

# EFIP ANNUAL REPORT



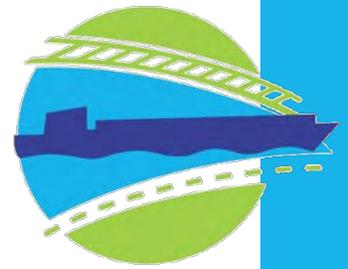
**2014 / 2015**

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 16 countries of the European Union, Switzerland and Ukraine. EFIP has also an observer member in Serbia, i.e. the Group for Ports and Wharfs of the CCIS.**

### **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



2015 was the first full year of the new European Commission and the newly elected European Parliament. EFIP has used every opportunity to underline the important role of inland ports as multimodal hubs in the logistic chain vis-à-vis the European Institutions. Under the patronage of the European Commission, EFIP has participated in the Inland Ports Platform. This Forum has defined the role of inland ports in an integrated multimodal logistics chain, as drivers of economic growth. In addition with strong input from EFIP, the Forum has made final recommendations on logistical, administrative and juridical barriers in order to reap the full potential of inland ports. This initiative has been very much appreciated by our members and we hope to continue our cooperation with the European institutions on inland port matters and multimodality in the year to come.

Inland ports are key-actors in developing multimodal transport chains and there are at the heart of the EU's new infrastructure policy. One of our main focuses of the work in 2015 was linked to supporting members with the implementation of the TEN-T regulation, the overall development of the corridors, the work plans towards 2030 and the evaluation of the first Connecting Europe Facility call 2014. It was encouraging to see that many inland ports have actively participated in the meetings of the established corridor fora which worked on determining the corridor work plans. One of my main objectives is that the role of inland ports as multimodal hubs is continuously reflected in future programmes and calls. The TEN-T regulation also offers new opportunities for the Danube corridor, which have to be seized.

Finally, EFIP firmly supports every initiative to develop the inland waterway sector as a whole and possibly with one vote. On this basis, the integration in the multimodal logistic chains will succeed.

I would like to thank all members and secretariat gratefully for their active participation, enthusiasm and commitment in serving the interests of inland ports in Europe. I hope we can continue our work in the next year to further strengthen the position of multimodal inland ports at the EU level.

Hans-Peter Hadorn,  
EFIP President

## 1. Trans-European Transport Network (TEN-T) and the Connecting Europe Facility (CEF).

Throughout the year, EFIP was very active in supporting its members with the implementation of EU legislation regarding the Trans-European Transport Network (TEN-T) and the accompanying financial instrument, the Connecting Europe Facility (CEF). The Transport Infrastructure Plan identifies 238 inland ports, including 77 ports of strategic interest (“core ports”) as well as nine multimodal core network corridors and reserves a budget of €26 billion for the period 2014-2020.

### TEN-T Corridor Work Plans and TEN-T days

This year, the European Commission published the finalised version of the 11 Work plans of TEN-T European Coordinators. The work plans will guide the development of the corridors in the short and longer term. Their time horizon is 2030, in accordance with the completion target of the core network. They integrate the objectives and priorities of EU funding during the 2014 – 2020 period and set the framework for investment in transport infrastructure - from public and private, European and national sources. The Corridor Work Plans are available [here](#).

Following this publication, the Commission launched tenders for further development of the Corridor Work Plans and support to the European Coordinators to deepen and consolidate the analysis made during 2014. EFIP will continue to assist its members in a number of Corridor Forum meetings and related working groups on ports. In addition, EFIP participated to the TEN-T info days in Brussels on 9-10 October 2014 and the TEN-T days in Riga on 22-23 June 2015 in order to effectively inform its members and voice their concerns and priorities.



Port of Děčín (Czech Republic)

### **Results of the CEF call 2014 and related EFIP survey**

On 10 July 2015, the results of the 2014 CEF (Connecting Europe Facility) call became available. The 2014 CEF calls for proposals attracted over 700 projects with more than €36 billion of requested funding. EFIP calculated the share of port and port-related projects and concluded that inland ports presented 19 projects for a total EU funding request of €250 million. The Commission approved 5 inland ports' projects, granting more than €50 million to inland ports projects. These data include all projects presented by the ports in all the headings of the annual and multi-annual calls.

In September 2015, EFIP conducted a survey on the results of the CEF call 2014. The results showed the need for a more efficient selection procedure and clearer criteria and evaluation remarks of the calls. The survey also showed that EU budgetary constraints have limited the chances of ports to obtain EU funding.

### **Study on support measures for the implementation of the TEN-T core network**

In July 2015, the European Commission (DG MOVE) published a call for tender regarding a "Study on support measures for the implementation of the TEN-T core network related to sea ports, inland ports and inland waterway transport". It will finance studies with a budget of €4.3 million over three years. The study is divided into four lots that will cover: assessment of potential of maritime and inland ports and inland waterways and of related policy measures; digital services in and between sea and inland ports towards Digital Inland Waterway Area (DINA) and Digital Multimodal Nodes (DMN); definition of the "good navigation status" (as required by the TEN-T guidelines); establishment of an innovation facilitation platform for inland waterway operations focused on SMEs. EFIP will follow the study and give its crucial contribution to it.

