Annual Report

THE EUROPEAN FEDERATION OF INLAND PORTS (EFIP)

2024



Port of Switzerland

EFIP | European Federation of Inland Ports

Table of Contents



Port Autonome de Liège

Foreword: Antoine Berbain, EFIP President 3

Campaigns and Position Papers 5

- EFIP's 30th Anniversary: The Evolution of European Inland Ports 6
- More EU Budget for Transport 7
- IWT is Indispensable for Europe 8
- EFIP Position for the next Multiannual Financial Framework 9
- Position Paper Transport Block Exemption Regulation (TBER) and Guidelines on State Aid for Land and Multimodal Transport (LMT) 10

EFIP Events 11

- Corporate Sustainability Reporting Workshop with thinkport Vienna - Paris, France 12
- Innovation Potential in Inland Ports Open Session - Paris, France 13
- EFIP General Assembly - Paris, France 14
- Inland Ports Navigating Climate Change - Strasbourg, France 15
- Hymantovalley: Creation of the Hydrogen Valley in Mantova - Italy 16
- EFIP Executive Committee - Mantova, Italy 17
- Green Inland Ports workshop on the application of Environmental and Sustainable Management Systems (ESMS) - Brussels, Belgium 18
- Annual Overview of EFIP Committee Meetings and Publications 19

Policy Overview 20

- TEN-T : Trans-European Transport Network 21
- TBER : Transport Block Exemption Regulation 22
- RIS : River Information Services 23
- CTD : Combined Transport Directive 24

Foreword : Antoine Berbain, EFIP President



It is with great pride that I present the 2024 Annual Report of the European Federation of Inland Ports (EFIP). This year has been one of both transformation and resilience, as we navigated evolving challenges while embracing new opportunities for inland ports across Europe.

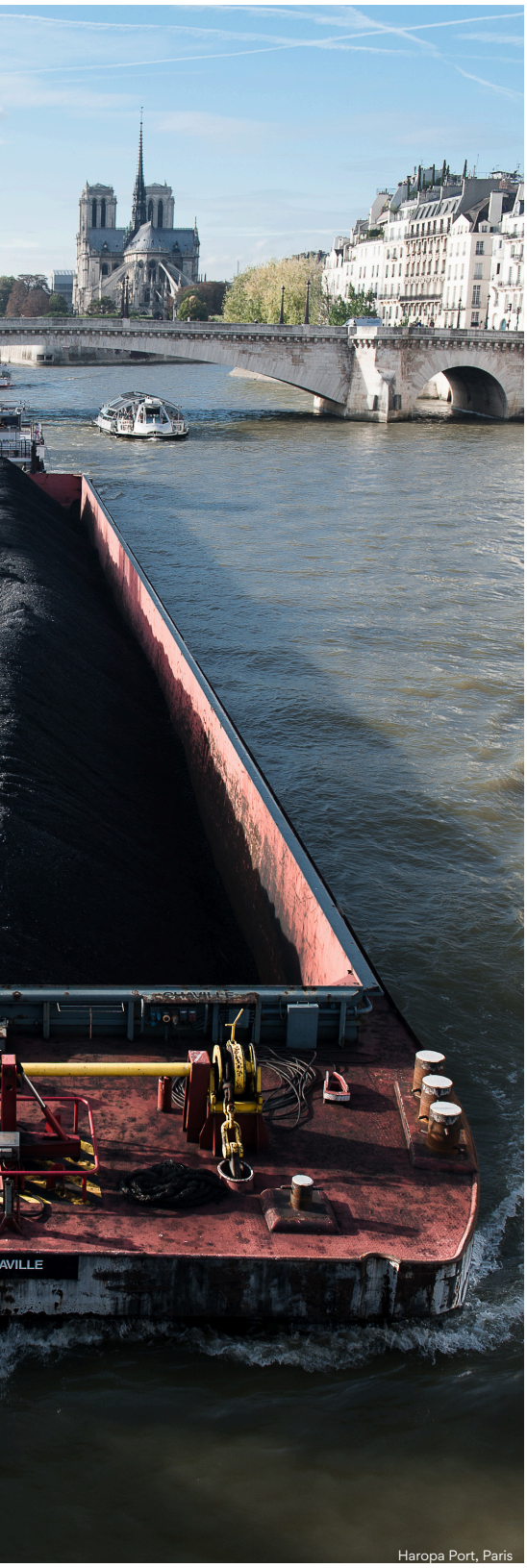
Inland ports, as key nodes in Europe's transport and logistics network, have continued to play an indispensable role in driving sustainable growth and innovation.

