



EFIP ANNUAL REPORT

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Fédération Européenne des Ports Intérieurs
Europäischer Verband der Binnenhäfen



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2012/2013

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Table of Content

Foreword	3
The Review of the Trans-European Transport Network Policy	4
Inland Waterway Transport Policy	10
Greening Inland Waterway Transport	11
The Policy on Urban Freight Transport and Logistics	14
Railway Policy	15
The EU Strategy for the Danube Region: first progress report	15
EFIP Inside	16
The Year in Pictures	18
Good News about EFIP's Members	20
EFIP's Structure	24
Executive Committee 2012-2014	24
EFIP's Members update September 2013	25

The European Federation of Inland Ports (EFIP) brings together more than 200 inland ports and port authorities in 19 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 EU policy and is developing and defending common positions on European policy issues of importance for inland ports and their economic and business 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. At the same time, EFIP is informing European policy makers about what is going on in 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.

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 inland ports towards the European transport, political and business environment.

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Foreword

Jean-Louis Jérôme

EFIP President



EFIP started this working year with the idea that inland ports would be regulated in one common "ports policy" with the seaports. After a first survey on ports last summer, the Commission drew up a series of hypotheses, all of which contemplating inland ports. At the

ports policy conference organised by the Commission in September 2012, I had the chance to make our point, to stress our specificity and to emphasize that inland ports face quite different challenges than seaports. It is clear that we were delighted to hear in January of this year that inland ports would no longer be part of the upcoming ports policy for the reasons we had put forward. We know that European inland ports have to respect the Treaty and we are willing to do so, but we also believe that we should stop mentioning inland ports in the same breath as seaports, even if they increasingly work together on an operational and business level. EFIP and its members will be constructive partners for the Commission in further analysing where the challenges and opportunities are and which policy could give inland ports the role they deserve in Europe's multimodal transport chain.

Last year was also marked by a breakthrough in the negotiations on the review of the European Transport infrastructure policy. Even if we welcomed the review as such, we had quite a hard time in convincing European policy makers that, like all other transport nodes, important inland ports should be identified in the core network and should be clearly listed. On the budget side, we welcomed the deal reached on the multi-annual financial framework (i.e. the European budget for the period 2014-2020), with mixed feelings. 23 billion is a lot more than transport infrastructure received up to now in such a time span, but it is a lot less compared to what the Commission initially proposed. Moreover, transport infrastructure needs are high, while national budgets have other priorities. Also here, I hope our members will fully benefit from the possibilities offered in the new policy framework. We asked to be better integrated. Now, it is up to our ports to show that this was a timely question.

This year, EFIP and its members gathered twice. Both the Vienna and Vlissingen meetings brought together a lot of members and were a remarkable success. And as it happened the past three years, EFIP's membership also grew as Zeeland Seaports and Port of Antwerp, two outspoken seaports, joined our network. They both have a lot of inland waterway transshipments and share the same challenges of inland ports in that respect.

2012-2013 was an exciting period for inland ports. Of course, inland ports are hit by the crisis, but we should look at them from a longer term perspective. As sustainable multimodal gates in the hinterland, I believe that the business case of European inland ports is growing.

I would like to thank EFIP and its members for the support and enthusiasm in working with our Federation and of course the secretariat for its continuous engagement and valuable work.

After four years at EFIP, our current Director, Isabelle Ryckbost, has taken up the function of Secretary General at the European Seaports Organisation, with whom EFIP is sharing office. I am convinced that this change will enhance the already good relations with the seaports and their organisation in Brussels. I take this opportunity to thank Isabelle for her very effective work and for the quality of the relation she established with EFIP members. Moreover, we trust that EFIP's secretariat remains in good hands with Kathrin Obst, who will succeed Isabelle Ryckbost as from 1 November 2013. ▲

1. The Review of the Trans-European Transport Network Policy

Regarding the European legislative framework for transport infrastructure, the European Commission adopted the following proposals on 19 October 2011:

- a Regulation of Parliament and Council on Union guidelines for the development of the Trans-European transport network, i.e. the new TEN-T guidelines. It defines a long-term strategy for the TEN-T policy up to 2030/2050 and will replace, if adopted, the current legislative TEN-T framework. The new guidelines put in place two layers: a comprehensive network and a core network.
- a Regulation of Parliament and Council establishing the Connecting Europe Facility (CEF), which is the new instrument to finance EU priority infrastructure in transport, energy and telecommunications. The amount foreseen by the Commission for the transport sector is 31,694 billion EUR, out of which 10 billion EUR comes from the Cohesion Fund and has to be spent in Member States eligible for funding from the Cohesion Fund.

Over the past year, EFIP has been pursuing its efforts to optimise the Commission proposals of October 2011. In its lobby work towards Parliament and Council, the European Federation of Inland Ports pleaded in particular for:

- A stronger emphasis on the role of inland ports into the multimodal TEN-T core network;
- A well-defined list of inland ports included in the TEN-T network;
- The recognition of the Swedish inland waterways as TEN-T waterways;
- An adequate TEN-T budget in the framework of the Connecting Europe Facility regulation.

First reading of the Commission proposals in Parliament

Given the importance of the topic, the Transport Committee of the European Parliament decided last year to appoint two rapporteurs for each proposal. The rapporteurs for the TEN-T proposal, Mr Ismail Ertug and Mr Georgios Koumoutsakos, as well as the rapporteurs for the Transport part of the Connecting European Facility proposal, Mr Dominique Riquet and Ms Ayala Sender, presented their report in autumn 2012. EFIP welcomed both draft reports since they further enshrined the role of inland ports in the TEN-T policy and took into account several points of concern raised by EFIP.

European inland ports deplored however that the rapporteurs had not brought further clarification in the status of inland ports into the TEN-T network and had not integrated a concrete list of comprehensive and core inland ports.

Different members of the Transport Committee shared EFIP's concerns and introduced amendments in view of integrating a clear list of core and comprehensive inland ports into the proposal.

On 18 December 2012, the Transport Committee of the European Parliament voted the draft reports together with the proposals for amendments to these reports.

In general, the result of this first vote could be considered positive for inland ports. It further strengthened the role European inland ports have to play in the new TEN-T network as multimodal connecting points and core nodes of the TEN-T network. EP's Transport Committee also voted in favour of having representatives of sea and inland ports into the corridor platforms. Moreover, EFIP's plea for recognising Swedish inland waterways as TEN-T waterways was heard by several MEPs: their amendments were adopted by a large majority. As regards the lists of inland ports to be annexed to the Regulation, the Transport Committee agreed with the principle but did not want to decide on a concrete list of ports.

Concerning the Connecting Europe Facility, the Transport Committee also validated the corridor approach to implement the core network as well as the list of pre-identified projects listed in the Annex of CEF, with a number of modifications. Furthermore, Parliament's position on the core network corridors coordination and governance structures confirmed the Commission's original approach and reinforced the role of inland ports in it. On the downside, the co-funding rate for the development of ports and their hinterland connections was not increased and remains at 20%. On the other hand, the co-financing rate for inland waterways was raised up to 40% under certain conditions.

