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Trends in Inland Ports and Current EU Policy Developments

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European Federation of Inland Ports

- Was created in 1994
- Represents around 200 inland ports in 18 countries of the European Union, Switzerland and Ukraine
- The unique voice of inland ports in Europe
- An important information network for and about inland ports
- A “promoter” of inland ports



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Source: Port of Strasbourg

Different Roles of Ports

- Multimodal hub on the European Transport Corridors:
 - Interface between the maritime and land modes of transport (rail road and IWT).
 - Extended gates of the major seaports.
- Interface between long distance transport and local logistics:
 - Sustainable city logistics and use of small waterways
- Platform for the regional economy



Latest developments in EU policy

Overview topics under discussion

1. Transport White Paper (2011)
2. TEN-T and CEF
3. State Aid
4. Naiades
5. IWT emissions
6. Combined Transport Directive
7. RIS
8. Inland Ports Platform

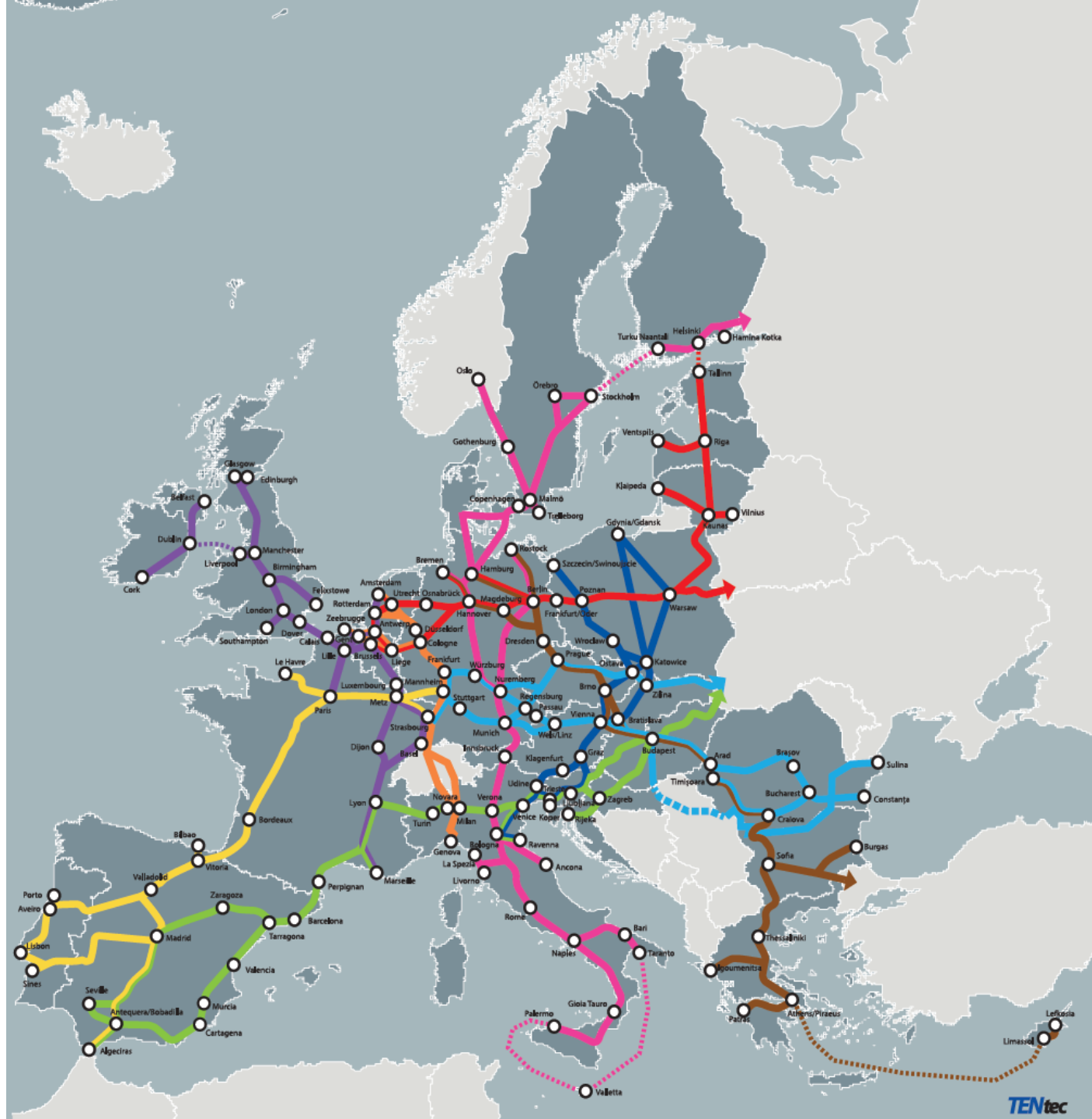
White Paper Targets (2011)

- Shift 30% of road freight transport above 300km road to rail and IWW by 2030, more than 50% by 2050
- Co2 free city logistics by 2030
- A fully functional and EU-wide multimodal TEN-T ‘core network’ by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services
- By 2050, ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system.
- Move towards full application of “user pays” and “polluter pays” principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments.

