

# EFIP ANNUAL REPORT



**2013 / 2014**

European Federation of Inland Ports – EFIP

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

### **The voice of inland ports in Europe**

Since 1994 EFIP has been the voice of the inland ports in Europe. EFIP highlights and promotes the role of inland ports. EFIP actively follows all developments in the field of EU policy of importance to inland ports and represents the inland ports vis-à-vis the European institutions and other international bodies.

### **An important information network for and about inland ports**

EFIP offers its members the possibility to exchange information, expertise and best practices with colleagues in other countries.

## Foreword

Hans-Peter Hadorn,  
President



In 2014, the European Federation of Inland Ports (EFIP) celebrated its 20th anniversary. We marked this occasion with a reception in the Salle des Glaces of the Parliament of the Region of Brussels in October, which was attended by guests from all over Europe, including representatives of the European Institutions, Member States and River Commissions, Port Directors, and other transport stakeholders. We enjoyed this opportunity to get to know some of the new Members of Parliament, which were elected this spring.

We used the occasion of our anniversary to unveil our new EFIP logo. Combining elements of rail, road and barge traffic, the new logo puts a spotlight on the multimodal nature of inland ports' activities. The colours blue and green reflect the sector's strong link with the water as well as its commitment to contribute to an environmentally sustainable transport system.

Multimodality is also at the heart of the EU's new infrastructure policy, the revised TEN-T Guidelines, which entered into force at the beginning of 2014. The implementation of this new policy has been the focus of much of our work this year. Many inland ports have actively participated in the meetings of the newly established corridor fora which worked on determining work plans for each of the infrastructure corridors. EFIP contributed to this work by establishing a project pipeline of planned infrastructure projects in inland ports and we were very happy to see that many of the corridors set up dedicated working groups to handle port issues in more detail. In September, the Commission published the first TEN-T call under the new legal framework. As the result of a very close dialogue with the European Commission, inland ports are very well integrated in the call, which offers EU co-funding opportunities in a variety of thematic areas to inland ports.

I would like to thank all EFIP members for their support and enthusiasm in working together to jointly promote the cause of inland ports and express my gratitude to the secretariat for its dedicated work.

Hans-Peter Hadorn,  
EFIP President

## 1. Trans-European Transport Network Policy

### TEN-T and Connecting Europe Facility

On 5 December 2013 the Council adopted the final legal acts establishing Union Guidelines for the development of the Trans-European Transport Network (TEN-T) and the accompanying financial instrument, the Connecting Europe Facility (CEF). The texts were the result of a compromise negotiated between Parliament and Council.

The new Trans-European Transport Network Policy defines a sustainable multimodal transport network for Europe consisting of a comprehensive network, a core network and nine strategic core network corridors. The EU has set aside a budget of EUR 26 billion for transport infrastructure in the seven coming years. The new focus on multimodality puts the spotlight on inland ports as connecting points between the different modes of transport. In this context, EFIP published an updated version of its TEN-T map, which shows the location of inland ports on the TEN-T network and corridors.



EFIP published an updated version of the TEN-T map

In January, the Commission published a Communication setting out the future steps of the implementation of the Core Network of the TEN-T Regulation, notably the creation and functioning of the Core Network Corridors and the potential budget and instruments available under the new framework. The outline of the future calls for projects under CEF was further defined in the CEF work programme 2014, which was adopted in March.

### Corridor Forum Meetings and working groups for ports

The nine core network corridors are the main instrument for the implementation of TEN-T. In March, the Commission nominated a coordinator for each core network corridor. These are assisted by advisors in the Commission (DG MOVE) and by consultants, who have been tasked with developing a corridor work plan that contains the investment priorities for the coming years.

For each corridor a consultative corridor forum has been set up, which has met four times in the course of 2014 in order to support the development of corridor work plans. Since the second corridor forum, selected inland ports have been invited to take part in the forum. EFIP particularly welcomed the fact that a number of corridors have set up dedicated working groups for ports, which allow for more in depth discussions on the issues that concern inland ports.

### **Survey of infrastructure needs in core inland ports**

In January, EFIP launched the collection of an inventory of infrastructure projects needed by the core inland ports in the period 2014-2020. This project pipeline served as input for the Commission in the development of the corridor work plans and will help to ensure that an adequate part of the CEF budget is dedicated to ports. The survey tool uses the new PORTOPIA cloud platform. EFIP aims to maintain and regularly update this database of projects also in the longer term.

### **EFIP-ESPO workshop on EU-funding opportunities**

EFIP together with the European Seaports Organisation (ESPO) organised a workshop on EU-funding opportunities on 21 January in Brussels. The idea was to discuss the TEN-T call 2013, but also to plan ahead for the first call of 2014. EFIP and ESPO invited representatives of the European Commission DG Move, DG Regio and the INEA Agency to explain the various funding opportunities under the Connecting Europe Facility and the Structural and Regional Funds during the morning session. In the afternoon, participants had the opportunity to discuss with colleagues (including from the sea ports) who are on the same corridor or who plan similar projects.