Informal trilogues between Parliament and Council and their final outcome

Following the vote in the Transport Committee of the European Parliament, Parliament and Council decided to start up trilogue negotiations based on the provisional results of the EP committee vote and the partial general approach reached on the two proposals in the Council earlier in 2012.

After five trilogue meetings between the Commission, the Irish Presidency and the European Parliament, an informal agreement was reached on the TEN-T guidelines proposal. On 9 July 2013, the Transport Committee approved the compromise text on the TEN-T Guidelines, while the European Parliament plenary vote is expected later in autumn.

As regards the lists of inland ports to be annexed to the Regulation, the EU institutions agreed on having a concrete list of ports. According to the unofficial calculations of the Commission, the core network includes 82 inland ports, whereas the comprehensive network counts 245 inland ports.

Turning to the Connecting Europe Facility (CEF), a provisional agreement was reached under the Irish Presidency of the Council on 27 June. Nine EU key core network corridors (instead of 10) were identified and listed in the Annex of the Regulation. Most of the funding available will be dedicated to cross-border projects, bridging missing links, avoiding bottlenecks and enhancing rail interoperability.

Part of the deal was to agree on the co-financing rates for the different types of projects and modes of transport. It was decided that works on inland waterways may receive up to 40% EU funding in case of cross-border and bottleneck projects, whereas 20% is the maximum co-funding rate for other projects of common interest. 20% is also the maximum co-funding rate for development of ports and inland transport connections to ports. Studies may be funded up to 50%. In Cohesion Fund eligible Member States, the maximum co-funding rate is 80-85%.

The agreement on CEF proposal still needs to be politically endorsed by Council and Parliament and will depend on the results of the Multi-annual Financial Framework (MFF) discussions.

The budget: outcome of the discussions on the Multiannual Financial Framework

32 billion euro
for transport
The best *move* towards
economic growth

Even if the Connecting Europe Facility explicitly mentioned an envelope of nearly 32 billion EUR for Transport infrastructure works over the next seven years, the real decision on the TEN-T budget had to be taken at high political level in the framework of the Multi-annual Financial Framework (MFF) discussions, which establish the European budget for the period 2014-2020.

Already in spring 2012, the European Federation of Inland Ports took the initiative of bringing 28 European Transport organisations around the table to start a campaign in view of securing the TEN-T budget in the overall MFF decisions. The 28 signatories representing all transport modes and all main EU Transport stakeholders addressed an open letter to the national governments, Parliament and all policy makers involved, urging EU Member States and Parliament to safeguard the 32 billion EUR budget that has been allocated to EU transport infrastructure within the Connecting Europe Facility (CEF) in the 2014-2020 budget.

It took until 8 February 2013 before European leaders reached a political agreement on the EU budget. The political deal implied a cut of one third in the 32 billion EUR initially foreseen. Transport stakeholders that had been campaigning for a strong budget identified the deal as a missed opportunity. In a common reaction to the deal they said: "it is high time for national governments and their leaders to realise that transport is the engine of the European economy. If people and goods cannot move efficiently, growth and economic development are constrained. In our view, transport therefore deserves more than a mere 2,4% share of the total budget."



Even if not really satisfied with the deal, the transport sector expressed however the wish to finalise the agreement in time in view of ensuring a timely implementation of the new financial framework.

Notwithstanding the substantial cut, the resulting budget of 23 billion EUR for the 2014-2020 period was considered as a significant step forward compared to the 8 billion EUR that was set aside for the Trans-European Transport Networks (TEN-T) in the 2007-2013 period.

In order to reach a final agreement, Parliament had to give its consent. In its plenary session of March, it voted a resolution that gave a clear mandate to negotiate with the Council on an improvement of the political deal reached in February.

Following their meeting on 27 June 2013, the Commission's President Barroso, the Parliament's President Schultz and the Irish Prime Minister Kenny announced a first political agreement on the EU budget 2014 - 2020.

Two important elements of the deal are the review clause and the mid-term evaluation. The financial envelope remains however the same and consists in 23,174 billion EUR, out of which 10 billion transferred from the Cohesion Fund. These 10 billion should be spent in line with the CEF Regulation in Member States eligible for Cohesion funds.

It is to be expected that the deal will be finalised in autumn 2013 and will then be submitted to Parliament and Council for formal endorsement.

TEN-T Days 2012: Commissioner Kallas visited the EFIP exhibition stand

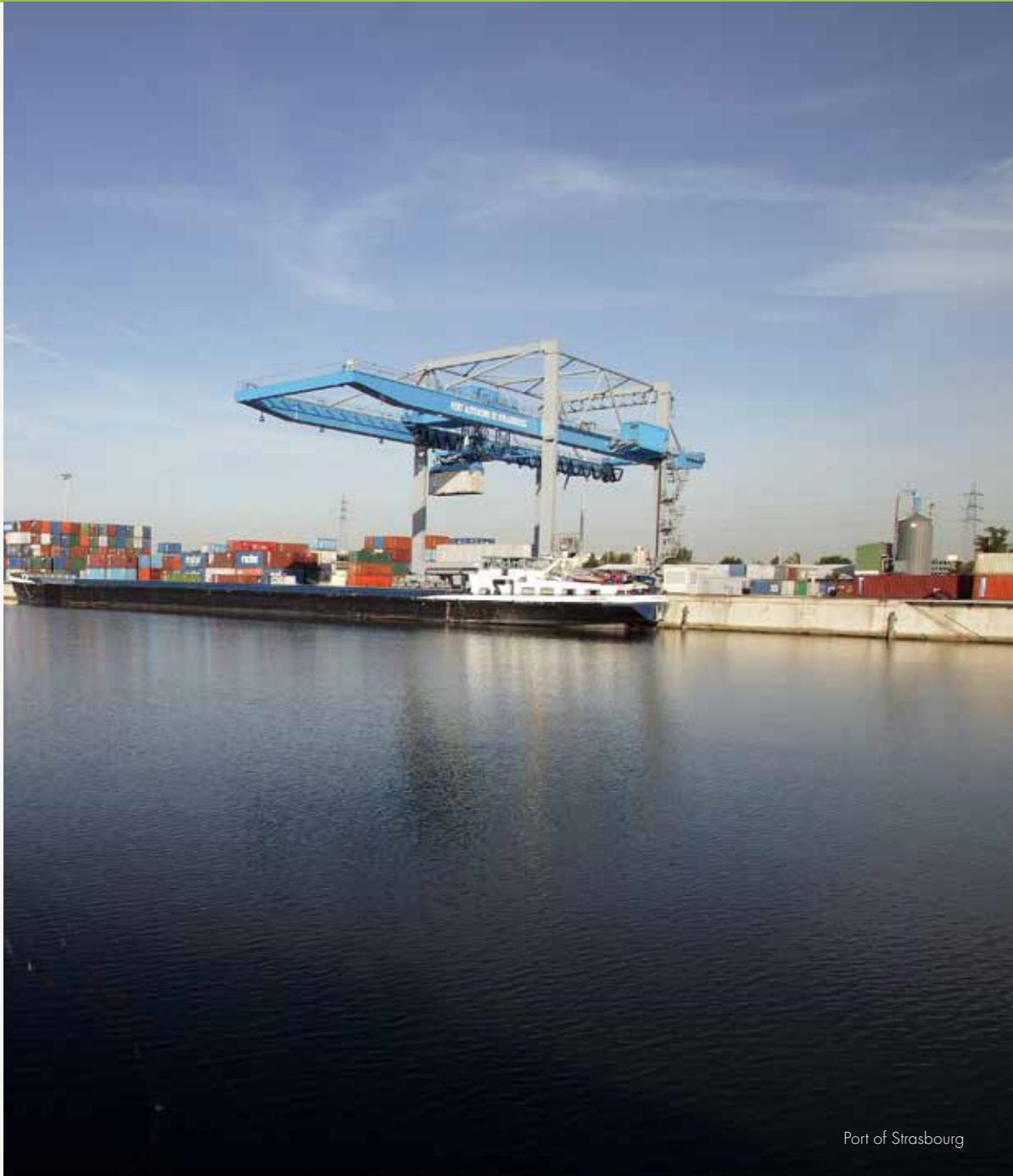
In the context of the annual TEN-T Days (28 - 30 November 2012), the Commission organised for the first time an exhibition of different TEN-T funded projects. EFIP, together with the Upper-Rhine project, participated in the exhibition. At the EFIP stand, visitors could have a closer look at the map, which EFIP published earlier in November 2012 and which shows all European core and comprehensive inland ports as well as indicates how Europe's inland ports are well-positioned on the new TEN-T corridors. At the same time, the stand gave a first insight in the Upper-Rhine project, a TEN-T funded project officially launched on 26 November 2012. The project aims at studying how Upper Rhine inland ports can be better integrated in the multimodal corridor Rotterdam-Marseille.