TEN-T and CEF

- TEN-T and CEF entered into force 1 January 2014
- 9 Corridors
- New focus on multimodality puts inland ports in the spotlight.
- Corridor Coordinators are assisted by a consortium of consultants, DG Move and the Executive Agency.
- The consortium analysed all existing information (previous projects, information from the Rail Freight and ERTMS Corridors, national infrastructure plans, etc.) as a basis for the development of a work plan.

The 9 core network corridors defined in the CEF



Corridor Governance Structure

- Coordinators will establish a work plan including market analysis, projects, prioritisation, costs, responsibilities. This will be the basis of future funding decisions under CEF.
- Consultative Corridor Forum:
 - 4 meetings in 2014
 - Selected inland ports have been involved since June
 - Since October specific working groups for ports and inland waterways and ports
 - Work plans were presented to member states in end December. They can provide comments until end February. WPs will be presented to EP and Council in March/April 2015.
- The work plan is to be reviewed in 2016 and 2018.

TEN-T Project Pipeline

TEN-T project pipeline

- EFIP launched an inventory of infrastructure projects needed by the core ports in the period 2014-2020.
- On the basis of the input we received, we put together an overview of planned projects for the European Commission. The Commission has asked the consultants working on the corridor work plans to take this list into account in their work. The list also offered orientation for the Commission for the drafting of the TEN-T call.
- In addition, an aggregated analysis of the data was done by the partners of the Portopia project for both EFIP and ESPO.

CEF Work programme 2014

Adopted on 5 March. Basis for 2014 CEF calls (published in September).

Multi-annual work programme

- Removing bottlenecks and bridging missing links
Pre-identified projects in CEF Annex I (including inland ports on the pre-identified waterway sections, even if these ports are not explicitly mentioned):
 - 5.5bn for pre-identified projects on the corridors (+3.2bn in cohesion countries)
 - 250 mio for pre-identified projects on other sections of the core network (+400 mio in cohesion countries)
- Ensuring sustainable and efficient transport in the long run:
 - New technologies and innovation in all modes, in particular alternative fuels and corresponding infrastructure: 160 mio (+130 mio in cohesion countries)
- Optimising integration and interconnection of transport modes:
 - Motorways of the Sea: 250 mio (+ 100 mio in cohesion countries)
 - RIS: 25 mio
 - Actions implementing transport infrastructure in nodes of the core network, including urban nodes: 50 mio
 - Connections to and development of multimodal platforms: 55 mio

CEF Work programme 2014

Annual work programme:

- Removing bottlenecks and bridging missing links (projects of the core network that are not included in the pre-identified sections of CEF Annex I): 765 mio
- Deployment of new technologies and innovation (areas not covered by the multi-annual call), for example advanced concepts for operation, management, multi-modality of the network 20 mio
- Freight transport services on the comprehensive network: 25 mio
- Retro-fitting of rail freight wagons to reduce noise: 20 mio
- Actions implementing transport infrastructure in nodes of the core network, including urban nodes: 25 mio
- Connections to and development of multimodal platforms: 10 mio

The Commission advises that anyone planning to submit a project should get in touch with them at an early stage to discuss.

State Aid

- EC questionnaire on public funding of port infrastructure and taxation of ports in July 2013. Need for additional state aid guidelines? Aviation sector as example?

➤ EFIP position

- Results of the EC questionnaire are very inconclusive.
- EC has sent follow-up questions in some cases, in particular on the tax situation of some sea and inland ports.
- EC will now identify a number of potential cases to establish some case practice.
- These will map out the main points that could provide orientation for future guidelines.
- For the time being, EC does not intend to propose new guidelines.
- But some questions remain open: Suitability of block exemptions (max. aid intensities, Art. 93 possible as legal basis?)