EFIP and ESPO have also jointly prepared a fact sheet that aims to provide more clarity on funding opportunities for ports and inland ports under the CEF.



Port of Ochakov

## 2. Inland Waterway Transport Policy: NAIADES II

The Naiades Package, which the Commission presented in September 2013, contains a general communication “towards quality inland waterway transport” as well as two legislative proposals: a Proposal for a Directive laying down technical requirements for inland waterway vessels and a Proposal for a Regulation on a Community-fleet capacity policy to promote inland waterway transport, as well as a staff working document on greening the fleet.

### Parliament Hearing

On 9 January 2014, the TRAN Committee hosted a mini-hearing on NAIADES II to hear advice from stakeholders in the inland waterway sector. The first part of the hearing dealt with the integration of inland waterways in the transport chain whereas the second part concentrated on the modernisation of the inland waterway fleet. EFIP Director Kathrin Obst was invited to speak and stated that EFIP generally supports the aim of NAIADES II, but that it is important to focus now on how the individual policies mentioned in the communication can deliver concrete benefits for inland waterway transport. EFIP also stressed the importance of ports for intermodality in the TEN-T network and the need to integrate inland waterway transport into the logistics chain.

### Directive laying down technical requirements for inland waterway vessels (CESNI)

EFIP very much welcomes the European Commission’s idea to create a joint committee with the aim of harmonising standards and procedures across Member States and rivers. The harmonisation between the EU and the CCNR that is envisaged in the Directive is an important first step. EFIP believes that the final long term aim should be to have standards that cover also those countries on the Danube that are not EU Member States (possibly through later adoption at UNECE level) so as to avoid distortions of competition. During the Naiades II implementation meeting in April 2014, the Commission expressed its strong will to include other river commissions in order to develop pan-European standards through a step-by-step approach.



Port of Bratislava

### **Greening the fleet - Financial support for retro-fitting of vessels/innovation**

A new working group will be set up by Commission, Member States and stakeholders to look into possible uses of EU and national funds, financial instruments and other sources of financing and funding for retro-fitting of vessels. A first preparatory meeting took place in October 2014. EFIP welcomes this initiative as it opens the possibility to better define the necessary financial support that is foreseen for the greening of the fleet as part of Naiades II. In view of the financial situation of the sector, EFIP believes that legislative action to tighten emission standards should be accompanied, at the same time, by a well-defined policy of financial support based on grants.

### **Joint statement on the fairway maintenance on the Danube**

The current lack of fairway maintenance on the Danube resulting in unreliable navigation is a pressing issue for the inland waterway sector and the industry using it. The failure of some countries to honour their commitment to maintain the Danube threatens the safe and cost-efficient navigability of the river with disastrous consequences for the sector and affected industry. In this context, EFIP is very happy to see that the EC is taking up this issue as a matter of priority.

At a meeting of the EU Strategy for the Danube Region (EUSDR) in Vukovar on 28 and 29 October 2014, a Fairway Rehabilitation and Maintenance Master Plan for the Danube and its Navigable Tributaries was presented. The Master Plan concludes that additional investments of about 85 Mio EUR would be sufficient to reach recommended levels of service, i.e. 2.50 m fairway depth at low navigable water level along the majority of Danube sections (2.0 m for the German section Straubing-Vilshofen). Additional annual operational costs would amount to about 8 Mio EUR. Compared to the magnitude of many other transport infrastructure projects, this is a rather modest sum.

For this reason, EFIP and other relevant IWW representatives signed a joint statement urging the Danube riparian states to endorse and implement the master plan in order to ensure navigation reliability on the Danube. During a meeting in the margins of the EU Transport Council on 3 December, Ministers of the Danube Riparian States<sup>1</sup> endorsed the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its Navigable Tributaries and pledged to implement it as soon as possible.

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<sup>1</sup> The Conclusions were signed by Austria, Bulgaria, Croatia, Germany, Moldova, Romania, Bosnia and Herzegovina, Slovakia and Ukraine. Hungary and Serbia did not yet sign the Conclusions, but expressed their support towards the activity.

### 3. River Information Services

In August, the European Commission published the final version of its study entitled “Evaluation of RIS Implementation for the period 2006-2011”. The study concludes that despite relevant progress, RIS implementation has not been realised to the full extent. Large differences exist between countries and corridors in the speed of implementation of legislation, the implementation of technologies and the actual use of RIS technologies and services in practice.

In 2015, the European Commission will launch a public consultation on the review of RIS. The conclusions of the study on RIS implementation and the responses to the public consultation will constitute the basis for an impact assessment on the potential economic, social and environmental consequences of a new initiative on RIS. The Commission will then publish a Communication and may also propose a legislative review of the RIS Directive. From the perspective of inland ports, this offers the opportunity to look into new forms of using data from RIS for a smooth integration of IWT into in the logistics chain.

### 4. Competition policy

In June 2013, the European Commission sent a questionnaire to Member States with the aim of assessing the situation of state aid and its possible effect on competition in the sea and inland ports sector. The results of the questionnaire are very inconclusive. The Commission in some cases requested more detailed information, in particular on the tax situation of some sea and inland ports.