The year 2024 saw EFIP members showcasing the sustainable and resilience projects they are implementing, reflecting the role of inland ports. In particular, we showed the urban logistics initiative of IKEA in the Port of Paris and the development of a hydrogen valley in the Port of Mantova.

Policy developments at the European level have underscored the critical importance of inland ports. The revision of the Trans-European Transport Network (TEN-T) Regulation has further recognised the value of inland waterways and ports as integral to achieving a seamless and sustainable transport system. Additionally, the adoption of the EU Green Deal 2.0 framework has intensified the focus on decarbonisation, urging our sector to innovate and lead in reducing emissions while maintaining operational excellence.

EFIP has been a proactive voice in these discussions, ensuring that the perspectives of inland ports are well represented. Throughout the year, we engaged with policymakers, stakeholders, and industry leaders to advocate for fair, forward-looking policies that support the diverse needs of our members. We also expanded collaborative efforts, such as advancing projects under the Horizon Europe framework, enhancing our contribution to the development of resilient and green supply chains.

As we stand on the brink of a new chapter in European leadership with the incoming European Commission, we look forward to further deepening our engagement with EU policymakers. This transition marks a unique opportunity to build on the progress made so far and to champion inland ports as vital enablers of Europe's transport and environmental ambitions.


Haropa Port, Paris

EFIP remains committed to working closely with the new Commission to shape policies that support the sustainable growth of inland waterways and ports, ensuring they continue to drive innovation, connectivity, and resilience.

In 2024, we celebrated our 30th anniversary, reflecting on both our history and our future. Since EFIP's founding in 1994, we have been navigating far-reaching changes both in industry as well as in policy. It highlighted the invaluable contributions of EFIP in bringing together inland ports as the EU expanded and creating a sustainable network. EFIP has helped us weather many storms and it will help us weather many more in the future. This is why we have such a strong network stretching from Portugal to Ukraine.

As we look ahead, it is clear that inland ports have a critical role to play in shaping the future of European transport. The challenges we face—from climate change to geopolitical uncertainties—require bold action, innovative thinking, and unwavering commitment. Together, as EFIP and as individual ports, we will rise to these challenges and continue to serve as pillars of connectivity, sustainability, and economic vitality.

I extend my deepest gratitude to all EFIP members who have contributed to our success this year. In 2025, my presidency will come to an end, but I will remain committed to the continued success of EFIP in the future. The inland ports have built a dedicated and resilient community within EFIP, and it has been my honour to be your president since 2022.

Let us continue to build on this momentum as we chart a course for a sustainable, innovative, and prosperous future in close cooperation with the new European leadership.



©Airdiasol.Rothan

CAMPAIGNS AND POSITION PAPER

EFIP | European Federation of Inland Ports



01

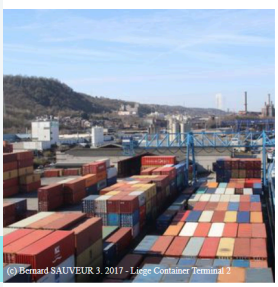
EFIP's 30th Anniversary

The Evolution of European Inland Ports

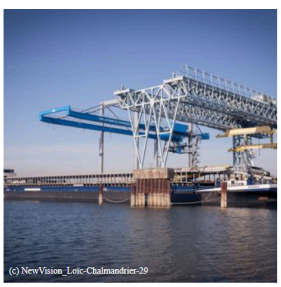
The **EFIP 30-Year Anniversary Publication** commemorates three decades of advancing the role of inland ports as pivotal nodes in Europe's transport and logistics network. It highlights the federation's contributions to sustainable economic development, environmental stewardship, and promoting a modal shift towards inland waterways.
The publication includes:

1. **Historical Insights:** A chronicle of EFIP's establishment, growth, and its evolving role in European transport policy.
2. **Achievements and Milestones:** Key contributions to policy advocacy, environmental initiatives, and technological advancements in the inland port sector.
3. **Member Highlights:** Profiles of EFIP's member ports, showcasing innovative projects and best practices.
4. **Stakeholder Perspectives:** Testimonials and reflections from policymakers, industry leaders, and port authorities on EFIP's impact.
5. **Future Directions**: An exploration of challenges and opportunities, including digitisation, decarbonisation, and enhancing multimodal connectivity.