Commission Vice-President Siim Kallas visited the EFIP stand. It was a great pleasure to welcome him and a perfect opportunity for EFIP to give him a copy of the EFIP map.

The Commission organises the next edition of the TEN-T Days on 16-18 October 2013 in Tallinn/Helsinki. The TEN-T Days will be a perfect occasion to know everything about the final results of the TEN-T review and will hopefully also allow participants to get more hands-on information about how to participate in the calls under the new framework and how the corridor approach will be working in practice. EFIP will actively participate in these TEN-T Days. ▲



Port of Antwerp



Port of Strasbourg



UPIR

2. Ports Policy



On 25 and 26 September 2012, the Commission organised a conference on the Commission's forthcoming Ports Policy Review in Brussels. The aim of the conference was to discuss with stakeholders and Member States the challenges European ports are facing today and the ways to unlock their full growth potential as essential nodes of the Trans-European Transport Network. The conference also aimed at presenting and assessing the results of a first consultation round that was organised last summer among the different stakeholders.

EFIP took part in the conference. At that stage, the Commission intended to develop a port policy covering both maritime and inland ports.

EFIP's plea to take into account the specificity of inland ports when developing a ports policy

Participating in the high-level debate at the beginning of the conference, EFIP's then President Mr Hoerner defended the inland ports' interests and pleaded for taking into account their specificity when developing a ports policy.

In his speech, Roland Hoerner argued that inland ports are "ports" in the sense that they are nodal and intermodal logistic points, have a transshipment function and that inland ports authorities are managers of port land. But he stated that inland ports are not seaports as they are most of the time not entry points into the European Union. Consequently, they cannot be considered as "facilitators of external trade". Moreover, inland ports are not in competition with their counterparts outside the European Union and they mainly cooperate with their neighbouring inland ports instead of competing with them.

EFIP's President further explained that the main competitors of an inland port are the door-to-door transport modes which do not use an inland port. The main competition for an inland port comes in the first place from road transport. But he also identified another competitor: the city and all its functions. He explained that inland ports, like urban ports, are struggling daily to keep some logistic activities at the waterfront and to avoid being pushed out of the city. Waterfront real estate projects and urban recreational projects are in that respect serious competitors of European inland ports. Finally, EFIP's President highlighted the scale difference between inland ports and seaports.

In the second part of his speech, Mr Hoerner enumerated the real challenges for inland ports in terms of policy: unlocking the potential of inland ports through a stable long-term waterway transport infrastructure policy; restoring the historical function of a lot of inland ports, namely being a sustainable entry and exit point for urban logistics and to maintain or obtain the space to play this role; and further developing into well-performing ports through the improvement of market observation. To conclude his intervention, Roland Hoerner said that policy must help inland ports to respond to the economic reality, but must not convert port authorities into administrative bodies, which check rules and punish offenders.

The conference was followed by a second consultation round during which the Commission tried to gather the stakeholders' views on the different policy options. To mark the end of the preparatory phase and to announce its concrete plans, the Commission organised a public hearing in January 2013.

In preparation of the public hearing, EFIP and its members had a very constructive meeting with the Cabinet of Commissioner Kallas. During that meeting, Commissioner Kallas' Head of Cabinet, Henrik Hololei, announced the Commission's decision to exempt inland ports from the scope of the forthcoming ports policy. The Commission acknowledged the specificities of inland ports and realised that it needed more background information and a proper analysis of inland ports before taking any action. The Commission expressed its intention to examine the need for an inland ports policy in the context of the review of the Naiades programme.

The exclusion of inland ports from the ports policy was confirmed during the public hearing.

The ports policy communication and proposal for a regulation

On 23 May 2013, the European Commission issued its proposal for a regulation on market access to port services and financial transparency, as well as a new communication on ports policy. As expected, the proposal only covers seaports, which are qualified as such under the new TEN-T regulation. Even if inland ports are not covered by the Communication and the proposed regulation, EFIP will be monitoring closely the legislative process on both initiatives.

The proposal for a horizontal Directive on the award of concessions

During this working year, the horizontal proposal of a directive on the award of concessions has been discussed both in Parliament and Council. This proposal covers concessions in different sectors (gas, electricity, water, treatment of sewage, postal services, public transport) and in that respect also inland ports. The aim of this proposal is mainly to apply the general Treaty rules governing the concessions to these sectors. Following these general principles, contracting entities are in principle not allowed to directly award concessions to a third party without any transparency and without competition. Direct award of concession is considered as a serious violation of the Treaty principles. Inland ports are falling under this proposal, as soon and as far as they are giving out "concessions". The proposal however does not oblige a port to outsource work or services. As a matter of fact, neither this proposal nor the Treaty are interfering in the governance model of the ports.

The Commission proposal regulates the following aspects: rules on publication and transparency, rules on conduct of the procedure, award criteria, duration and prolongation of the contracts. The most difficult issue for both sea and inland ports is to delimit the scope of the port concessions falling under the scope of this future directive. Both ESPO and EFIP share the view that land lease contracts should not be falling under the scope of this directive.