In January 2014, EFIP adopted a position on this topic that highlights the difference between sea and inland ports based on the fact that competition in the two sectors follows a different logic. While seaports strongly compete with each other in order to increase their cargo throughput, competition in the inland ports sector is primarily intermodal (i.e. with pure road transport). Inland ports typically have a long history and have developed along historic trading routes. They often serve industries that are dependent on large flows of raw materials. Such industries cannot easily re-locate to other ports and the closure of their port would lead to very high additional costs for transport of these materials by rail or road that would call into question the financial viability of the company. This explains the importance of inland ports, including smaller ports and ports that are located in relative proximity to another port for the economy in their region.

The EFIP position on State Aid also stresses the crucial role played by inland ports in reaching the European Union’s goal of shifting long distance freight transport to sustainable forms of transport. Combined transport, i.e. transport combining rail, inland waterway or maritime services with last mile road delivery, needs state support to be able to compete with pure road transport. Additional transshipment and storage of containers make combined transport comparatively expensive. Such aid has so far been seen as compatible with the Treaties, in accordance with Art. 93 TFEU. An analysis of existing state aid cases does not indicate the existence of any specific problem or a need for further clarification or guidelines for inland ports. In view of these findings, EFIP would welcome if the Commission developed pragmatic criteria for the inclusion of inland ports infrastructure in the scope of the General Block Exemption Regulation.

## 5. Alternative Fuels

Council and Parliament reached an agreement on a Directive for the deployment of alternative fuels infrastructure in March. Under the Directive, each Member State has two years to draw up an alternative fuel deployment strategy and send it to the Commission. These strategies or "national policy frameworks" will set out the country's national targets for putting in place new recharge and refuelling points for the different types of "clean fuel", such as electricity, hydrogen and natural gas, as well as relevant supporting actions.

EFIP welcomed the fact that the relevant provisions for inland ports make the obligation to invest in shore side power and LNG refueling dependent on actual demand:

Member States are to ensure, through their national policy frameworks, that an appropriate number of refuelling points for LNG are put in place at inland ports to enable LNG inland waterway vessels to circulate throughout the TEN-T Core Network by 2030.

Shore-side electricity supply is to be installed, as a priority in ports of the TEN-T Core Network, and in other ports, by 2025, unless there is no demand, the costs are disproportionate to the benefits, including environmental benefits.



Port of Mannheim

## 6. Weights and dimensions of road vehicles

In the framework of discussions on the updated rules for the maximum weights and dimensions of heavy-goods vehicles, buses and coaches, the European Parliament and Council decided not to extend the use of so-called mega-trucks for the time being, thus following the concerns of EFIP and a number of other transport associations.

In its legislative proposal the Commission had suggested to state that cross-border use of longer vehicles is lawful for journeys that only cross one border, if the two Member States concerned already allow it and if the conditions for derogations under the Directive are met.

The European Parliament rejected this part of the proposal in April 2014. Parliament demanded that the Commission assess the broader impact of mega-trucks, including effects on the infrastructure and potential modal shift by 2016, before putting forward any new proposal on this issue.

EU transport ministers reached a political agreement in June 2014. Transport ministers rejected an extension of the use of mega-trucks as a number of Member States felt this could, with time, put pressure on more and more neighbouring countries to accept such vehicles on their territory.

Council and the new Parliament will now have to reach an agreement on the text during the ongoing trilogue negotiations.



Port of Paris

## 7. Combined Transport Policy

In July, EFIP contributed to the European Commission's stakeholder consultation on combined transport, which is to feed into the possible revision of the Combined Transport Directive (CTD). The CTD seeks to promote combined transport operations through liberalisation of road cabotage, the elimination of authorisation procedures for combined transport operations, as well as financial support through fiscal incentives for certain combined transport operations. Combined transport operations also benefit from more generous rules under the Directive on Weights and Dimensions of Road Vehicles.

The Commission organised a stakeholder workshop in June where the consultants working on a study on combined transport presented their initial findings. This study will serve as a basis for discussions on a possible review of the CT Directive.

The main issues are:

- Definition of combined transport (maximum road leg, permitted loading units)
- Support measures for combined transport (usefulness of the measures of the existing Directive (tax reductions/exemptions and exemptions from certain rules concerning cabotage and weights and dimension of road vehicles), possible additional measures)

The Commission is due to publish a study on combined transport in the coming weeks and will, in the first half of 2015, evaluate whether there is a need to review the CT Directive.

## 8. Railway Policy

In February 2014, the plenary session of the European Parliament adopted its first reading position on the 4th Railway Package. The Commission considered controversial the amendments adopted by the plenary. In particular, on the so-called "market pillar" of the package (Directives on governance and market opening, and regulation on public service obligations), MEPs disregarded the Commission's proposals and the position of the Transport and Tourism committee (TRAN) by adopting measures that, according to the Commission, could put at risk the development of a Single European Rail Area. Under the new rules, competitive tendering procedures for public service contracts have been postponed to 2023 and are subject to very significant exceptions. As regards the "technical pillar" of the package (recasts of the safety and interoperability



Rheincargo

Directives and a new regulation on the European Railway Agency), the Parliament confirmed the need to remove existing administrative and technical barriers and empowered the European Railway Agency (ERA) with new tasks, such as the issuing of safety certificates and vehicle authorisations valid throughout the EU.