### **The Juncker Plan**

Next to the implementation of the new TEN-T policy, EFIP devoted a lot of attention to the 'Juncker Plan' (or 'Investment plan for Europe'). The Juncker Plan aims to revive investment in strategic projects around Europe to ensure that money reaches the real economy. Launched by European Commission President Jean-Claude Juncker late last year, the plan aims to attract private money to help the financing of projects across Europe.

The Juncker Plan is based on three main pillars: 1) mobilise new finance; 2) create a pipeline of bankable projects and 3) remove regulatory barriers to investment (by improving the single market). At its heart is a new fund: the European Fund for Strategic Investment (EFSI). This will be fed by €21bn of public money. €5bn will come from the European Investment Bank (EIB). Another €16bn will come via the EU budget (€8bn will actually be taken out of the EU budget, put into an existing guarantee fund and so scaled up to a €16bn guarantee). That €8bn from the EU budget would have been taken in part (€2.7bn) from the recently created Connecting Europe Facility (CEF), whereas €2.2bn will come from the "Horizon 2020" programme for R&D and the final €3bn from the budget's existing margins.

On 30 January, EFIP and ESPO organised a workshop with the European Commission in order to give hands-on information and help ports to understand the Juncker Plan and apply for these innovative financial instruments.

Although the Juncker Plan gives new opportunities for investments, EFIP was nevertheless quite concerned about the way in which the EFSI would be funded. In order to come up with the funds for the €16 billion guarantee from the EU budget, the Commission proposed to shift €2.7 billion from the CEF budget to the EFSI credit guarantee. This decision provoked a lot of concerns within the transport sector, fearing that less EU funding would find its way to the transport sector. For this reason, in March 2015, EFIP together with 13 other associations, covering the rail, shipping and port sectors, warned EU ministers in an open letter of the potential risk related to the Juncker Plan. According to the associations, the reallocation of a huge portion of the CEF budget as EFSI credit guarantee would put at risk many projects that have been identified as priorities in the TEN-T network. Finally, the European Parliament and the Council agree to reduce the original CEF cut from 2.7 million to 2.2 million euros.

Because of the infrastructural challenges that European ports are facing, EFIP will continue to advocate for EU investments in the port sector. So to speak, on 22 June 2015, EFIP and ESPO made a joint press release in which they called on the Commission, the EIB and the Member States to consider ports as enablers of growth in all economic sectors, when implementing the Juncker plan. Moreover, ESPO and EFIP asked the Commission, Parliament and Council to consider an increase of the financial envelope reserved for the TEN-T when reviewing the Multiannual Financial Framework.

Lock in Tiel (Netherlands), ©Rob Kleering van Beerenbergh



## 2. Non Road Mobile Machinery Regulation

Following the vote of the ENVI Committee of the European Parliament on 15 September 2015 on the “Non Road Mobile Machinery Regulation” (NRMM) report, EFIP and other IWW stakeholders (EBU, ESPO and ESO) expressed their worries on the outcome of the debate. The emission limits in the Parliament report may hamper innovation in inland navigation and have an opposite effect. For this reason, EFIP and the undersigning organisations urged the negotiating parties to align EU standards for inland vessels with the US EPA tier IV standard, which would be feasible with using LNG only. This would still cut emissions with 80% (equal to a “Euro 5 standard for trucks”) compared to the actual CCRII standard. In addition, this proposal would be technically and economically feasible, in line with EU LNG stimulating policies and create a global level playing field for inland waterway engines. An agreement is expected at the beginning of 2016 during the upcoming Trialogue meetings under the Dutch Presidency.



Port of Bratislava (Slovakia), Port of Plochingen (Germany) and Romania.

## 3. Inland ports platform

During this working year, the Commission established a platform for multimodality and logistics in inland ports bringing together major inland ports, industry and shippers – the so-called “Inland Ports Platform”. Its objective was to raise awareness about the importance of inland ports as multimodal transport hubs with a key role in contributing to the multimodality of the TEN-T network and the competitiveness of European industry. EFIP gave its contribution to the platform and some inland ports representatives participated to the platform meetings.

The work of the platform resulted in the identification of concrete initiatives which can be realised and create added value and which fit into European policy, the TEN-T core network corridor planning and the programming of the Connecting Europe Facility. In particular, two main outputs were delivered:

- A targeted description of Best Practices of logistics concepts and solutions focusing on inland ports as hubs in intermodal transport chains and their specific issues.
- Concrete policy recommendations/initiatives that would enhance the integration of inland ports into the multimodal logistic chain.

The EFIP President will hand over these results to the Transport Commissioner, Violeta Bulc, in a meeting that is likely to take place beginning of 2016.

