

9. 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.



10. 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.

EUROPEAN FEDERATION OF INLAND PORTS

The European Federation of Inland Ports (EFIP) brings together more than 200 inland ports and port authorities in 17 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 as multi-modal hubs.

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

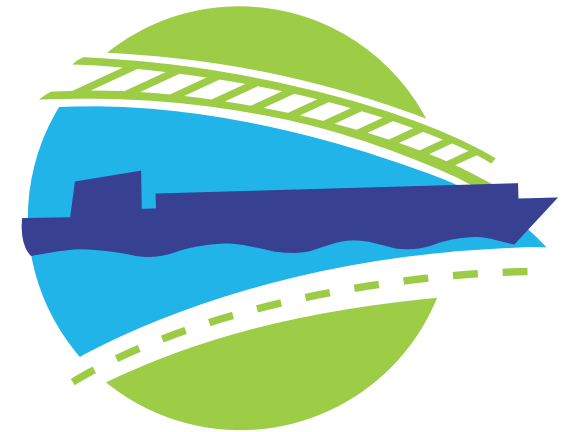
EFIP offers its members the possibility to exchange information, expertise and best practices with colleagues in other countries.



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10 TOP PRIORITIES FOR INLAND PORTS

EFIP



European
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10 TOP PRIORITIES FOR INLAND PORTS

1. Inland ports as multi-modal hubs

As multi-modal 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 and gateways to the European transport network.

2. A sustainable multi-modal 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 multi-modality. 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.

3. 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.

4. 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 CO₂ emissions from transport. EFIP believes it is important that all actors remain committed to working towards this target.

5. 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 multi-modal 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.



6. 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 CO₂ 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.

7. 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.



8. 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.