The Transport Council on 14 March agreed on a general approach regarding the so called “technical pillar” of the package (new tasks to be carried out by the European Railway Agency, Directive on Interoperability, Directive on Safety). The Italian Presidency of the Council has also taken up work on the other parts of the 4th Railway Package (governance, public service obligations). Council and the new Parliament will now have to reach an agreement on the text in trilogue negotiations that started in October.

## 9. Review of the award of concessions rules

In January 2014, the European Parliament discussed and adopted in its plenary session the first reading compromise text on the Directive on the award of concessions (2014/03/EU) with 598 votes in favour and 60 votes against. The same text was approved by Council on 6 February. The Directive formally entered into force in April 2014, but EU Member States have two years to implement it into national law. The Directive will only apply to new (after the entry into force of the Directive) concessions.

Recital 15 of the Directive 2014/03/EU defines which contracts should not be considered concessions in the meaning of the Directive. In particular, the Directive should not apply to public domain or land lease contracts in the inland ports sector, where these contracts contain only general conditions for their use without procuring specific works or services.



Upperhine – Port of Strasbourg



Port of Antwerp

## 10. PORTOPIA project

Following a call for projects under the EU-FP7 research scheme, the PORTOPIA project started in September 2013. PORTOPIA aims at creating an integrated knowledge base and management system of port performance to serve the industry's stakeholders in improving the sustainability and competitiveness of the European Port System. To that end, different domains will be linked such as market trends and structure, socio-economic performance, environment and safety, logistic chain and operational efficiency, governance and finance and user perceptions of quality.

PORTOPIA specifically includes the inland ports and their stakeholders in the project under Work Package 7. EFIP participates in the project as an associated partner in order to be able to bring into the project the expectations, needs and concerns of the inland ports and their stakeholders.

The Work Package 7 Leader Fraunhofer and the project Coordinator VUB participated in EFIP's Executive Committee meeting in Bratislava to present PORTOPIA and its added value for the inland ports.



Romanian ports

Port of Trier



## 11. EFIP Inside

### A new Director

In November 2013, Kathrin Obst took up her new position as EFIP Director. She succeeded Isabelle Ryckbost, who is now the Secretary General of the European Sea Ports Organisation (ESPO).

### General Assembly meeting in Strasbourg (2013)

From 18 to 19 November 2013, EFIP members gathered in Strasbourg for their General Assembly meeting. The meeting was hosted by the Port of Strasbourg and EFIP President, Mr. Jean-Louis Jérôme.

Members discussed their position towards several EU dossiers and which actions should be taken in the future. Members also had the opportunity to discuss the FP7 PORTOPIA project, presented by its coordinator Professor Michael Dooms (VUB – University of Brussels) and the future vision of the Central Commission for the Navigation of the Rhine (CCNR), which was presented by CCNR Secretary General Hans van der Werf.

Finally, Members participated in the boat tour organised by the Port of Strasbourg.

### Executive Committee meeting in Bratislava

On 27 and 28 March 2013, EFIP held its Executive Committee Meeting in Bratislava. The EFIP meeting was hosted by Verejné Pristavy, the Public Port Authority governing the Ports of Bratislava, Komárno and Štúrovo.

Ports discussed a number of political issues that are currently on the Brussels agenda. The new Trans-European Transport Network (TEN-T) Policy was one of the main points of interest. During the open session, Petar Margić, Director General of the Danube Commission, gave some insight into the current priorities of the Danube Commission. In particular the lack of fairway maintenance on the Danube is a pressing issue for the inland ports.

In the afternoon, participants had the opportunity to get an understanding of the planned infrastructure projects of the port during a boat tour.

### General Assembly meeting in Brussels (2014) – A new President

During its General Assembly on 1 October 2014, EFIP elected Hans-Peter Hadorn, the CEO of Port of Switzerland (Basel) as its new President. He succeeds Jean-Louis Jérôme, Director of the Port of Strasbourg, who had held the presidency since 2012.

Since 2005, Hans-Peter Hadorn has been at the Head of the Port of Basel, which merged with other neighbouring ports in 2008 to form Port of Switzerland. Mr Hadorn is a Swiss Commissioner at the Central Commission for the Navigation on the Rhine (CCNR).

EFIP elected as Vice-Presidents Carmen Costache (President of Romanian Inland Ports), Roland Hoerner (CEO of the Port of Mannheim), Rainier Reekmans (Commercial Director of the Port of Brussels), and Jean-Louis Jérôme (CEO of the Port of Strasbourg).

The meeting was hosted by the Port of Brussels. During the General Assembly meeting, Members discussed several port-related EU files and had the possibility to discuss funding possibilities for infrastructure projects with representatives of the European Commission.