## 4. Digital Transport and Logistics Forum

In June 2015, the Commission established the Digital Transport and Logistics Forum (DTLF) aimed at supporting digitalisation of freight transport and logistics. The DTLF forum functions with a Plenary consisting of up to 110 members and various technical subgroups that will be targeting specific areas of interest. In the Plenary, EFIP is represented by its President and the secretariat. The Plenary is the broad political platform where the results of the technical work of the subgroups will be validated and shared, while the “real” work will take place in the subgroups. The main issues that will be discussed are: definition and acceptance of electronic transport documents; languages/standards for seamless data exchange; safe and interconnected systems for data exchange; adaptation of workers and users to digital technologies. In particular, EFIP will actively participate to the DINA/DMN (Digital Inland Waterway Area / Digital Multimodal Nodes) subgroup of the DTLF in order to ensure continuity as regards the development of River Information Services, an important component of DINA, throughout its revision.



Port of Namur (Belgium), ©SPW-DPVNI



Port of Trier (Germany), ©EFIP

## 5. Fitness Check of the Birds and Habitats directives

During 2015, ESPO and EFIP have actively contributed to the ongoing Fitness Check of the Birds and Habitats directives. Both organisations participated in the evidence gathering exercise, responded to the online consultation and encouraged all their member ports to do so. As a result, the two organizations published a common position paper available [here](#) that was sent to all relevant EU institutions.

In the common position paper, ESPO and EFIP fully recognise the crucial contribution of Nature legislation in achieving the EU biodiversity goals and commitments. ESPO and EFIP acknowledge the Birds and Habitats directives to be the cornerstone of European nature conservation legislation with significant and positive contribution over time in nature protection in Europe. Overall, ESPO and EFIP feel that the existing challenges in working with the Nature directives mainly relate to their implementation and enforcement and not to their text, spirit and objectives that remain relevant and well-intended. Given the dedicated time and effort by all stakeholders in reaching an understanding regarding the nature directives, ESPO and EFIP stressed that any revision of the current framework needs to be thoroughly assessed, and significant added value needs to be demonstrated.



Bulgarian Ports  
Infrastructure  
Company  
(Bulgaria)



Mantova (Italy)

## 6. PORTOPIA Environmental Survey

In April 2015, the PORTOPIA project and EFIP launched a collaborative programme of action to assist EU inland ports to further enhance their environmental performance. To achieve this goal, an environmental survey was specifically designed to reflect the operational and geographical circumstances of inland ports and to help to accelerate the culture of the reporting of environmental performance.

The survey was designed to be user-friendly and practicable based on established good-practice, taking into account the suggestions and advice of EFIP and its members, as well as the experience of the EcoPorts Network. As a result of the survey, it has been possible to establish an initial baseline of environmental performance for the EU inland port sector.

The results show that EFIP and its members can already demonstrate a culture of environmental management and reporting practice with several instances of good examples already in place. The high level of participation and quality input by EFIP and its members show the interest and commitment of port professionals in terms of environmental protection and sustainable development. In addition, this survey has established a baseline from which future trends and progress of the inland port sector may be tracked and from which longer-term benchmark performance may be assessed.



Port of Strasbourg (France), © EuropFlash

## 7. Single Wagon Load Joint Initiative

In 2013, the European Commission tendered a study to PricewaterhouseCoopers (PwC) and La Sapienza (University of Rome) on Single Wagon Load (SWL) traffic. The aim of the study was to identify the main obstacles hampering SWL traffic growth and to define measures that would promote its positive development. In the context of the study, the European Shippers Council (ESC) and the Community of European Railways (CER) launched an initiative on Single Wagon Load in order to encourage the European Commission to take measures that will promote the continuation and profitability of SWL traffic. Given the importance of SWL in inland ports, EFIP gave its contribution and participated to the Joint Initiative on Single Wagon Load with other transport stakeholders. The full text of the joint statement can be read [here](#).

## 8. Last-mile rail infrastructure

In 2015, the European Commission (DG MOVE) launched a study on support programmes for investment in last-mile infrastructure for rail freight, tendered to the consultant PricewaterhouseCoopers (PwC), as main contractor, together with Panteia, Hacon and CER. According to the Commission, last-mile infrastructure is a crucial element of the rail system (providing an entry point to the corridors).

The main aims of the study are:

- to identify, describe and analyse existing programmes/instruments available at EU and national level for the financing and development of last-mile infrastructure;
- to draft a best practice guide and rules for financing and development programmes for last-mile infrastructure;
- to define the investment needs/potential in the EU for construction, revitalization and modernisation of last-mile infrastructure.

EFIP, through its members, participated in the study by providing feedback on inland ports' last-mile rail infrastructure.

## 9. Danube Fairway Maintenance Master Plan

The Fairway Maintenance Master Plan for the Danube and its navigable tributaries has been developed in the framework of the EU Strategy for the Danube Region (EUSDR). It highlights critical



Port of Vukovar (Croatia)

maintenance locations and the required short-term measures to ensure proper fairway maintenance. The Master Plan concludes that additional investments of about €85Mio 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 €8Mio. Compared to the magnitude of many other transport infrastructure projects, this is a rather modest sum. EFIP, through its members, provided its contribution to the Master Plan.