This publication serves as both a celebration of EFIP's legacy and a forward-looking document to inspire continued innovation and collaboration within the inland port sector.











02

More EU Budget for Transport

44 European transport organisations, representing the key spectrum of Europe's transport network, operators and stakeholders, are once again joining forces in a campaign to call upon the Council and the European Parliament for a robust transport funding instrument in the upcoming review of the Multi-Annual Financial Framework (MFF).

The transport and logistics sector is the cornerstone in realising Europe's sustainable and green objectives while maintaining its geo-strategic and competitive position. A robust, resilient and adaptable European network supports business, enables greening and responsiveness to current and future crises. **If we want to make Europe climate neutral and future-proof, it must complete the Trans-European Transport Network (TEN-T). That requires putting words into deeds by ensuring that sufficient funding will be allocated to transport.**

The lesson for European leaders and policymakers is that this is the moment to **reverse the continuing trend of underfunding in the transport sector and raise the funds to match the ambitions.** And to recognise that CEF is the most efficient funding instrument which delivers high EU-added value, fosters a level playing field across Europe and enables no regret investments.

The campaign leaflet was officially handed over to **Magda Kopczyńska**, Director General of DG MOVE, during the Connecting Europe Days, on April 4, 2024.

More EU budget for transport | The best Investment Plan for Europe


Port of Brussels

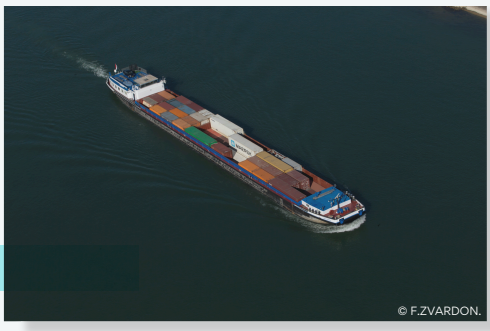
03

IWT is Indispensable for Europe

Waterway authorities, shipowners and inland ports have joined forces to provide an overview of bottlenecks in the European waterway infrastructure. They underscored the vital role of inland waterways in supporting European businesses, particularly in heavy industry, consumer goods, construction, and urban logistics. Contributions from industry leaders highlight how inland shipping ensures reliable, sustainable, and cost-efficient supply chains.
Key takeaways:

- **Cross-Border Dependence:** 75% of goods transported via inland waterways cross international borders, making it a cornerstone of European trade.
- **Business Needs:** Industry voices emphasise the urgency of modernising waterway infrastructure to maintain reliability, combat climate challenges, and support industrial resilience.
- **Investment Appeal:** Business leaders advocate for predictable, EU-level funding to address infrastructure bottlenecks and secure inland waterways' role in sustainable growth.

This collaboration demonstrates that thriving European industries rely on a robust, future-proof inland shipping network. Inland shipping needs sufficient investment in its next budget cycle.


© F.ZVARDON.



Port of Seville

04

EFIP Position for the next Multiannual Financial Framework

The European Federation of Inland Ports (EFIP) advocates for maintaining and strengthening a unified, EU-managed transport budget to ensure long-term competitiveness, sustainability, and the realization of Green Deal objectives. Specifically, EFIP emphasises the need for a robust funding framework that supports inland ports' role as multimodal logistics hubs critical to European connectivity, energy transition, and green logistics.

EFIP opposes the fragmentation of transport funding into national plans, which risks undermining Europe-wide coordination, consistency, and the equitable development of infrastructure necessary for a resilient and integrated transport network.

Recommendations:

1. **Dedicated Budget:** Ensure a stronger budget allocation for inland port projects, including smaller-scale initiatives.
2. **Equity in Funding:** Support critical projects aligned with societal goals like energy transition and digitalisation.
3. **Network-wide Impact:** Avoid overemphasis on cross-border criteria, recognising inland ports' broader contributions.
4. **Simplification:** Streamline application processes to ease access to funding.