### **EFIP's 20<sup>th</sup> anniversary and new logo**

The European Federation of Inland Ports (EFIP) celebrated its 20<sup>th</sup> anniversary on 1 October 2014 with a reception in the Salle des Glaces of the Parliament of the Region of Brussels. The event, which was organised in cooperation with the Port of Brussels, attracted more than 150 guests from all over Europe, including representatives of the European Institutions, Member States and River Commissions, Port Directors, and other transport stakeholders. On this occasion, the important role played by EFIP at the EU level was stressed by prominent speakers such as Rudi Vervoort (Minister-President of the Brussels Capital Region), Michael Cramer (Chairman of the European Parliament's Committee on Transport and Tourism) and Olivier Onidi (Director for the European Mobility Network in DG Move).

The association used this occasion to unveil its new logo. Combining elements of rail, road and barge traffic, the new logo puts a spotlight on the multimodal nature of inland ports' activities. The colours blue and green reflect the sector's strong link with the water as well as its commitment to contribute to an environmentally sustainable transport system.

During the evening, guests also had the opportunity to view an exhibition entitled "Floating Ideas", in which EFIP presents innovative projects in inland ports from three thematic areas: Innovative Logistics, Protecting the Environment and Positive Port – City Relations. The exhibition highlights the diversity of activities in inland ports and illustrates the commitment of the sector to innovate and develop solutions that benefit society.





# „Maße und Gewichte nicht leichtfertig ändern“

Verbände: Grenzen für LKW sind sensibel

**KOMBINIERTEN VERKEHR** Gleich mehrere Verbände haben die EU dazu gezwungen, Maße und Gewichte von LKW zu ändern. Immer mehr wurde auch gründlich geprüft werden, welche Auswirkungen ein solcher Schritt auf die anderen Verkehrsträger habe, heißt es in einer gemeinsamen Erklärung der Verbände UDRB (Kombinierter Verkehr), CER (Olmüt), ELP (Binnenflüter), UIP (Privatwagenmeister) und EBU (Binnenschifffahrt).

Anlass für die Verbändeinitiative ist die bevorstehende Abstimmung im Europäischen Parlament über Änderungen der Richtlinie 96/53, die Maße und Gewichte von Straßenfahrzeugen regelt. Unter anderem geht es dabei auch darum, den Begriff des intermodalen Verkehrs neu zu definieren und neue Regeln für die Klüsterschifffahrt einzuführen.

Keiner der betroffenen Akteure sei hierzu geböt worden, kritisieren die Verbände.

In nächster Zeit steht zudem eine Revision der Intermodal-Richtlinie 92/100/EEC in der Kommission. In der Kommission laufen bereits vorbereitende Arbeiten, betonen die Verbände - es mache wenig Sinn, in mehreren Bestimmungen unterschiedliche Definitionen des gleichen Begriffes festzulegen. Vielmehr sollten multimodale Transporter auch einem einheitlichen multimodalen Rechtsrahmen bekommen.

Und schließlich warnen die Verbände davor, den 44-Tonnet-Grenzwert des kombinierten Verkehrs leichtfertig auszuhebeln, nur weil diese Gewichtsgrenze in einigen Mitgliedsländern der EU bereits heute auch auf der Straße gelte. Auch die neuen vier-stufige Prüfungsvorgabe. **GD**

DVG, 31/10/2014, p.7



## FEPI / Fédération européenne des ports intérieurs : 20 ans et un nouveau président

POSTÉ LE 3 OCTOBRE 2014 09:00 NEWS

Les ports intérieurs, plaques tournantes multimodales et points d'ancrage d'une mobilité plus durable

La Fédération européenne des ports intérieurs / FEPI a célébré hier à Bruxelles ses vingt ans d'existence. L'occasion d'élire un nouveau président, de présenter un nouveau logo et de rappeler quelles sont les priorités essentielles pour les ports intérieurs.

C'est le Suisse Hans-Peter Hadom qui a été élu à la présidence de la FEPI. Le directeur général de Port of Switzerland succède ainsi à Jean-Louis Jérôme, directeur du port de Strasbourg. J.-L. Jérôme occupait la fonction depuis 2012. H.-P. Hadom (56 ans) a une formation économique et dirige le port de Bâle depuis 2006, après avoir travaillé pendant dix ans à la compagnie ferroviaire suisse CFF/SSB. Dans son discours, il a notamment rappelé quels sont les objectifs prioritaires des membres de l'organisation : la création d'un réseau trans-européen de transport multimodal durable, la sauvegarde de la navigabilité des axes fluviaux, la mise en place d'une politique durable du transport de marchandises sur les grandes distances, le développement de la co-modalité, de la distribution urbaine par la voie d'eau et l'amélioration des prestations écologiques de la navigation intérieure.



Hans-Peter Hadom, président de la FEPI et directeur général des Ports intérieurs suisses

10/2014

EFIP viert 20-jarig bestaan en lanceert nieuw logo

## EFIP viert 20-jarig bestaan en lanceert nieuw logo

Gemaakt op vrijdag 03 oktober 2014 12:22



havendirecteuren en andere belanghebbenden.