## 10. EFIP inside

### A new Director

In September 2015, Alexander van den Bosch took up his new position as EFIP Director. He succeeded Kathrin Obst, who is now Policy officer in the European Commission (DG MOVE).

Alexander van den Bosch has been working for more than thirteen years in EU policy-making and advocacy in Brussels. Over the last six years, Mr van den Bosch has worked as EU representative for the Province of Zuid-Holland (NL), a strong transport region. In that capacity, he has also been involved in the setting-up of the European network CLINSH (Clean Inland Shipping).

Before that, he was representing the Urban Network Brabantstad in Brussels, after having served for three years as policy advisor in the European Parliament. He studied at the Dutch Institute for Public administration (Thorbecke Academy), at the Erasmus University in Rotterdam and at the College of Europe in Bruges. Alexander is Dutch and speaks English, French, German and some Polish.

### Executive Committee meeting in Trier (23-24 April 2015)

On 23 and 24 April 2015, EFIP held its Executive Committee Meeting in Trier (Germany), which was kindly hosted by the Port of Trier.

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, Mr. Rodrigo Gutierrez (European Railway Agency), gave some insight into the implementation of the TAF-TSI regulation. Ports also cooperated with the Portopia consortium by providing feedback on their environmental performances.

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

### Two new members: EFIP welcomes Port of Vukovar (Croatia) and BPI Co. (Bulgaria)

In 2015, EFIP has welcomed two new members: the Port of Vukovar in Croatia as from 1 January and Bulgarian Ports Infrastructure Company (BPI Co.) as from 1 September.

The port of Vukovar is located on 1335rkm right bank of the Danube and is identified as a TEN-T core network port on the Rhine-Danube corridor. Its navigability class provides access 365 days a year to all types of vessels. Direct vicinity of the Croatian road corridor Vc and the rail-road corridor X reflect the significance of the port for the region.

Bulgarian Ports Infrastructure Company (BPI Co.) manages the port infrastructure of the public transport ports of national importance. The object of activity and status of BPI Co. are regulated by Maritime Spaces, Inland Waterways and Ports of the Republic of Bulgaria. BPI Co. has four territorial and three specialized divisions in Burgas, Varna, Lom and Ruse.

ENTRETIEN AVEC HANS-PETER HADORN, PRÉSIDENT DE LA FÉDÉRATION DES PORTS INTÉRIEURS

## « La congestion a conduit de nombreux ports maritimes à se concentrer sur leurs liaisons avec l'hinterland »

**Hans-Peter Hadorn, président de la Fédération des ports intérieurs, rappelle l'intérêt des ports intérieurs, lieux de regroupement des marchandises et de transfert sur des modes massifiés. Parmi les filières d'avenir, il y a la logistique urbaine à condition de pouvoir préserver pour cela des terrains au bord des fleuves en centre-ville. Pour trouver une solution à la congestion, certains ports maritimes ont su renforcer leur coopération avec leurs homologues fluviaux.**



Hans-Peter Hadorn, président de la Fédération des ports intérieurs.

**JOURNAL DE LA MARINE MARCHANDE (JMM) : QUELLE EST LA SITUATION ÉCONOMIQUE DES PORTS INTÉRIEURS DE 2014, COMPARATIVEMENT AUX ANNÉES PRÉCÉDENTES ?**  
 H.-P.H. : En 2013 et 2014, une légère augmentation des volumes transportés par la navigation intérieure a été observée sur le Rhin comparativement à 2012. La situation demeure toutefois en retrait par rapport aux niveaux enregistrés avant la crise économique et financière de 2008. Le transport fluvial de conteneurs connaît toutefois une expansion. Il a renoué avec la croissance et présente des résultats similaires à ceux d'avant 2008. Cette performance est le résultat d'une meilleure intégration de la navigation intérieure dans les chaînes logistiques multimodales.

**DEBATS ACTUALISÉS QUI PRÉVOYENT DES INSTALLATIONS DE SOUÈGE DE GNL À PARTIR DE 2030 ?**  
 H.-P.H. : Un certain nombre de ports intérieurs coopèrent actuellement dans le cadre du projet LNG Masterplan en partenariat avec l'Union européenne. Il s'agit d'élaborer un plan de déploiement d'installations de souège pour l'ensemble de la région Rhin-Danube.

port fluvial sont très faibles. Toutefois, les émissions sous forme de particules fines et d'oxyde d'azote (NO<sub>x</sub>) restent un défi pour la navigation intérieure. Compte tenu de la situation économique difficile du secteur, je pense qu'un soutien du public sera nécessaire pour aider à financer le « verdissement » de la flotte fluviale européenne.

