateva@port-ruse-bg.com
www.port-ruse-bg.com
Contact: Mr Petar Dragoshinov / Ms. Denitsa
Mateva

Czech Republic

CESKO-SASKE PRIVASTY S.R.O (Port of Decín)

Zaměstnání
Loubská 704/9
CZ - 40501 Decín IT
Tel : +420 412 589 120
Fax : +420 412 512 656
jiri.aster@csp-labe.cz
www.csp-labe.cz
Contact: Ing. Jirí Aster

France

ASSOCIATION FRANCAISE DES PORTS INTERIEURS (AFPI)

Place Leroux Fauquemont, BP 1394 RP
FR - 59015 Lille, Cedex
Tel.: +33 3 20 22 73 80
Fax: +33 3 20 22 81 67
mcleroy@portsdelille.com
drapier@afpi.org
www.afpi.org
Contact: Mr Bernard Pacory / Mr Dominique
Drapier

Germany

BUNDESVERBAND ÖFFENTLICHER BINNENHÄFEN (BÖB)

Ernst-Reuter-Haus
Straße des 17. Juni 114
DE - 10623 Berlin
Tel.: + 49 30 39 88 19 81
Fax: + 49 30 34 06 08 553
info-boeb@binnenhafen.de
www.binnenhafen.de
Contact: Mr Karl Michael Probst

Greece

ELLHNIKH ETAIREIA LOGISTICS

5, A.SYNGROU Aven
GR - 11743 Athens
Tel.: 0030 210 67 17 361
Fax: 0030 210 67 17 588
strichas@fashionlogistics.gr
kspanogiannis@gmail.com
www.eel.gr
Contact: Mr Stiris Trichas / Mr Kyriakos
Spanoyannis

Italy

UNIONE NAVIGAZIONE INTERNA ITALIANA

Via Banchina Dell'Azoto, 15/D
IT - 30175 MARGHERA
Tel.: +39 041 92 51 19
Fax: +39 041 92 51 52
unii@libero.it
sergio@vazzoler.net
www.unii.org
Contact: Mr Sergio Vazzoler

PROVINCIA DI MANTOVA - PORT OF VALDARO

Via Principe Amedeo 32
IT - 46100 Mantova
Tel.: +39 0376 204248
Fax: +39 0376 204326
sei2@provincia.mantova.it
www.provincia.mantova.it
Contact: Mr Roberto Grassi

Luxembourg

PORT DE MERTERT Société du Port de Mertert S.A.

LU - 6688 Mertert
Tel.: + 35 2 74 04 64
Fax: + 35 2 40 46 430
info@portmertert.lu
www.portmertert.lu
Contact: Mr Jeannot Poeker

Moldova**GIURGIULESTI INTERNATIONAL FREE PORT**

Giurgiulesti
Cahul raion
MD - 5318

Tel.: +373 29371345, +373 29371719
Fax: +373 29371237
info@danlog.md
www.gifp.md
Contact: Ms Tatiara Munteann

Netherlands**NEDERLANDSE VERENIGING VAN BINNENHAVENS (NVB)**

Vasteland 12e Postbus 23133
NL - 3011 BL Rotterdam
Tel.: +31 (0) 10 798 98 05
Fax: +31 (0)10 412 90 91
H.Luijendijk@portofrotterdam.com
t.roos@binnenvaart.nl
nvb@binnenvaart.nl
www.havens.binnenvaart.nl

Contact: Mr Bert Luijendijk / Mr Ton Roos

Portugal**INSTITUTO PORTUARIO E DOS TRANSPORTES MARITIMOS - Delegação Douro**

Av. Sacadura Cabral - Godim
PT - 5050-071 Peso da Régua
Tel.: +351 254 320 020
Fax: + 351 254 324 043
geral.douro@imarport.pt
www.douro.ipm.pt