EFIP gebruikt deze gelegenheid om haar nieuwe logo onthullen. Het combineren van elementen van spoor, weg en binnenwater, het nieuwe logo zet een scherpverper op het multimodale karakter van de activiteiten van binnenhavens. De kleuren blauw en groen geven de sector een sterke band met het water, alsook haar inzet om bij te dragen tot een ecologisch duurzaam vervoersysteem.

Tijdens de avond hadden de gasten de mogelijkheid om de tentoonstelling "Floating Ideas" te bekijken. Innovatieve projecten in binnenhavens werden gepresenteerd en de diversiteit van de activiteiten in binnenhavens illustreerde het engagement van de sector om te innoveren en oplossingen te bedenken die de samenwerking ten goede komen.



Vertegenwoordigers van de Europese Commissie, Olivier Duvil, directeur van de European Mobility Network in DG MOVE zei: "EFIP heeft een lange staat van dienst en substantiële bijdragen geleverd aan de bevordering van de binnenhavens als belangrijke knooppunten in het multimodale vervoersnetwerk, wat Europa nodig heeft om ze verhaard te vergroten. Ik feliciteer EFIP met zijn zilverste verjaardag en kijken uit naar de voortzetting van de nauwe dialoog tussen de Commissie en EFIP in de toekomst."

Op de website binnenwater.nl is te vinden: nieuws/20-jarig-bestaan-en-lanceert-nieuw-logo/efip-pronounced-again/14092014/14092014

## ESPO en EFIP luisteren naar infrastructuurnoden leden

Selma de Thuy

vrijdag 22 januari 2014 om 11:56

Gisteren vond in Brussel een eerste seminarie plaats in het kader van de gezamenlijke "TEN-T Information Desk" die ESPO en EFIP, respectievelijk de Europese organisatie van Zeehavens en de European federatie van Binnenhavens, hebben opgezet om hun leden te informeren over de mogelijke opportuniteiten.



Daarnaast willen ze ook de samenwerking tussen zee- en binnenhavens die op dezelfde transportmodor liggen, faciliteren en havers steunen bij het vinden van geschikte partners voor het opzetten van gezamenlijke infrastructuurprojecten.

ESPO en EFIP lanceerden gisteren ook de oprichting van een inventaris van de infrastructuurprojecten die de voor zeehavens en de binnenhavens nodig hebben in de periode 2014-2020. Ze willen ze een overzicht krijgen van de omvang en het type projecten, dat als leidraad kan dienen voor de Europese Commissie bij het ontwikkelen van de werkprogramma voor de komende jaren.

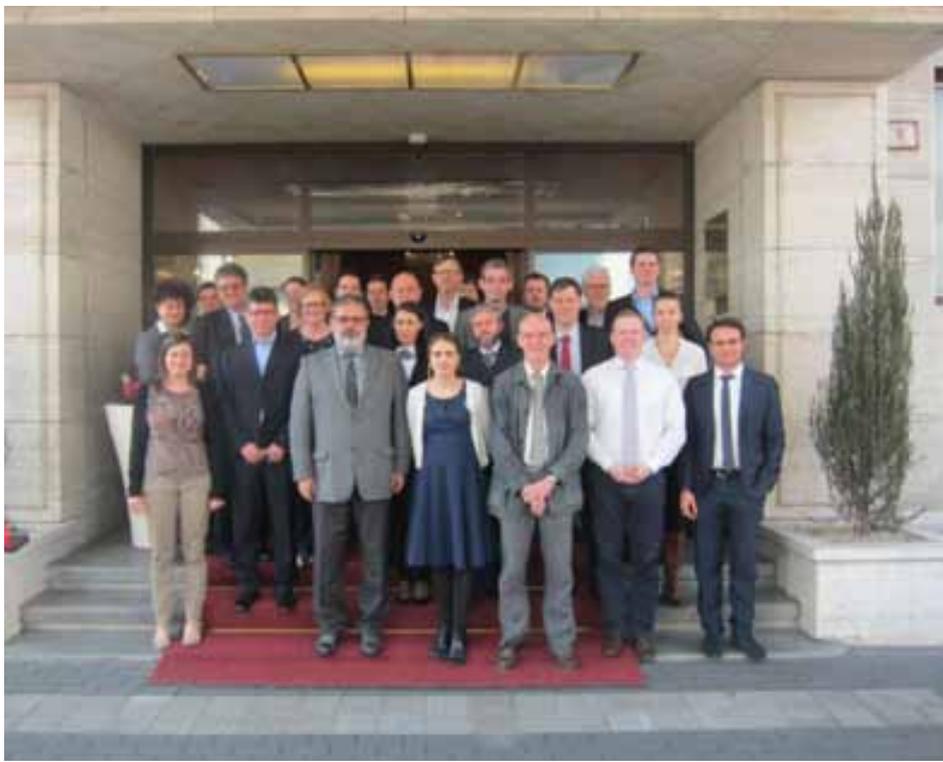
De nieuwe TEN-T-richtlijn is gebaseerd op negen multimodale corridors waarop infrastructuurprojecten prioriteit zullen genieten worden. Deze nieuwe aanpak vergt echter een sterkere samenwerking tussen de actoren op een bepaalde corridor, inclusief de infrastructuurmanagers van verschillende transportmodi.