**JMM : LES PORTS INTÉRIEURS PARTICIPIENT-ILS À DES PROJETS DE LOGISTIQUE URBAIN ?**  
 H.-P.H. : Un certain nombre de ports

### Promouvoir le rôle des ports intérieurs

À l'occasion de son assemblée générale annuelle, le 1<sup>er</sup> octobre, la Fédération européenne des ports intérieurs (EFIP) a élu Hans-Peter Hadorn, p.-d.-g. de Port de la Suisse en tant que nouveau président. Il succède à Jean Louis Jérôme, directeur du port de Strasbourg, qui occupait la fonction depuis 2012. Né en 1958, Hans-Peter Hadorn dirigeait depuis 2005 le port de Bâle, qui a rejoint avec d'autres ports en 2008 pour former Port de la Suisse. Depuis 1991, la FEPI rassemble plus de 200 ports intérieurs de 17 pays de l'Union européenne, plus la Suisse et l'Ukraine. Elle se présente comme « la voix des ports intérieurs en Europe pour promouvoir leur rôle », notamment auprès des installations européennes. Dans le contexte de renouvellement de la Commission européenne, la FEPI a publié un document soulignant plusieurs éléments nécessaires au développement des ports intérieurs dans les années à venir. Une de ces nécessités est la création de hubs multimodaux. Ils ont un rôle important à jouer en tant que points nodaux sur le réseau de transport européen. Aussi, sont-ils largement impliqués dans plusieurs projets pour améliorer les infrastructures. Les ports intérieurs sont souvent implantés au cœur des cities européennes auxquelles ils offrent des solutions logistiques innovantes pour le transport de marchandises au plus près du consommateur final. Les responsables des Villes où se trouvent des ports intérieurs doivent prendre conscience de cet atout et réserver des surfaces disponibles pour les opérations portuaires et le transport fluvial. La navigation intérieure devant améliorer ses performances environnementales, les ports intérieurs participent à cet effort en travaillant à des projets privilégiant les carburants alternatifs comme le gaz naturel liquéfié (GNL). Enfin, pour être opérationnels, les ports intérieurs sont dépendants de la navigabilité des voies d'eau. La FEPI souligne que le maintien de ces derniers relève des États membres de l'Union européenne et insiste sur la mauvaise volonté de certains d'entre eux concernant cette obligation.

intérieurs ont commencé à développer des activités dans le domaine de la logistique urbaine. Cette filière semble avoir un potentiel de développement considérable. Toutefois, cela dépend aussi de la disponibilité de surfaces logistiques en centre-ville. De nombreux ports doivent résister à une forte pression les poussant à renoncer à ces surfaces pour permettre, par exemple, la construction de nouveaux logements.

**JMM : DES OUTILS INFORMATIQUES CONSTITUENT-ILS UNE SOLUTION POUR AMÉLIORER LES FLUX DANS LES PORTS INTÉRIEURS ?**  
 H.-P.H. : Les systèmes informatiques intelligents participent à réduire les coûts administratifs et à optimiser les pics de capacité entre tous les acteurs concernés. Par conséquent, l'initiative de la Commission européenne qui conduit des travaux sur l'e-freight pourrait à terme apporter des améliorations importantes.

Propos recueillis par Clotilde Martin

**JMM : QUELLE EST LA CONSÉQUENCE POUR LES PORTS INTÉRIEURS DE LA CONGESTION DANS CERTAINS PORTS MARITIMES ?**

H.-P.H. : La congestion a conduit de nombreux ports maritimes à se concentrer davantage sur leurs liaisons avec l'hinterland. Les ports intérieurs peuvent jouer un rôle important en agissant comme une passerelle. J'ai l'impression que la congestion des ports maritimes nous oblige à renforcer notre coopération mutuelle d'une manière très positive.

**JMM : COMMENT LES PORTS INTÉRIEURS VONT-ILS S'ADAPTER À LA DIRECTIVE SUR LES CAR-**



© Clotilde Martin pour EFIP



### Lobbys blicken skeptisch auf Juncker-Plan

**INFRASTRUKTUR** In einem offenen Brief an die EU-Institutionen bringen 13 Transportverbände ihre Sorge um die EU-Finanzierung der Verkehrsinfrastruktur zum Ausdruck. Die Lobbys drücken ihre Befürchtung aus, dass der Investitionsplan der Kommission für Europa (Juncker-Plan) die Höhe der für den Verkehr vorgesehenen Mittel schmälern könnte, die in anderen Finanztopfen bereitgestellt wurden. Konkret weisen sie darauf hin, dass für die Anschubfinanzierung des Europäischen Fonds für strategische Investitionen (EFSI), dem Kernstück des Juncker-Plans, Geld aus der Connecting Europe Facility (CEF) entnommen wird, das Investitionen in den Verkehrssektor dienen soll. Im Efsi verlorene die aus der CEF übertragenen Mittel ihre strikte Zweckbindung und stünden vielleicht nicht mehr für den Transportsektor zur Verfügung. (wal)

NAHAUFNAHME SEITE 3



EFIP Secretariat @EFIPSecretariat - 15 sep.

The Bulgarian Ports Infrastructure Company is joining us. Welcome to EFIP, @BgPorts ! inlandports.eu/index.php?opti...