Securing a dedicated and cohesive EU transport funding instrument will ensure that inland ports' critical contributions to Europe's logistics, sustainability, and competitiveness are fully supported.



Port of Switzerland (c) Patrik Walde

05

Position Paper Transport Block Exemption Regulation (TBER) and Guidelines on State Aid for Land and Multimodal Transport (LMT)

The position paper emphasises the importance of updated regulations under the Transport Block Exemption Regulation (TBER) and the Guidelines on State Aid for Land and Multimodal Transport (LMT) to support inland ports. It highlights the need for increased financial aid and simplified procedures to encourage multimodal transport, green transitions, and modernisation of infrastructure and fleets. The paper advocates for fair competition, updated methodologies for impact assessment, and stronger support for bulk and multimodal transport. It calls for enhanced aid thresholds and instruments to ensure that inland ports can effectively contribute to sustainable and competitive European transport networks.





EVENTS

EFIP European Federation of Inland Ports

Corporate Sustainability Reporting Workshop with thinkport Vienna – Paris, France

01



The Corporate Sustainability Workshop, held on March 21st in Paris with a scenic view of the Seine, focused on smart urban logistics and evolving reporting requirements across Europe, particularly for inland ports. A key topic was the new obligation for ports to report all greenhouse gas (GHG) emissions, including those from clients and other sources, presenting a new challenge for inland ports to address emissions on a broader scale.

However, the purpose of this reporting goes beyond compliance. It's about tracking sustainability performance, looking for areas of improvement, and encourage continuous progress.

Experts from **MultiRELOAD**, **Fraunhofer IIS**, and **TNO MAGPIE** provided valuable insights into these reporting requirements, as well as the innovative tools currently being developed to help inland ports and terminal operators meet these challenges. The session emphasised that cooperation within the port community is essential to achieve sustainability across the industry.



Innovation Potential in Inland Ports Open Session - Paris, France

02



In this workshop, **Renata Kadric**, Project Manager at CINEA, provided insights into the expansion of the European Innovation Fund and in particular, how it could support the development of inland ports. **Philippe Arfi**, General Director at Goodman, introduced the Green Dock project, which focuses on the industrial revitalisation of existing sites through river logistics, sustainable construction practices, and innovative planning.

"These projects show the potential and commitment of inland ports as hub of innovative solutions and green logistics. Our society and especially our cities are facing many challenges in the fields of sustainability, accessibility, air quality and congestion. By using space smartly and finding the right partners, HAROPA PORT Paris have been able to be successful in this. It is in the DNA of inland ports to do and it is what we will continue to do" - Antoine Berbain, EFIP President.

The session also featured **Emilie Carpels**, Director of the river project at IKEA France, who presented an original initiative aimed at integrating river transportation for IKEA products between Gennevilliers Port and Paris Bercy. This project aims to reduce congestion in the city while maintaining high-quality service. However, the initiative faces challenges such as creating a logistics plan that aligns with river navigation and coordinating efforts among various stakeholders to ensure its success.



EFIP General Assembly - Paris, France

03

On 22 March 2024, EFIP members gathered in Paris for their annual General Assembly meeting. The meeting was hosted by HAROPA PORT Paris. The focus on the event was on the Innovation Potential in Inland Ports. The discussion also included plans for the 2024 EFIP agenda, including the upcoming initiatives such as the Transport Block Exemption Regulation and EFIP's objective to facilitate increased investments in inland ports, particularly in superstructures. Also, Sven Devroe stepped into the role of Vice President at EFIP, succeeding Rainier Reeksmans, representing the Port of Brussels.



The General Assembly members had then the chance to visit the Port of Gennevilliers, the largest river facility in France and the location for the developement of multiple innovative initiatives.





Inland Ports Navigating Climate Change - Strasbourg, France

04

On June 6, 2024, EFIP hosted the **Inland Ports Navigating Climate Change Seminar**, organised by the **Central Commission for the Navigation of the Rhine (CCNR).** The seminar focused on the need for inland ports to proactively plan for increasing extreme weather events. Sponsored by **TT Club**, it offered valuable insights from industry leaders on adapting to these challenges.