"Met dit seminarie willen we er voor zorgen dat onze havens niet enkel een stop zijn op de TEN-T-kaart", zei Isabelle Ryckebout, secretaris-generaal van ESPO.

EFIP-director Katrijn Obit volgde daar nog aan toe dat ook de binnenhavens klaar zijn om een actieve rol te spelen in de nieuwe TEN-T-constructuur en ze daarbij gebruik willen maken van de Europese financieringsopportuniteiten.

## 12. The Year in Pictures





## 13. Good News about EFIP's Members

### **Austrian port of Linz to grow with EU support (15-12-2014)**

The EU's TEN-T Programme will support with over €850,000 development studies for the port of Linz. The project aims to increase the port's capacity to receive larger inland water, rail and road transport flows.

The Port of Linz, located in Austria's third largest city, is an important intersection of continuously increasing international freight flows between inland water, rail and road transport. This project features design studies for the expansion of the tri-modal terminal at the port to address its growing needs. It will deliver a master plan for port development, as well as detailed and executive designs to prepare the construction.

The project was selected for EU funding with the assistance of external experts under the TEN-T Multi-Annual Call 2013, priority projects. Its implementation will be monitored by INEA, the European Commission's Innovation and Networks Executive Agency. The project is to be completed by the end of 2015.

### **Ports of Antwerp, Mannheim, Rotterdam, Strasbourg and Switzerland sign cooperation agreement (19-05-2014)**

In May, the ports of Antwerp, Mannheim, Rotterdam, Strasbourg and Switzerland signed a cooperation agreement to introduce LNG as a fuel for inland shipping along the Rhine-Main-Danube corridor. The cooperation includes studies, promotion, knowledge transfer, regulations and bunker infrastructure. The agreements are set up in the framework of the LNG Masterplan for Rhine-Main-Danube, a project in which all five ports are partners. The goal of the LNG Masterplan is to introduce LNG as a fuel for inland shipping along the Rhine-Main-Danube corridor. Through its TEN-T programme, the European Union grants € 40 million subsidies for this project.

### **Mannheim – First LNG bunkering in a German Port (07-03-2014)**

The first LNG bunkering in Germany took place in the Port of Mannheim on 13 November 2013. The 110 meter long GREENSTREAM, the first inland-going vessel running on LNG, arrived in the port of Mannheim and under the surveillance of the Firefighter Department Mannheim, of the Harbour Police, of the tanker's owner from Interstream Barging and of charter Shell, the LNG was successfully bunkered. The Port of Mannheim is part of the LNG Masterplan project, contributing to the development of an LNG supply chain for Rhine-Main-Danube.

### **Study on the economic importance of Dutch inland ports (26-02-2014)**

The Dutch Association of Inland Ports NVB (Nederlandse Vereniging van Binnenhavens) published a review of the Blue Ports report, a study of the economic importance of Dutch inland ports. The study discusses various economic effects occurring in inland ports.

A first comprehensive study, the so-called Blue Ports report, had been performed in 2004. Results of this initial report were astonishing: it concluded that the joint added value of the inland ports is not inferior to that of the seaports. The direct added value, as well as the indirect added value are slightly lower compared to the seaports, whereas the direct employment is even higher in the inland ports (66.400 to 58.000). These figures indicate the size of the economic value of inland ports for the Netherlands, especially for the regional development.

The new study aims to propose a methodology which can be used to update the economic effects biannually.

The study is available in English here: <http://havens.binnenvaart.nl/publicaties>

### **Port of Ghent and Zeeland Seaports set to get a single cross-border port information system (24-02-2014)**

Starting in 2015, ships and companies will only have to use one port information system in order to moor and unmoor at the ports of Ghent and Zeeland Seaports (Vlissingen and Terneuzen). This will not only benefit the ships, but also all the companies in the cross-border Canal area. The implementation of the new system shows a step forward to the joint cross-border nautical management which is being developed around the new large sea lock in Terneuzen.

Ships that sail into or depart from the Port of Ghent or the ports in Vlissingen and Terneuzen must report this electronically. This is done using a digital port information system, which in turn guarantees the smooth management of ships.

Both Ghent and Zeeland Seaports currently use their own systems. This means that ships arriving in both ports must submit all of their data twice. The current port information system at Zeeland Seaports (Port Xs) needed to be replaced. Zeeland Seaports decided to use the port information system in use at the port of Ghent, i.e. ENIGMA (Electronic Network for Information in the Ghent Maritime Area). One of the advantages of this system is the link to the port management system, Port Base, which is used by several other Dutch ports.

The planning and shipping follow-up in both the port area and the Ghent-Terneuzen Canal can take place smoothly through communicating with the information systems of other nautical service providers. ENIGMA is not only used for the ships' data, but also for travel data. Moreover, ENIGMA acts as a communication system between the various port users and can be used to order warehouse services, boatmen/mooring operators, tugboats and other services.