## Interview: "Binnenhavens cruciaal voor ontwikkeling TEN-T-corridors"

Tweeten Share 16 november om 11:43

Alexander van den Bosch is sinds enkele maanden de nieuwe directeur van EFIP, de Europese federatie van binnenhavens. Hij heeft dertien jaar ervaring in Europees beleid en advies in Brussel. Die wil hij nu ten dienste stellen van de binnenhavens.



### Hoe wil u de ervaring uit uw eerdere functies aanwenden voor de binnenhavens?

Alexander van den Bosch: "Ik was EU-vertegenwoordiger van de provincie Zuid-Holland, met onder andere de haven van Rotterdam en de steden Rotterdam, Delft en Den Haag binnen het grondgebied. Dat is ook de enige provincieregio die een gedeputeerde heeft specifiek voor transport over de binnenwateren. Dat geeft ook aan dat het belang van binnenvaart in de haarvaten van de regio zit. Ik was onder meer betrokken bij een groot project: een platform voor vergroening in de sector. Als je het hebt over een regio in Nederland waar transport het issue is, dan is dat Rotterdam. In die zin was het een vast onderdeel van het werk dat ik met transport over water te maken had, maar ook met thema's als energie, bio-economie, circulaire economie, enzovoort. Een aantal

<http://www.flows.be/nl/transport/interview-binnenhavens-cruciaal-voor-ontwikkeling-ten-t-corridors>

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## Masterplan für die Donau

Mit relativ geringen Investitionssummen könnte der Fluss zur effizienten Wasserstraße werden



Schubeltheit auf der Donau bei Wien: Die fehlende Wassertiefe verhindert eine ertragreiche Schifffahrt. Kompetenzgespräch der Staaten das notwendige Ausbaggern des Flussbetts.

## Sectorbrede ongerustheid over impact Plan Juncker

Tweeten Share Vandaag om 12:29

In een open brief spreken dertien organisaties hun vrees uit voor de impact van het Plan Juncker op de budgetten die binnen de Connecting Europe Facility (CEF) beschikbaar zijn voor transportinfrastructuur. INE formuleert alvast een voorstel.



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De dertien organisaties (CER, EBU, EFIP, EIM, ERFA, ESC, ESO, ESPO, FEPOR, NE, UIP, UIRR en UNIFE) vertegenwoordigen, naast de verlaters en constructeurs voor spoomaterieel, zowat het hele veld van operatoren in spoor, binnenvaart en gecombineerd vervoer, zee- en binnenhavens, terminaluitbaters en infrastructuurbeheerders. Hun open brief is gericht aan de Commissie, het Parlement en de lidstaten van de Europese Unie.

In dat schrijven scharen ze zich in ruime mate achter het standpunt dat ESPO eerder al innam over de negatieve impact die het Plan Juncker (met zijn Europees Fonds voor Strategische Investerings of EFSI) kan hebben op de financiering van transportinfrastructuur met een Europese toegevoegde waarde.

CEF

<http://www.flows.be/nl/news/onggerustheid-over-impact-plan-juncker-groet>

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[www.inlandports.eu](http://www.inlandports.eu)

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The European Federation of Inland Ports (EFIP) is the official voice of nearly 200 inland ports in 18 countries of the European Union, Switzerland and Ukraine.

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Rosa Mari Darbra presents results of sustainability survey of 27 InlandPorts. Thks EFIP members #portopia@GPCongress  
Vertaling weergeven



02:55 - 8 okt. 2015 · Details

## Alexander van den Bosch neuer EFIP-Geschäftsführer

Autor: Christian Grohmann

Der europäische Binnenhafenverband EFIP hat Alexander van den Bosch zum Geschäftsführer ernannt. Wie die in Brüssel ansässige Organisation am 30. Juni meldete, wird er seine Tätigkeit zum 1. September aufnehmen.

„Alexander Van den Bosch verfügt über eine solide Grundlage in europäischer Politik und Interessenvertretung“, erklärte EFIP-Präsident Hans-Peter Hadorn. Van den Bosch spricht fließend Englisch und Französisch, gutes Deutsch und etwas Polnisch. Der gebürtige Niederländer folgt auf Kathrin Obst, die im April zur Europäischen Kommission in den Bereich Eisenbahnpolitik wechselte.

### Karriere in Brüssel

Van den Bosch hatte die letzten sechs Jahre die niederländische Provinz Süd-Holland in Brüssel vertreten. In dieser Funktion rief er auch das europäische Netzwerk CLINSH (Clean Inland Shipping) mit ins Leben. Zuvor repräsentierte er das Städtetzwerk Brabantstad. Sein Verwaltungsstudium absolvierte er an der Erasmus Universität in Rotterdam und dem Europäischen College in Brügge.

Tags: van den bosch, efip, brüssel, eu, binnenhafen,



Alexander van den Bosch. Bild: EFIP

## 11. The Year in Pictures





## 12. Good News about EFIP's Members

### **NVB Annual Congress: Collaborate and Strengthen! (13.10.2015)**

On Friday 2nd October 2015, the Dutch Federation of Inland Ports (Nederlandse Vereniging Binnenhavens, NVB) organised its Annual Congress in the province Gelderland (central Netherlands).