- **Roel Burgers** and **Judith Ter Maa**t from the International Commission for the Hydrology of the Rhine (CHR) presented climate model data for the Rhine region.
- **Jan Brooks,** Chair of the PIANC Permanent Task Group on Climate Change, discussed adaptation strategies.
- The seminar also covered crisis management, with **Shane McMahon** from Horizonscan addressing resilience in river port operations.
- **Ingrid Lambert** from HaskoningDHV shared Green Ports strategies.
- **Raphael Wisselmann** from CCNR highlighted Inland Waterway Transport (IWT) perspectives.
- **Theresia Hacksteiner** from EBU spoke on shipowners' concerns.
- **Kathrin Hülswitt** from thyssenkrupp Steel discussed the industry's climate response.
- **Neil Dalus** from TT Club covered climate-related incidents in ports.

Hymantovalley: Creation of the Hydrogen Valley in Mantova - Italy

05

"The Province of Mantova wants to become one of Europe's first hydrogen valleys with our port at its heart. We hope it will be an inspiration for all inland ports." -Carlo Bottani, President of the Province of Mantova

"Inland ports have been exploring their role in the energy transition across Europe. Hydrogen, in its many forms, is a part of this. This is why in 2022 EFIP held a series of workshops on this topic. It is great to see the port of Mantova taking the next steps into our energy future." - Antoine Berbain, EFIP President

On Thursday, 10 October 2024, EFIP hosted a seminar on the "Creation of the Hydrogen Valley in Mantua" during its Annual Executive Committee Meeting, organised in collaboration with the **Hymantovalley Project**, the **Province of Mantova,** and **AGIRE**. The workshop focused on the EU co-financed Hymantovalley project, which uses renewable hydrogen to reduce transport emissions in logistics. Speakers included **Sapio** (green hydrogen production), **Veneziana Navigazione e Rimorchio** (converting a diesel ship to hydrogen), and **IPE Locomotori 2000** (planning a hydrogen-powered locomotive).

The project, set for completion by 2026, aims to position the Inland Port of Mantova as a sustainable, intermodal logistics hub with a fully developed hydrogen supply chain. On 11 October, EFIP members gathered for the Executive Committee Meeting, hosted by the Port of Mantova. The focus remained on "Port Development," with key presentations from **Nicola Galli** (AGIRE) on hydrogen tugboats and **Guido Piccoli** (ALOT) on logistics development actions for inland ports.



EFIP Executive Committee - Mantova, Italy

06

On 11 October 2024, EFIP members gathered in Mantova for their annual Executive Committee Meeting, hosted by the Port of Mantova. The focus of the event continued to be “Port Development”, putting the Port of Mantova at the center of the discussion through the Hymantovalley project. The discussion covered various policy developments such as the Transport Block Exemption, Combined Transport Directive, River Information Services (RIS) and CEF 2024 Call. On this special occasion, EFIP also celebrated its 30th anniversary, marked by the release of both a printed and digital publication. Finally, an Extra-Ordinary GA took place, to vote Mr. Gert Van der Eeken as new Vice President at EFIP, succeeding Sven Devroe, representing the Port of Brussels.



The Executive Committee members had then the chance to visit the Port Valdaro.





Green Inland Ports workshop on the application of Environmental and Sustainable Management Systems (ESMS) - Brussels, Belgium

07



EFIP, in collaboration with Green Inland Ports, co-organised a workshop at the **Port of Brussel**s focused on **Environmental and Sustainable Management Systems (ESMS)** for port operations. The event aimed to support the transition to greener, more sustainable inland ports across Europe. The morning session, available both in-person and online, explored how ports can implement and optimise ESMS to reduce environmental impact, with discussions on practical strategies and best practices for more sustainable inland ports across Europe.

Participants were introduced to two key use cases: the first was a self-assessment tool for calculating environmental impacts of port activities, demonstrating how EMS tools can improve environmental performance. The second was a digital readiness self-assessment tool, highlighting how digital transformation can support sustainable development. Discussions centered on digital solutions to improve the port's role in green logistics and as an energy hub.