Even if Council and Parliament are supporting this view, it seemed very difficult to come to a clear and well-formulated delimitation of this exemption. Since 21 February 2013, Parliament and Council have been trying to find a first reading compromise in the framework of the trilogue meetings. On 25 June, the Irish Presidency and Parliament's Internal Market Committee reached a political agreement. According to the final version of recital 6, public domain or land lease contracts should not qualify as concessions within the meaning of this Directive.

On 18 July 2013, Council approved the political agreement, while the Internal Market and Consumer Protection Committee of the European Parliament approved it on 5 September. The European Parliament plenary vote is expected in autumn 2013. ▲

3. Inland Waterway Transport Policy

This year, the Commission pursued its preparation of the new Naiades II Communication and organised different meetings with stakeholders. On 10 September 2013, the European Commission adopted the NAIADES II package "Towards quality inland waterway transport", which includes in particular the following documents:

- A NAIADES II Communication "Towards quality inland waterway transport";
- A staff working document "Greening the fleet: reducing pollutant emissions in inland waterway transport" accompanying the Communication;
- A proposal for a Directive laying down technical requirements for inland waterway vessels;
- A Proposal for a Regulation on a Community-fleet capacity policy to promote inland waterway transport.

The aim of NAIADES II is to create the necessary conditions for the inland navigation sector to be to be well-governed, efficient, environmentally-friendly, integrated into the intermodal chain and with high-skilled workers. The Commission mentioned that the key areas of intervention are planned until 2016. For the period 2017-2020, the Commission only provides an orientation on potential future measures. In 2017, the Commission will report on results achieved and will set out specific actions until 2020.

As regards the financing of these actions, EU funds will be provided by the Connecting Europe Facility (CEF) for infrastructure investments, by HORIZON 2020 for research, development and innovation and by the CEF and HORIZON 2020 for NAIADES II policy support actions and for deployment of innovation, including the greening of the fleet. However, the Commission urged Member States to include inland waterways in their integrated territorial investment strategies and projects.

EFIP will assess the priorities and proposals set out in this Communication and hopes to provide useful input to the Commission, Parliament and Council as concerns the implementation of Naiades II. ▲



Port of Antwerp

4. Greening Inland Waterway Transport

Common Expert Group on emission reduction for Inland Waterway Transport

One of the important measures foreseen in the Naiades staff working document published in May 2012 was the reduction of the emissions of the inland waterway transport fleet. To that end, the Commission decided to set up a common expert group on emission reduction for inland waterway transport. The objective of this group was to support the Commission in developing legislative measures to reduce emissions of the inland waterway transport sector, with special emphasis on air pollutants. Between September 2012 and March 2013, five meetings of the common expert group took place in Brussels. EFIP participated in these meetings and gave its input on the impact assessment of measures for reducing emissions.

In June 2013, the consultants finalised the report, which contributed to the impact assessment of measures for reducing emissions of inland navigation. The study mainly focused on the main engines for propulsion of the vessel in the framework of the NAIADES II policy and highlighted that imposing strict emission limits is feasible. Moreover, it concluded that additional costs for the transport industry to meet more strict emission standards are less than the related benefits for the society: each euro of additional costs for the transport industry will result in saving around 40 euro for the society.

EFIP's point of view on measures for reducing emissions of IWT

In March 2013, EFIP commented the draft report of the consultants. EFIP fully subscribes the Commission's aim to achieve an environmental performance in the inland waterway transport sector that is better or at least comparable to the environmental performance of the road sector. The European inland ports believe it is time to wake up the inland waterway transport industry that its leading position as sustainable transport mode could be jeopardized if there is no investment in innovation and in further greening the sector.

Reacting on the analysis and assessment made by the consultants, the European inland ports raised however the following concerns:

- EFIP believes that the environmental performance of the different transport modes can only be compared if all emissions are taken into account. EFIP therefore believes that the environmental performance of the inland waterway transport sector has to be measured taking account of air pollutant emissions, greenhouse gas emissions and other emissions such as noise. Isolating the one or the other in the overall comparison of modes is a wrong starting point. Besides, even if it

is in the interest of the IWT sector to put greening high on its agenda, it is not in its interest to promote the sector less sustainable than it actually is.

- Next to the overall environmental performance, it is important to focus on each of the pollutants and to see where efforts are needed. Concretely, that IWT can present good results when it comes to greenhouse gas emissions, but it will have to seriously step up its efforts to achieve better results as regards air pollutant emissions. Moreover, if inland waterway transport wants to become an attractive transport mode for urban freight supply and distribution, that it will have to lower its impact on health and thus lower its air pollutant emissions.
- EFIP supports the ambitious plan for developing and encouraging new technologies. New engines and new vessels must meet the highest environmental standards.
- At the same time, EFIP is fully aware of the slow current annual engine replacement within the existing IWT fleet. An IWT greening policy focusing only on the new fleet is thus not enough and will not lead to achieving the goals put forward. EFIP therefore believes that some solid financial and non-financial incentives have to be given to the IWT sector in view of promoting and allowing a quicker engine replacement. EFIP prefers in that respect an encouragement policy above a mandatory replacement of existing engines based on new emissions standards for existing engines.
- The European inland ports also believe that the whole IWT fleet should in principle be treated the same way and be subject to the same standards. No difference between barge size should be made. Special attention should be paid though to very small barges (e.g. Freycinet type), if not there is a serious risk that these types of barges disappear completely.
- For EFIP, LNG can become an important alternative fuel for inland navigation. But in order to allow its proper introduction and use on the market, the remaining regulatory barriers as regards the use of LNG as fuel and as cargo have to be lifted. Moreover, other alternative fuels must be considered in the near future: hydrogen, biofuels (3rd and 4th generation) and electricity (especially for small barges) (see also below: EFIP's reaction to the Clean fuel Strategy).

- Last but not least, in order to succeed this IWT greening policy, EFIP believes sufficient financial support will be needed not only to innovate, but also to convince the sector to participate.

The Commission proposal for a Clean Fuel Strategy

On 24 January 2013, the Commission published its Clean Fuel Strategy. The aim of this strategy is to address the remaining barriers preventing the real breakthrough of alternative fuels. As part of this strategy, the Commission obliges all TEN-T core inland ports to have a publicly accessible LNG refuelling point for inland waterway transport by 2025 at the latest. The Commission proposal is also obliging all ports to install shore side electricity supply for waterborne vessels provided that it is cost-effective and has environmental benefits.

On 11 February 2013, EFIP issued a point of view on these proposals. The European Federation of Inland Ports is pleading for:

- A review of the directive 2006/87/EG and the ADN (the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways) in view of allowing the use of LNG as fuel for inland shipping and as cargo of inland waterway transport. The obligation regarding LNG refuelling points in inland ports should therefore clearly be linked to the successful review of these regulations.
- A more pragmatic approach when it comes to imposing refuelling points in inland ports. EFIP proposes to oblige all core TEN-T inland ports to have a refuelling point at least within a certain radius of the port rather than in each TEN-T core port. Such an approach would allow neighbouring ports to agree on which one will provide the refuelling point. This decision can be made in a more coordinated way taking account of the current functions of the port and the geographical situation.