The theme of the congress was “Collaborate and strengthen” and gathered NVB members, similar associations such as EFIP and companies from the region. Participants departed on a boat from Tiel on which they were informed on the industrial part of the port and the container terminal of CTU Rivierenland. Still on board, members could enjoy a debate on the obstacles linked to the collaboration between the Dutch regions. In the afternoon, participants navigated to Nijmegen, where they were updated on the brand-new extended container terminal, the creation of a LNG bunker facility for barges and the project “Nijmegen omarmt de Waal”.

In her speech, Marijke van Haaren, the President of the NVB, highlighted the increasing importance of the Dutch Federation of Inland Ports and its further cooperation on the EU-level.

More information about the congress: <http://havens.binnenvaart.nl/nieuws/334-gasten-van-nvb-congres-samenwerken-en-versterken-beleven-dynamisch-programma>

Presentations: <http://havens.binnenvaart.nl/jaarcongres/2015>

### **Connecting Citizen Ports 21 Project: launching of the toolbox (05.10.2015)**

The Interreg NWE IVB project “Connecting Citizen Ports 21” (CCP21) has reached its final implementation phase and will be completed by the end of November 2015. Over the past year and a half, the ports of Brussels, Lille, Paris, Liège, Utrecht, Switzerland and RheinPorts, in collaboration with Hanseatic Transport Consultancy, have worked on the development of a toolbox that includes all the transferable and duplicable outputs and conclusions of the project.

CCP21 was launched because inland ports face the same challenges and have similar potentials. The purpose of the toolbox is therefore to use these similarities to extend the benefits of the project beyond the scope of the partnership. The transfer of this knowledge and know-how primarily targets European inland ports, however sea ports and other organisations involved in inland waterway transport can also benefit from the lessons learned in CCP21.

The final conference of the project took place on 9 September in Brussels, where the toolbox was officially presented. The conference covered a wide array of port development issues, such as city distribution, multimodality, urban integration and sustainability of inland waterway transport.

For further information: <http://www.citizenports.eu/toolbox>

### **Antwerp and Ghent opened their doors for the 4th Flemish Ports Day (25.09.2015)**

On Sunday 20 September, four Flemish ports organized an Open Day in their premises. In collaboration with the Flemish authorities, not only the ports of Antwerp and Ghent (both EFIP members), but also Oostende and Zeebrugge welcomed more than 76.000 visitors on the occasion of the fourth edition of the Flemish Ports Day (*Vlaamse Havendag*).

This *Vlaamse Havendag* offers a good opportunity to citizens to discover what is happening in, around and behind a port. The purpose of this initiative is also to enlarge the citizens' ideas of what a port is and does on a daily basis.

For further information: <http://www.vlaamsehavendag.be/>

### **EPIC 2020: Symbiotic Bio-energy Port Integration with Cities by 2020 (13.07.2015)**

The EPIC 2020 project builds capacity and know-how to promote the most efficient use of available bioenergy resources within ports and port regions. EPIC 2020 targets the unused bioenergy resource potential in order to generate sustainable urban economic growth for Cities, ports and regional businesses based on bioenergy resources and environmental and social values.

EPIC 2020 supports the transformation of port areas into efficient and carbon-neutral, urban-integrated energy systems by applying the industrial symbiosis approach. The projects integrate four different port sites around Europe in an industrial symbiosis system. The Ports of Malmö (SE), Mantova (IT), Astakos (GR) and Wismar (DE) will work together with expert organization and energy companies to integrate industrial areas and cities in a bio-energy symbiosis.

The first newsletter of the projects is available here: <http://us3.campaign-archive2.com/?u=41fa0c6fdbfeac303fb75a1ec&id=508f2eea2c>

### **Seven inland ports initiate the CCP21 project (02.07.2015)**

Connecting Citizen Ports 21 brings together seven inland ports in North-West Europe: the ports of Brussels, Lille, Paris, Liège, Utrecht, Switzerland and RheinPorts. This Interreg NWE IVB project was initiated in 2010, based on the finding that inland ports face similar challenges and, at the same time, offer similar opportunities. During the past five years, it has aimed to promote connectivity and sustainable transport by optimizing freight logistics and making inland port development more sustainable. This global goal was sub-divided into four themes:

- Awareness & acceptability,
- Cohabitation through innovative multipurpose land use,
- Optimization of freight logistics,
- Sustainable city distribution.

Within these themes, different actions and investments have been realized. This has benefited the ports both individually and as a consortium. On the one hand, the local infrastructure projects have

enabled the ports to strengthen their role as sustainable actors in the European logistic network. On the other hand, the transnational cooperation has enabled the partnership to exchange experiences, lessons learned and good practices, to save time and money in the realization of their projects.

New logistic concepts have been implemented, to increase the efficiency of freight transport; city distribution has been made more sustainable which leads to less traffic, cleaner air, improved safety, less noise and better living conditions; the combination of leisure and freight activities has been promoted through innovative and multipurpose use of the land; and citizens, as well as local, regional and European authorities have been made more aware of the economic and environmental benefits of inland ports.