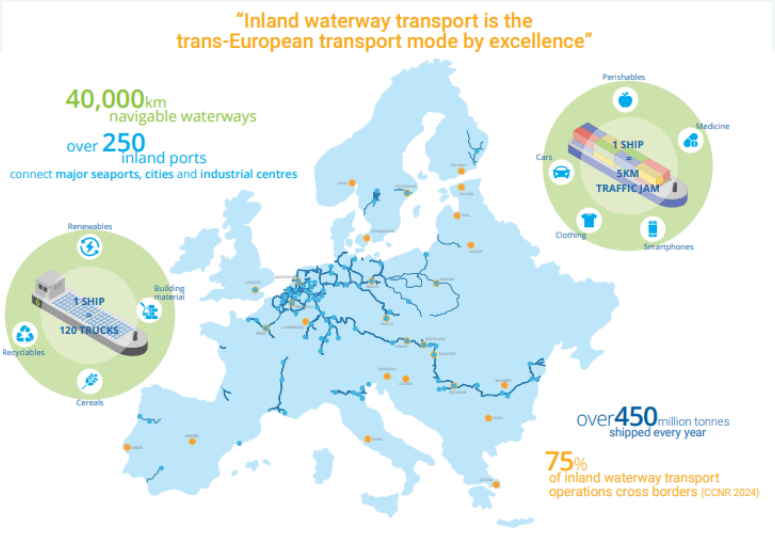
Green Inland Ports

EFIP Committee Meetings

- **26.06.2024: Advisory Committee Meeting:** RIS and Election Results
- **11.09.2024: Advisory Committee Meeting:** Transport Block Exemption Regulation, RIS and MEP Maping
- **21.10.2024: Advisory Committee Meeting:** TBER, RIS and EU Political developments
- **27.11.2024: Advisory Committee Meeting:** European Funding Framework

EFIP Publications

- **11.12.2024:** EFIP Position on Future of European Funding: European Inland Ports Call for a unified and robust EU Transport Budget to secure long-term competitiveness and realisation of the Green Deal
- **04.04.2024:** More Budget for Transport: EU Transport Sector calls for Long-Term Support to Realise the European Green Deal
- **17.12.2024:** Creating a high-quality waterway network requires a predictable EU Budget





Port of Switzerland (c) Patrik Walde

POLICY OVERVIEW

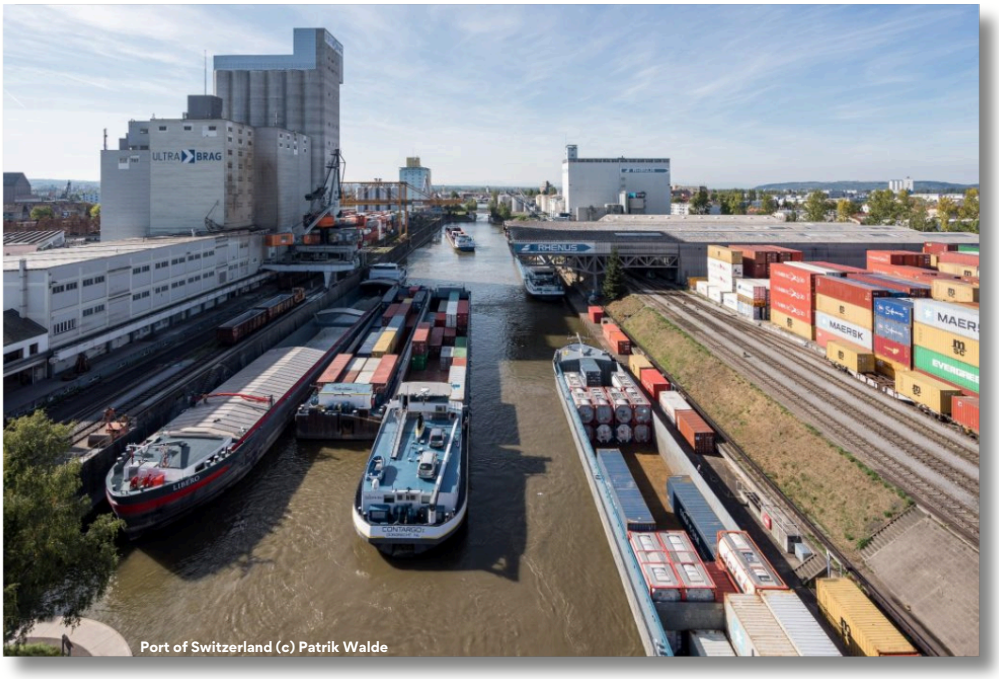
EFIP European Federation of Inland Ports

TEN-T : Trans-European Transport Network

The adoption of the revised TEN-T Guidelines in 2024 strengthens the EU's commitment to completing the Trans-European Transport Network (TEN-T) by 2050. These updates aim to enhance multimodal connectivity, prioritise sustainable transport modes, and increase climate resilience. For inland shipping and ports, the guidelines emphasise their critical role in achieving a greener and more efficient transport system.