- A long-term vision on how the introduction and further development of LNG will be supported in the framework of the new TEN-T policy. The latest TEN-T calls foresee quite some financial support for the development of LNG in inland waterway transport and the related investments in ports. It is important that this support policy is equally maintained in the new TEN-T policy framework.

In its reaction to the Commission proposal, EFIP furthermore supports the balanced approach chosen for shore-side electricity supply installations in ports. It states that using shore side electricity only proves to have an added value when the barges are staying a longer period in the port. For short stays (just loading, unloading), it does not seem so interesting. Moreover, cargo inland barges only need a limited amount of power when they are in the port. On the contrary, for passenger ships, which do make long stops in the ports and which need a lot of power, the use of shore side electricity is interesting and should be stimulated.

Finally, EFIP fully supports the Commission's intention to develop technical specifications for the LNG refuelling points and shore side electricity supply.

The interoperability of refuelling points is a very important issue. Moreover, EFIP believes that one should also aim at developing LNG refuelling points that can serve road transport and barges at the same time.

Further steps

Both Parliament and Council are discussing the Commission proposal on the Clean Fuel Strategy. The Italian MEP, Carlo Fidanza, has been appointed rapporteur for the Clean Fuel Strategy for the EP's Transport Committee. His draft report will be discussed and voted in the European Parliament's Transport Committee in autumn 2013. EFIP welcomes the draft report of Mr Fidanza, which reflects very well the positions and concerns of European Inland Ports about this proposal.

On the IWT emission limits, the Commission published a staff working document setting out two possible options for reducing the emission limits of inland waterway transport. This staff working document was released together with the Naiades II Communication. Based on this document, further impact assessment work will be made to prepare a legislative proposal on the topic. ▲



5. The Policy on Urban Freight Transport and Logistics

During this working year, EFIP also promoted the role urban inland ports can play in urban freight supply and distribution as well as in the greening of the urban freight supply chain.

The Commission's initiatives towards achieving CO2 free city logistics by 2030 in major urban centres

Achieving CO2 free city logistics in major urban centres by 2030 is one of the ten goals of the 2011 Transport White Paper.

At the same time, as foreseen in the 2009 Action Plan on Urban Mobility, the Commission conducted a review of the implementation of this Action Plan. As part of the review, the Commission launched a public consultation on the urban dimension of EU transport policy, organised different meetings with stakeholders and experts and conducted a support study. From the public consultation it clearly appeared that the current urban transport planning does not give sufficient consideration to urban freight logistics.

On 21 May 2013, the Commission organised a stakeholder meeting on the study to support an Impact Assessment of the Urban Mobility Package 2013. EFIP participated in this meeting and once again pointed out the need to consider freight when developing an urban transport policy and to consider all modes including inland waterway transport, when developing an urban transport policy. Sustainable Urban Mobility Plans, without taking into account urban freight transport or inland waterway transport, cannot be considered complete.

Further Steps

By the end of 2013 or early 2014, the Commission intends to come up with an Urban Mobility Package that will address three initiatives put forward in the 2011 Transport White paper. Initiative 31 calls for establishing procedures and financial support mechanisms at European level for preparing Urban Mobility Plans. Initiative 32 foresees the development of a package for urban road user charging and access restriction schemes; while initiative 33 covers the production of best practice guidelines to better monitor and manage urban freight flows.

It is not clear yet in which legislative the Urban Mobility Package will come (directive, communication or other), but EFIP will follow the initiative from nearby.

Awareness raising visit in Paris

On 26 April 2013, the European Federation of Inland Ports, Inland Navigation Europe, the Ports of Paris and Voies Navigables de France organised a visit to some innovative urban freight projects using the Seine river in Paris.

Different representatives of the Commission, Parliament, journalists and other interested stakeholders took part in the visit. The participants visited the Port de Bourdonnais, one of the Parisian ports situated at the foot of the Eiffel Tower. Participants could see how the French supermarket Franprix is using the Seine to transport its containers and unload them on a quay in the centre of Paris. From there the goods are distributed to one of the 100 Franprix shops situated within a few kilometres of the quay with clean trucks (euro 5). The quay is only used in the morning. In the afternoon, the "port de bourdonnais" is converted again in a nice promenade linking the Eifel Tower with the other touristic attractions of Paris.

Another interesting project shown in Paris was the concept developed by the company Vert Chez Vous. The company anticipates the ecotax that will be levied as from October on >3.5 t trucks. The Vert-chez-vous barges function like a floating warehouse. The goods are first loaded at the Tolbiac Port together with tricycles. During navigation on the Seine, the goods are being sorted by delivery zone and tricycles are loaded on board. Arriving at one of the ports, the tricycles are unloaded and they do their round distributing parcels up to 30 kg. Empty tricycles are being loaded and the barge continues to a next drop-off point.

The field visit appeared to be a real eye-opener for many participants. ▲

6. Railway Policy

On 30 January 2013, the European Commission presented a proposal for a new railway package, the so-called "fourth railway package". The aim of this new package is to make a further step towards a genuine European railway market. This new proposal should further strengthen the role of the European Railway Agency and would probably aim at a pursued separation between railway operations and infrastructure. The legislative process of this package in Parliament is expected to be finalised by January 2014. ▲

7. The EU Strategy for the Danube Region: first progress report

On 9 April 2013, the European Commission published the first progress report on the European Union Strategy for the Danube Region, two years after it was first launched. It details significant achievements in tackling problems from missing transport links, lack of competitiveness, to pollution and crime. The report details how the 14 Member States of the Danube Region have already managed to establish a concrete system of cooperation through numerous shared projects and initiatives.

On 28-29 October 2013, governments and relevant stakeholders will discuss the results of this first progress report at the "Second Annual Forum of the EU Strategy for the Danube Region" that will take place in Bucharest, Romania. ▲



Port of Ghent



Port of Paris



Port of Frankfurt

8. EFIP Inside

EFIP's General Assembly in Vienna

From 8 to 10 November 2012, EFIP and its members gathered in Vienna for their General Assembly. The meeting was hosted by the Port of Vienna and the Association of Austrian Inland Ports, IGÖD.

A new President

At this occasion, EFIP elected a new President. Jean-Louis Jérôme, CEO of the Port of Strasbourg, will be presiding EFIP until autumn 2014. Mr Jérôme has been leading the Port of Strasbourg for almost ten years and is also Head of Service of Navigation as well as Interregional director of VNF in Strasbourg. Moreover, he is one of the French Commissioners of the Rhine Commission. In 2011, Mr Jérôme played an active role in bringing together the nine Upper-Rhine inland ports in view of developing a common TEN-T project. The vice-Presidents are Roland Hoerner (outgoing President and CEO of the Port of Mannheim), Willy Robijns (Assistant Manager of Waterwegen en Zeekanaal), Carmen Costache (President of Romanian Inland Ports Union) and Rainier Reekmans (Commercial Director of the Port of Brussels).