State Aid

EC action concerning the corporate tax systems applicable to ports in the Netherlands, Belgium, France and Germany

- The Commission is analysing indications of sectorial tax exemptions for ports or of other sectorial advantages such as reduced tax rates.
- In certain Member States, ports are not subject to corporate tax but to an alternative tax regime that might be more favourable.
- In other Member States, ports do not actually pay any corporate taxes because they are loss-making. This raises questions about whether the public financing of those ports, for example the recurrent compensation of their losses, respects EU state aid rules.

Naiades II

CESNI

Proposal for a Directive laying down technical requirements for inland waterway vessels:

- Commission proposal to enhance the cooperation between the European Commission and the Central Commission for the Navigation on the Rhine (CCNR) in terms of organisation and procedures necessary to develop unified standards through creation of a joint committee (CESNI)
- Supported by EP (February)
- Currently on hold due to unresolved inter-institutional questions that are subject to an ongoing Court case.

Financial support for retro-fitting of vessels/innovation

- New working group set up to look into possible uses of EU and national funds, financial instruments etc.

IWT Emissions

- Staff working document “Greening the fleet: reducing pollutant emissions in inland waterway transport” published in September
- Revision of non-road mobile equipment (new engines) (NRMM) – EC proposal published 25.09.2014
- EC will start working on a proposal for a review of the technical requirements for existing inland waterway vessel engines under Directive 2006/87/EC in 2014.

NRMM

- For most types of engines (other than IWT), the NRMM proposal foresees an alignment with US standards. The rationale is to strengthen the position of European manufacturers on these markets.
- For IWW vessels, the standards are aligned with the road standard Euro VI, which is more ambitious than the existing US standard.
- EBU and ESO fear that there will be no incentive for industry to invest in developing engines to this standard as the EU market is too small. This could result in monopolies and/or very expensive vessels. They ask for an alignment with US EPA and IMO standards.
- There is no PN limit for inland vessel engines with power below 300kW.

Combined Transport Directive

- EFIP contributed to the EC Stakeholder consultation on combined transport (August).
- 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.
- Linked to other EU policies, such as the Weights and Dimensions Directive which currently provides for Member States to permit movement of heavier intermodal load units by road when used in Combined Transport operations.

Combined Transport Directive

- EC stakeholder workshop in June: Initial results of a study on combined transport presented by consultants.
- Main points of debate are:
 - Definition of combined transport (max. road leg, permitted loading units)
 - Support measures for combined transport (usefulness of the measures of the existing CTD (tax reductions/exemptions and exemptions from certain rules concerning cabotage and weights and dimension of road vehicles), possible additional measures)
 - Diversity of national support schemes

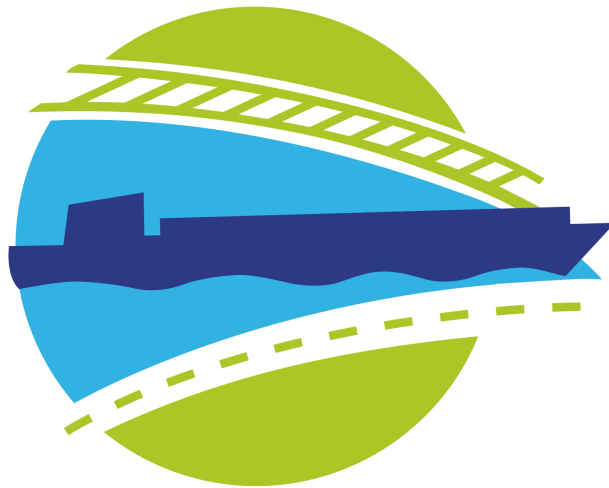
Next steps:

- Public consultation closed in mid-August.
- EC study on combined transport in the winter 2014
- By mid 2015, evaluation whether there is a need to review the CT Directive (or whether it should possibly be abolished altogether).
- Possible revision as of 2015.
- **EFIP is liaising with other transport associations (UIRR etc.) to try to find a common position**

River Information Services

- **EC public consultation on RIS delayed (probably 2nd quarter 2015):**
 - Data exchange and protection
 - Equipment requirements (obligatory AIS/vessel tracking?, ECDIS/maps)
 - Potential extension of the maritime reporting formalities directive to IWW ships
 - RIS Governance
 - Which services are required at EU level (such as the hull data base)?
 - RIS integration into the logistics chain
 - Fuel saving,
 - Deployment by corridors/river basins,
 - Technical progress,
 - Reduction of administrative burden
 - Capacity of Member States to implement and manage RIS.
- In 2015, EC Communication on RIS and possible legislative proposal for review of the RIS directive.

More Information



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