ENIGMA has been in use since 1 December 1999. The system has continued to evolve throughout the years in order to comply with the new norms and meet the new needs. It has been recently upgraded to ENIGMA 2.0.

**TEN-T Project: Renovation studies for Antwerp's Royers Lock to benefit from EU funding (22-01-2014)**

The European Union will support with €1.6 million from the TEN-T Programme a study for the upgrade of one of the oldest locks in the Port of Antwerp in Belgium in order to remove a key bottleneck to inland waterway transport.

The study, which was selected for funding under the 2012 TEN-T Annual Programme, will look at different options to renovate and reconstruct the Royers Lock, which links the tidal Scheldt river with the Port of Antwerp and the Albert Canal. The outdated lock requires constant maintenance and causes disruptions to inland vessels using the Port of Antwerp and its hinterland. The outcome of the study will directly lead to the beginning of the construction phase in 2016, which, once completed, will stimulate the use of inland waterway as an alternative means of transport for freight in the region and beyond. The project is set to be completed by December 2015.

For more information: [http://inea.ec.europa.eu/en/ten-t/ten-t\\_projects/ten-t\\_projects\\_by\\_country/belgium/2012-be-91109-s.htm](http://inea.ec.europa.eu/en/ten-t/ten-t_projects/ten-t_projects_by_country/belgium/2012-be-91109-s.htm)



Romanian ports

# 10 Top Priorities for Inland Ports

## **Inland ports as multimodal hubs**

**As multimodal hubs, inland ports bring together inland waterway transport, rail and road as well as the industries that settle in ports to benefit from the multitude of convenient transport options. Ports serve as key nodes of and gateways to the European transport network.**

## **A sustainable multimodal TEN-T network**

Ports depend on good infrastructure. **EFIP therefore supports the EU's Trans-European Transport Network policy (TEN-T)** and welcomes its strong focus on multimodality. Inland ports are an active part of the new TEN-T corridors and a number of ports are developing projects in the framework of this policy.

## **Navigable Waterways**

**Safeguarding the navigability of Europe's waterways through good maintenance and regular dredging operations is absolutely key.** The unwillingness of a number of Member States to honour their commitments in this respect damages the efficiency and reliability of transport on the affected waterways. It is important to anchor the transport function of the European waterways whilst finding a good balance with the other functions and users of the rivers and canals.

## **Sustainable long distance freight transport**

**Inland ports help to bundle cargo flows and shift them onto the sustainable modes of transport inland waterway and rail.** This is both efficient and green. The European Commission's Transport White Paper sets the goal to shift long distance freight flows from road to rail and inland waterways with the aim of reducing CO<sub>2</sub> emissions from transport. EFIP believes it is important that all actors remain committed to working towards this target.

## **A strong framework for combined transport**

Combined transport, i.e. transport combining rail, inland waterway or maritime services with last mile road delivery, deserves support. Besides the co-funding for the development of multimodal infrastructure and sustainable freight services which is foreseen through the Connecting Europe Facility, the upcoming **revision of the combined transport Directive will offer the possibility to further strengthen this form of transport.**

## Efficient urban logistics by water

**Inland ports offer efficient and innovative solutions for freight transport within cities.** This can be an interesting alternative for cities suffering from congestion and can contribute to achieving the EU's target of CO<sub>2</sub> free city logistics by 2030. Urban freight distribution by water requires reliable political support, including safeguarding strategic surfaces, which are often sought after for the development of residential areas, for logistic purposes. Integrating transport by water in urban mobility plans can be a useful tool in this respect.

## A greener IWT sector

It is important for inland waterway transport to maintain its leading position in terms of overall environmental performance. **EFIP supports policies aimed at further reducing emissions from inland waterway transport.** At the same time, the relatively bleak economic situation of the sector should be taken into account. **Stricter emission standards therefore need to be accompanied by meaningful financial support measures,** in particular for the retro-fitting of the existing fleet. **Inland ports are actively working on the provision of alternative fuels, such as LNG and shore side electricity.**

## Harnessing information technology

One of the key opportunities of the future lies in **harnessing information technology to render logistics more efficient.** In this context, it would be useful to see to what extent River Information Services (RIS) can be developed into an instrument that makes relevant information available to transport logistics. Simplified administrative and customs procedures, such as a single transport document could further enhance the integration of inland waterway transport into the logistics chain.

## Better statistics

Investment decisions and political choices need to be founded on accurate, recent information. The availability of statistics on the European inland port sector is very poor. An **EU level monitoring system which offers comparable and objective data on inland ports** would be helpful in guiding business and political decisions.

## Naiades

The **Naiades II Communication**, which was published in 2013, mentions a variety of measures (some of which are addressed above) that the European Commission plans to see implemented in the coming years in order to strengthen inland waterway transport. EFIP welcomes the Commission's commitment to work on this issue and will support the European institutions in further defining and targeting the envisaged measures.

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