Roundtable at the Logistic Club

To kick off EFIP's General Assembly meeting, the Port of Vienna organised a roundtable on 8 November 2012. This event was organised in the framework of the Logistic Club, a regular venue organised by the Port of Vienna and the Austrian newspaper Logistik Kurier. Franz Staberhofer, Professor of University of Applied Sciences Upper Austria, set the scene by giving some insight in the actual trends in logistics. Afterwards, Mr Dimitrios Theologitis, Head of the Ports and Inland Navigation Unit of the European Commission DG MOVE, gave a speech on the challenges to improve the waterborne link between the sea and the inland ports and the Commission's initiatives in that respect. Finally, Ms Pascale Pasmans, Senior Consultant Strategy and Development - inland navigation at Antwerp Port Authority, detailed how the Port of Antwerp responds to the need to optimise the barge links between its port and the hinterland.

EFIP's Executive Committee meeting in Vlissingen

From 18 to 20 April 2013, EFIP held its Executive Committee meeting in Vlissingen (Zeeland Seaports). The event started with an official dinner, during which Mr Hans van der Hart (CEO of Zeeland Seaports) introduced his port and Marijke van Haaren (President of the Dutch Association of Inland Ports, NVB) gave an insight in the Dutch Inland Ports and the role of the Dutch Association.

On Friday 19 April 2013, EFIP held its Executive Committee meeting. During that meeting, EFIP members had an informal discussion with Mr Marc Vanderhaegen from the Commission (DG MOVE) on the main contents of the future NAIADES II Communication. This informal discussion was followed by an open roundtable discussion with actors from different horizons: Karla Peijs (European Coordinator for Inland Waterways and the Queen's past Commissioner for the Province of Zeeland), Philippe De Backer (MEP), Désirée Oen (Member of the Cabinet of Vice-President and Commissioner for Transport Siim Kallas), Jean-Louis Jérôme (EFIP President and Managing Director at the Port of Strasbourg), Dick Gilhuis (Commercial Director of Zeeland Seaports), Daan Schalck (CEO Port of Ghent). The moderator, Jean-Louis Van de Voorde (then-journalist at De Lloyd), tackled different issues with the panel: the role of inland ports in the revision of the TEN-T Guidelines and the Connecting Europe Facility as well as multimodal integration and cooperation in the inland navigation sector. The meeting was followed by a networking lunch and a visit of the port of Vlissingen. During that port visit, Ms Struijk (Deputy Managing Director at the Green Award Foundation) presented the certification scheme for inland shipping and officially handed a Green Award to Zeeland Seaports, the host of the meeting.

New memberships

In October 2012, EFIP members welcomed Zeeland Seaports as new member. Zeeland Seaports is the port authority governing the Dutch seaports of Terneuzen and Vlissingen. Zeeland Seaports is a perfect example of a "two in one" port. It combines its important seaport function with a real inland port function. The inland waterway throughput is almost as high as the maritime throughput.

In April 2013, EFIP members officially endorsed the membership of the Port of Antwerp, which is also a sea port with an important inland port function. Over the last years, the Port of Antwerp has been working intensively on a strategy and solutions to improve the barge handling and its hinterland connections by waterway. ▲



Zaaiertagung des europäischen Binnenhafenverbandes EFIP in Wien

Die Häfen müssen auf die Landkarte

Am 8. November 2012 fand die Jahresversammlung der EFIP in Wien statt. Gastgeber des Treffens waren die Häfen Wien und die Vereinigung der österreichischen Binnenhäfen ÖBÖH. Bei dieser Gelegenheit haben die europäischen Binnenhäfen einen neuen Präsidenten gewählt. Jean-Louis Jérôme, CEO der Port Strasbourg, wird EFIP für die nächsten zwei Jahre Vorstandsleiter sein. Er folgt auf den Mannheimer Hafenrat Roland Höner, der als Vizepräsident den EFIP-Leitungspremier weiter angehört wird.

Wenn diskutiert haben werden aus ganz Europa die neuesten Entwicklungen in der europäischen Verkehrspolitik. Die Diskussionspunkte über die TEN-T und den EFIP-Budget werden wichtige Punkte der Tagesordnung. Die EFIP hat sich dazu, dass es Zeit ist, um die europäischen Binnenhäfen auf die Landkarte zu bringen. Die Mitglieder unterstützen daher die Erklärung zur „Connecting Europe Facility“ zu unterstützen, die einen Wucher von über 100 Milliarden Euro in den nächsten Jahren für die Entwicklung von Eisenbahn- und Luftverkehr sowie für die Erneuerung von Häfen und Kanälen enthält. Außerdem unterstützen die Mitglieder das revidierte Stand der Europa-Strategie und einer Strategie zur Verbesserung des zusammenfassenden Güterverkehrsverkehrs zwischen See- und Binnenhäfen. Der neue EFIP-Präsident Jean-Louis Jérôme leitet den Hafen von Strasbourg und hat zwei Jahre. Während die in der Landkarte und finanzieller Kontexte bei der TEN-T ist Teil der Strategie mit einer langen Beachtung in den Bereichen Infrastruktur-Entwicklung. In 2011, während der letzten Jahres, hat die EFIP eine aktive Rolle bei der Zusammenführung der neuen Häfen-Ver-



"Europees budget is gemiste kans"

De Europese Commissie heeft de voorstellen voor de komende jaren voor de TEN-T en de EFIP-Budget. De EFIP heeft zich erop toegezet om de Europese Commissie te laten weten dat de Europese Binnenhäfen op de Landkarte moeten worden gebracht. De EFIP heeft een verklaring ondertekend die de Europese Commissie oproept om de Connecting Europe Facility te ondersteunen. De EFIP heeft ook een verklaring ondertekend die de Europese Commissie oproept om de Connecting Europe Facility te ondersteunen.



"Verplichting lng-tankstation te snel"

De Europese Commissie heeft de voorstellen voor de komende jaren voor de TEN-T en de EFIP-Budget. De EFIP heeft zich erop toegezet om de Europese Commissie te laten weten dat de Europese Binnenhäfen op de Landkarte moeten worden gebracht. De EFIP heeft een verklaring ondertekend die de Europese Commissie oproept om de Connecting Europe Facility te ondersteunen. De EFIP heeft ook een verklaring ondertekend die de Europese Commissie oproept om de Connecting Europe Facility te ondersteunen.

La coopération à l'heure européenne

Dans un contexte de plus en plus compétitif, les ports sont amenés à définir des stratégies d'alliance et de travail en commun. Certains de ces modèles portent sur l'élaboration de projets conjoints par l'Union européenne. Alors, stratégie opportuniste ou véritable politique européenne ?