Moreover, CCP21 Partners have developed a shared long-term vision for inland ports. This vision is based on the analysis of the current environmental and economic performances of inland ports, in which Partners commit to further improve their performances, thereby enhancing multimodality and bringing added value to cities and citizens.

For further information: [www.citizenports.eu](http://www.citizenports.eu)

### **EU to support two inland ports projects (28.01.2015)**

The EU will co-finance two studies of European inland ports: the development of northern Adriatic ports and the Danube river development in Germany.

A first study concerns the grant of almost €3 million for studies on a better connection between the northern Adriatic ports and the main rail and inland waterways networks in the region. The project's ambition is to contribute to the development of these ports as interconnection points between maritime and other modes of transport. The studies will focus on improving the hinterland access of the sea ports of Trieste, Venice (Italy), Koper (Slovenia) and Rijeka (Croatia) and the inland ports of Chioggia, Porto Levante and Mantova (Italy) to the core European transport networks by rail and inland waterway connections.

The EU's TEN-T Programme will also co-finance with almost €4 million a study preparing the design and planning of a federal waterway on the Danube in south-eastern Germany. The project aims to improve the shipping conditions on the Danube and preventing floods in the region. Insufficient draught depth is currently limiting the navigation capacity on the Danube between the Bavarian cities of Straubing and Vilshofen, some 150 km away from Munich. This study will lay out the works to improve the waterway, in particular the necessary preconditions to obtain the construction permissions and budget approvals. The study is part of a larger project aiming to improve the important waterway axis Rhine/Meuse/Main-Danube with the objective to improve shipping conditions on the entire waterway.

Both projects are to be completed by December 2015.

### **Austrian port of Linz to grow with EU support (15.12.2014)**

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.

The TEN-T Programme was established by the European Commission to support the construction and upgrade of transport infrastructure across the European Union. The INEA is managing the technical and financial implementation of the TEN-T programme.



Port of Linz (Austria)

## 13. EFIP's structure

### President

Hans-Peter Hadorn (Switzerland)

### Vice-Presidents

Carmen Costache (Romania)

Roland Hörner (Germany)

Jean-Louis Jérôme (France)

Rainier Reekmans (Belgium)

### Secretariat

**Director** Alexander van den Bosch

**Administrative Manager** Hélène  
Vancompernelle

**Policy Advisor** Eugenio Quintieri

## Executive Committee 2014 – 2016

### Austria

**Interessengemeinschaft öffentlicher Donauhäfen in Österreich (IGÖD)**

Friedrich Lehr / Harald Kronsteiner (Substitute)

### Belgium

**Waterwegen en Zeekanaal NV**

Dominique Van Hecke / Kris Van Schepdael (Substitute)

### Port of Brussels

Rainier Reekmans / Anthony Callens (Substitute)

### Port Autonome du Centre et de l'Ouest (PACO)

Catherine Maheux

### Port of Ghent

Daan Schalck / Kate Verslype (Substitute)

### Port of Liège

Emile-Louis Bertrand / Anne-Sylvie Lonnoy (Substitute)

### Port of Namur

Claude Martin

### nv De Scheepvaart

Chris Danckaerts

## **Bulgaria**

### **Port Complex-Ruse**

Nikolay Dikov Naydenov / Denitsa Borislavova Mateva (Substitute)

## **Czech Republic**

### **Cesko-Saske Privasty (Port of Děčín)**

Heiko Loroff / Veronika Samajova (Substitute)

## **France**

### **Association française des Ports Intérieurs (AFPI)**

Jean-Louis Jérôme / Alexis Rouque (Substitute)

## **Germany**

### **Bundesverband Öffentlicher Binnenhäfen (BÖB)**

Roland Hörner / Ralf Karpa (Substitute)

## **Italy**

### **Unione Navigazione Interna Italiana (UNII)**

Sergio Vazzoler / Mario Borgatti (Substitute)

### **Province of Mantova**

Francesca Zaltieri / Gabriele Negrini (Substitute)

## **The Netherlands**

### **Nederlandse Vereniging Binnenhavens (NVB)**

Rob Smit / Lijdia Pater-de Groot (Substitute)

## **Romania**

### **Union of Romanian Inland Ports (UPIR)**

Carmen Costache / George Boga (Substitute)

### **Ports Administration on the Maritime Danube Galati**

Marius Luigi Ciubrei / Carmen Uzumtoma (Substitute)

## **Slovakia**

### **VEREJNÉ PRÍSTAVY - Public port authority governing the Ports of Bratislava, Komárno and Štúrovo**

Jozef Moravčík / Eva Gajarská (Substitute)

## **Switzerland**

### **Swiss Rhine Ports**

Hans-Peter Hadorn / Martin Nusser (Substitute)

## **Ukraine**

### **Port of Ochakov**

Andrey Cherepanov / Irina Bondar (Substitute)

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