Contact: Mr Miguel Sequeira

Romania**ADMINISTRATION OF RIVER PORTS ON THE DANUBE**

Str. Portului nr. 1 O.P.I, C.P. 2
RO - 8375 Giurgiu
Tel.: + 40 246 21 30 03 - 21 15 28
Fax: + 40 21 31 10 5 21
apdf@pcnet.ro
www.apdf.ro
Contact: Mr Gheorghe Spoiala

NATIONAL COMPANY MARITIME DANUBE PORTS ADMINISTRATION GALATI

34, Portului Street,
RO - Galati, 800025
Tel: +40 236 460 070 / +40 236 460 660
Fax: + 40 236 460 140
apdm@apdm.galati.ro
manager@apdm.galati.ro
marketing@apdm.galati.ro
www.romanian-ports.ro
Contact: Manager Mihai Ochialbescu

UNION OF ROMANIAN INLAND PORTS

Basarabiei st. nr.1
RO - 800201 Galati
Mobile: + 40 744 577 217
Fax: + 40 236 449 997
president@danube-ports.ro
costache.carmen@yahoo.com
www.danube-ports.ro
Contact: Ms Carmen Costache

Slovakia**PORTS OF BRATISLAVA AND KOMARNO**

Slovenska Plavba a Pristavy, a.s.
Horárska 12
SK - 815 24 Bratislava
Tel.: : + 421 2 582 71 410 (Communication Department) / +421 2 582 71 100 (General Manager) / +421 2 582 71 111
Fax: + 421 2 582 71 314 / +421 2 582 71 114
spap@spap.sk
gnacekl@spap.sk
www.spap.sk
Contact: Mr Gnacek Ladislav

Spain**PUERTO DE SEVILLA**

Autoridad Portuaria de Sevilla
Avenida de Molini, 6
ES - 41012 Sevilla
Tel.: +34 95 424 73 01
Fax: +34 95 424 73 33
farroyo@apsevilla.com
www.apsevilla.com
Contact: Mr Fausto Arroyo

Sweden**MÄLARHAMNAR AB (Ports of Köping & Västerås)**

Seglargatan 3
SE - 721 32 Västerås
Tel.: + 46 21 15 01 00
Fax: + 46 21 15 01 40
patrik.aman@malarhamnar.se
www.malarhamnar.se
Contact: Mr Patrik Aman

VÄNERHAMN AB

Stuvargatan 1
SE- 652 21 Karlstad
Tel: 054-14 48 75
Fax: 054-21 33 16
goran.lidstrom@vanerhamn.se
www.vanerhamn.se
Contact: Mr Göran Lidström

Switzerland**SCHWEIZERISCHE RHEINHÄFEN**

Rheinhäfen Beider Basel
Hochbergerstrasse 160
CH - 4019 Basel
Tel.: + 41 61 639 95 95 / + 41 61 639 95 77
Fax: + 41 61 639 95 13
hans-peter.hadorn@portof.ch
www.port-of-switzerland.ch
Contact: Mr Hans-Peter Hadorn

Ukraine**PORT OCHAKOV CO. Ltd.**

30, Olviyskaya Str.,
Ochakov, Nikolaev region,
57500, Ukraine
Tel./fax.: (05154) 30-144
info@portochakov.com.ua
www.portochakov.com
Contact: Mr Andrey Cherepanov

DANUBE SHIPPING MANAGEMENT SERVICE (DSMS)

(Ports of Reni, Izmail, Ust-Dunaisk)
Handelskai 388/832
AT-1020 Vienna
Tel.: +43 1 728 59 34
Fax: +43 1 728 20 76
headoffice@dsms.at
www.dsms.at
Contact: Mr Viatcheslav Vdovitchenko

EFIP's Observer Member

Egypt

NATIONAL RIVER PORTS MANAGEMENT COMPANY

11-12 Mostafa Refaat St.

Sheraton district

EG Cairo

Tel.: +202 22 67 99 45

Fax: +202 22 67 99 53

mpower@nrpmc.com

Contact: Mr Michael Power

Director Isabelle Ryckbost

Assistant Ombeline d'Hollander

Photo credits: Cover front: Port of Liège ©Aerial media
Cover back: Port of Paris