Les prévisions pour les prochaines années sont optimistes. Le trafic maritime mondial continuera de croître à un rythme soutenu. L'Union européenne a lancé une stratégie de développement des ports maritimes. L'objectif est de renforcer le rôle des ports maritimes dans le développement économique de l'Union européenne. Les ports maritimes doivent donc définir des stratégies d'alliance et de travail en commun. Certains de ces modèles portent sur l'élaboration de projets conjoints par l'Union européenne. Alors, stratégie opportuniste ou véritable politique européenne ?

NACHRICHTEN

Antwerpen wird Mitglied bei Efp

Antwerpen, der größte belgische Seehafen, ist dem Verband der Europäischen Binnenhäfen (Efp) beigetreten. Durch die Mitgliedschaft hat Antwerpen seine Hinterland zunehmend bedient. Derzeit versuchen die Häfen, ihren Markt der Binnenschifffahrt zu unterstreichen. Efp-Präsidentin Isabelle Ryckbost ist dafür als „ideale Partnerin“ bezeichnet worden.

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EFIP-Präsidentin Isabelle Ryckbost.



Isabelle Ryckbost, Präsidentin der EFIP.

Ports call on EU to protect TEN-T budget

EU ports are calling on European heads not to touch the budget for the TEN-T project when they meet this week to decide on the Multi-Annual Financial Framework (MAFF) and the European budget for 2014-2020.

The budget of the TEN-T has already been earmarked for European transport infrastructure under the Connecting Europe Facility (CEF). But with the likelihood of budgetary constraints looming, both the European Federation of Inland Ports (EFIP) and the European Sea Ports Organisation (ESPO) are asking for the figure not to be cut.

EFIP director Isabelle Ryckbost said it would be "a shame" if the budget were cut. "In that case, the governments will have to prepare a plan B and look for other, probably more difficult and costly means to meet Europe's targets in terms of growth, sustainability and jobs."

Patrick Verhoeven, ESPO secretary general, points out that it seems that the fight for the budget this time seems to have pitted transport against other policies such as cohesion and agriculture.

"We should however keep in mind that transport infrastructure projects do not only serve the transport industry and its stakeholders", he said. "A seamless European transport network in the first place strengthens the internal cohesion of the EU and facilitates many other sectors, including agriculture. Sea ports are the main gateways for EU exports of agricultural products. Using EU funding to invest in the TEN-T therefore also benefits cohesion and agricultural policy."

Back in the spring, EFIP and ESPO took the lead in a campaign led by 28 European transport organisations to secure the TEN-T budget. Both organisations are encouraging their members to declare that was initiated by EC Commission vice-president, Simeon Kazak, a few weeks ago.

More information is available from the Commission's website.

Links to related companies and recent articles... European Federation of Inland Ports, European Sea Ports Organisation (ESPO).

Logisroute fluviale urbaine

Eus européens et institutionnels en visite à Paris

Le 14 septembre 2012, la Commission européenne, les autorités locales, les associations de transporteurs et les représentants de la Fédération européenne des ports intérieurs (FEPI) ont organisé une visite de la ville de Paris. Les participants ont été accueillis par le maire de Paris, Jean-Pierre Côté, et ont visité les installations de la Commission européenne, l'Office de la Seine-Normandie, les installations de la Fédération européenne des ports intérieurs (FEPI) et les installations de la Fédération européenne des ports intérieurs (FEPI).

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Binnenhavens willen duidelijkheid over TEN-T-budget

Op rondetafel European Federation of Inland Ports (EFIP) in Vlissingen

Deelnemers aan de rondetafel van EFIP in Vlissingen met op de voorgrond v.l. naar rechts: Patrick Verhoeven, voorzitter van EFIP, en Isabelle Ryckbost, voorzitter van EFIP.

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9. The Year in Pictures





10. Good News about EFIP's Members



Dutch inland ports give incentives to barges certified with a Green Award Certificate

At the Annual Conference of the Dutch Association of Inland Ports (Nederlandse Vereniging van Binnenhavens, NVB) on 5 October 2012, the Port of Amsterdam, city Bergen-op-Zoom, city Utrecht, Ports of Limburg and Zeeland Seaports represented 15 ports who promised to reward ships certified by the Green Award Foundation. For most ports, that means a reduction of port dues, but there is also a certain number of ports who do not have port dues and for which another solution will be found.

Already in 2011 a first group of ports committed themselves to support the "green" barges and give incentives: Groningen Seaports, Moerdijk Port Authority, Rotterdam Port Authority, Dordrech, Zwijndrecht, Papendrecht and the city of Meppel received a special Green Award board. These ports were also celebrated on 5 October.

The Green Award programme for inland navigation is derived from the eponymous label introduced in 1994 for the maritime transport. Green Award certifies ships that are extra clean and safe. As of 2013, the number of incentive providers will be expanded with the 15 aforementioned ports.

www.greenaward.org

Upper-Rhine project pioneer in the new TEN-T Corridor Approach

On 26 November 2012, the project: "Upper Rhine ports: a connected corridor!" was launched. For the first time, nine ports from three EU Member States, namely the ports of Strasbourg, Kehl, Colmar, Mannheim, Ludwigshafen, Karlsruhe and the RheinPorts Basel-Mulhouse-Weil decided to work together for more efficiency, in order to cope with the growing economic and competitive challenges of the next ten to twenty years.

The European Commission supports this initiative in the framework of the Trans-European Transport Network. More than 50 representatives from French, German, Swiss and international institutions attended the event.

The project, launched in September 2012, was initiated and is coordinated by the Port of Strasbourg. Synergies between the different inland platforms should enable to meet a common goal: the development of a more efficient multimodal provision in the Upper Rhine. Improved rail links form an important part of the project, but other issues will be tackled, such as the strategic question of available land, container traffic or the adaptation of logistics activities.

The Commission supports this initiative since it perfectly fits into the Corridor approach of the forthcoming policy. The territory covered by the nine ports represents an important



Port of Paris

part of one of the multimodal corridors identified by the Commission, more precisely the "Rotterdam-Genoa" corridor. Moreover, the Upper-Rhine project is at the intersection of three other corridors.

www.strasbourg.port.fr/index.php3

NVB published Blue Ports: The economic impact of Dutch ports

End 2012, the Dutch Inland Ports Association (NVB) released its second Blue Ports report, which now also available in English. The aim of this report is twofold. It first establishes the economic indicators of Dutch inland ports for 2011 and it secondly compares these results with the economic impact determined in 2003.

It appears that changes in macro-economic indicators and developments (like quick win subsidy schemes and containerisation of transport flows) had an impact on the development of inland ports. The survey is based on 16 case studies and describes the following main results:

- 66.700 employed persons (66.400 in 2003)
- 8.2 billion Euro direct added value (5.7 billion Euro in 2003)
- 13.2 billion Euro direct and indirect added value (8.9 billion Euro in 2003)

The 2004 Blue Ports report was initiated due to an insufficient substantiated view of the economic importance of Dutch inland ports. A lack of data and clear structure obstructed an overview of all Dutch inland ports. The economic importance of inland ports was unclear and difficult to compare with other forms of infrastructure. Therefore attention towards inland ports was limited. Government policies were concentrated on seaports and overlooked the importance of inland ports. After Blue Ports (2004) the economic importance of inland ports was recognised and inland ports were taken into account by policy makers in their spatial policy at national, provincial and municipal level.

havens.binnenvaart.nl/home

18 partners launched the NELL follow-up project HINT

On 31 January 2013, fourteen former NELL partners and four new ones from Austria, Serbia, Bulgaria and Romania convened in Bucharest to mark the start of the NELL follow-up project HINT - Harmonized Inland Navigation Transport - through education and information technology. More than 50 people attended the event, among others representatives of the Romanian Ministry of Transport, SEE Joint Technical Secretariat in Budapest, stakeholders and partner institutions.