- **Increased focus on waterways:** Inland waterways are prioritised as vital links in multimodal corridors, supporting the EU's modal shift from road to more sustainable transport.
- **Stricter requirements for ports:** Inland ports must meet higher standards for multimodal connectivity, digitalisation, and climate resilience, aligning with the EU's Green Deal objectives.
- **Funding opportunities:** Inland shipping and port projects can benefit from dedicated EU funding for TEN-T implementation, although competition with other modes and cross-border megaprojects may challenge smaller initiatives.

The revised guidelines underscore inland shipping's importance in reducing emissions and supporting seamless, sustainable freight transport across Europe, while also highlighting the need for ongoing investment in infrastructure and innovation at inland ports.



Port of Switzerland (c) Patrik Walde

TBER : Transport Block Exemption Regulation

The Transport Block Exemption Regulation (TBER) proposal by DG Competition aims to simplify and modernise state aid rules for sustainable transport. It updates the framework to better support the EU's Green Deal and modal shift objectives by enabling faster and more targeted aid for environmentally friendly transport modes.

1. **Simplified Aid for Sustainable Transport:** Certain state aid measures, such as those supporting inland waterways, rail, and multimodal transport, are exempt from prior notification to the European Commission, streamlining access to funding.
2. **Support for Multimodal Facilities**: New categories of aid are introduced, including investments in terminals and infrastructure that facilitate multimodal transport.
3. **Green and Digital Transition:** Incentives are provided for projects that enhance sustainability and digitalisation, encouraging innovation in logistics and transport.
4. **Recognition of Inland Waterways**: The proposal acknowledges inland waterways as a key part of the sustainable transport network, promoting investments in this sector to reduce road transport reliance.
5. **Aid Thresholds and Methodologies:** Concerns remain about thresholds for aid intensity (e.g., 50% for operational aid) and the external cost methodologies used, with calls for adjustments to better reflect real-world needs.

The proposal is a step toward supporting sustainable transport but requires refinements to ensure adequate support for inland ports, smaller projects, and bulk transport, which are critical to achieving the EU's climate and mobility goals.



Port of Gennevilliers

RIS : River Information Services

The revision of the River Information Services (RIS) Directive in 2024 aims to modernise the framework for managing inland waterways, ensuring harmonised technical standards, improving data exchange, and integrating waterways into multimodal transport networks. The RIS revision supports the European Green Deal, promoting sustainable inland waterway transport (IWT) by enhancing operational efficiency and reducing reliance on road transport.

The European Council broadly supports the RIS revision's objectives but emphasises the need for proportional implementation to avoid excessive burdens on stakeholders, particularly small and medium-sized enterprises (SMEs). The Council also seeks clarity on data protection and interoperability concerns, particularly in aligning RIS with other systems like the electronic Freight Transport Information (eFTI) platform and maritime networks.

Expected benefits include €450 million in savings through improved data handling and multimodal efficiencies, with net societal benefits estimated at €356.7 million by 2050.

CTD: Combined Transport Directive

Progress on revising the Combined Transport Directive (CTD) has been slow in both the European Parliament and the Council. The revision, aimed at boosting multimodal transport and aligning with the EU Green Deal, has seen fragmented discussions. The Council favors a more flexible approach, emphasising subsidiarity, while the European Parliament advocates stronger commitments to promote rail and inland waterways. Divergences remain over financial support thresholds and criteria for projects. Negotiations are ongoing, with a final agreement unlikely before 2025 due to significant political and technical disagreements



www.inlandports.eu/
info@inlandports.be

The European
Port House
Treurenberg 6
B-1000 Brussels

+32 2 219 82 07

EFIP (European
Federation of
Inland Ports)

@EFIPSecretariat

COMPILATION AND EDITING OF TEXTS
Turi Fiorito, Ana-Maria Voicu
GRAPHIC DESIGN
Ana-Maria Voicu