The project is implemented within the South East Europe Transnational Cooperation Programme (SEE), Priority Axis 3. It aims at supporting and capitalizing NELL results and hopes to boost transnational cooperation in favour of better and more harmonised education and training of inland waterway personnel along the Danube corridor.

HINT comes as a response to the following problems: the shortage of qualified personnel in the IWT sector, the mobility of workforce and the use of IT&C tools (designed to meet the changing training requirements and to satisfy the increasing demand for intermodal and multimodal transport). HINT aims at implementing the measures that were already identified in the Transnational Action Plan (drawn up within NELL): need for harmonized education, need for training standards, practical training possibilities, e-learning platforms, etc.

In order to guarantee a widespread implementation of project results, HINT partners and six observers (Romanian Ministry of Transport, Austrian Federal Ministry for Transport, Innovation and Technology, ÖÖ Wirtschaftsbund, International Sava River Basin Commission, Central Commission for the Navigation on the Rhine and Danube Commission) agreed to share their knowledge through an online consultation platform. The purpose of this platform is to develop the best, ready-to-use teaching tools.

www.hintproject.net

Via Donau presents the third edition of its "Manual on Danube Navigation"

On 21 February 2013, via donau, the Austrian waterway management and development company, presented the third edition of the Manual of Danube Navigation. Since its first publication, the manual has become one of the major standard works on inland waterway transport, so that the book's presentation drew an audience of key players in the European navigation sector. In their role as sponsors, European inland navigation and logistics companies have made a significant contribution to the publication of the new "Manual on Danube Navigation". The manual is now available in German and English.

The Manual is directed to practitioners in inland waterway transport and to anyone interested in navigation. As it also serves as a textbook used for professional training in this sector, the Manual on Danube Navigation contributes significantly to disseminating knowledge and inspiring future customers to use the environmentally-friendly mode of waterway transport. Via donau revised and updated the Manual on Danube Navigation together with its partners from business and industry.

www.via-donau.org/en/economy/online_services/manual_on_danube_navigation

Flemish shore power platform on line

The Mobility and Public Works Department (MOW) of the Flemish Government launched a website on the shore power platform, which was created with the support of different EFIP members participating in the platform: Waterwegen en Zeekanaal NV, nv De Scheepvaart, Port of Gent and Port of Antwerp.

The website exists in four languages and offers a good overview of the most important developments as regards the use of shore side electricity. Shippers can for instance check the tariffs and the places where they can connect to shore side electricity.

Last year, the Flemish Government approved the Air Quality Plan with the aim of reducing NO₂ concentrations. One of the initiatives of this plan was to set up a shore power platform that has different tasks. Firstly, it coordinates all initiatives taken by barge operators, waterway managers and port authorities to meet the strict needs and legal obligations. Secondly, the shore power platform aims at coordinating infrastructure design, management and maintenance of shore installations. Thirdly, the platform searches for solutions which optimally use the added value of shore power. Fourthly, it works on the harmonisation of payment procedures in order to reduce administrative burden. Last but not least, the shore power platform will assist stakeholders in the preparation of a general survey map of the existing shore power installations and areas where shore power should be supplied.

www.walstroomplatform.be

Rotterdam and Antwerp are working on a more efficient barge handling in their ports

In order to tackle inefficiencies in inland container shipping, such as long waiting times and unpredictable schedules, the Port of Rotterdam developed Nextlogic. With this initiative, inland vessels will not only be allocated time slots for handling at the terminals

and depots in the port, but the number of containers per call will also be increased by bundling. In addition, the performance of the chain and individual links will be measured. Nextlogic, which is due to start at the end of 2013, is a joint initiative of representatives of inland shipping operators, seaport terminals, depots, shipping companies, hinterland terminals, the Port of Rotterdam Authority and the Ministry of Infrastructure and Environment. This is the first time the whole chain has agreed unanimously to stricter planning, increase in scale, performance measurement and the exchange of information that this cooperation necessitates.

The Port of Antwerp is also working on different solutions to make the barge handling more efficient and thus optimise the links with the ports in its hinterland. The Port of Antwerp developed amongst others the Barge Traffic System (BTS). BTS is a unique notification and monitoring platform for the container barges in the port of Antwerp. Since September 2012, all barge and terminal operators are obliged to use it for the transport or transshipment of their containers. All inland barges entering the Port of Antwerp have to be equipped with an Automatic Identification System (AIS). In combination with the AIS, the Barge Traffic system will shorten waiting times for barges and optimise barge connections with the hinterland.

News from CCP21: Steering group meeting, Munich Conference and transferable toolbox

On 6, 7 and 8 March 2013, CCP21 Partners met in Liège for a steering group meeting. Partners discussed about the upcoming reporting to the Interreg Programme, the organisation of the mid-term conference as well as the difficulties faced in the implementation of local projects and how to overcome them.

On the same date, CCP21 partners also decided to organise an observer meeting. Four observers showed their availability: EFIP, the Port of Antwerp, CRITT and the port of Amsterdam. Observers can constitute an added value to the project by disseminating relevant information and validating the products of the group.

On 4-7 June 2013, CCP21 partners were present at the Transport & Logistics Fair in Munich, with a common CCP21 stand. CCP21's goals and results were presented to a wide audience including hundreds of transport and logistics suppliers, planners, operators, handlers, inland and seaports, etc. CCP21 Partners had the opportunity to present their initiative at the stand of the Federation Association of Rhine inland ports. The presentation stressed the importance of strengthening the support for IWW in order to facilitate the development of inland ports.

In the Request for Changes to the Interreg Programme, CCP21 Partners included a transferable toolbox as an additional output of the project. At the end of June 2013, several consultancies jointly selected the best contractor to develop this valuable tool. In particular, the transferable toolbox will contain best practices and recommendation extracted from the analysis of reports and studies done within CCP21 project. The expected outcome will benefit not only CCP21 partners but also anyone interested in the contents of the toolbox. This transferable toolbox will be presented at the CCP21 final conference at the end of 2014.

www.citizenports.eu ▲



11. EFIP's Structure

President

Jean-Louis Jérôme (France)

Vice-Presidents

Carmen Costache (Romania)
Roland Hoerner (Germany)
Rainier Reekmans (Belgium)
Willy Robijns (Belgium)

Director

Isabelle Ryckbost
Assistant to the Director
Hélène Vancompennolle
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Executive Committee 2012-2014

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