

EFIP: Update from Europe

Danube inland ports



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Federation
of Inland Ports
www.inlandports.eu



Recap 2019-2024



- Primary investment facility for infrastructure and ports
- EFIP and ally lobbying
- Successful 50% cofinancing possible for inland shipping and port projects



€5 BILLION
AVAILABLE FOR TRANSPORT
INFRASTRUCTURE PROJECTS

#ConnectingEurope #CEFTTransport



- Corner stone of European Transport policy
- Setting trajectory for next 10 years
- Through lobby, maintained GNS and flexible port requirements
- Inclusion of Danube ports in Serbia



European Commission

Efficient & Green **MOBILITY**

14 December 2021



CREATING A GREEN AND EFFICIENT Trans-European Transport Network

The Trans-European Transport Network (TEN-T) creates an EU-wide network of rail, inland waterways, short sea shipping routes, and roads. It links major cities, ports, airports and terminals. It is crucial to the functioning of the internal market as it ensures efficient transport of goods and passengers.

The network will be made greener, more efficient, and more resilient.

- 1 Sustainability**
Reduce congestion, transport emissions and impact on climate change
- 2 Cohesion**
Connect EU cities and regions, including rural areas and remote regions
- 3 Efficiency**
Remove bottlenecks and gaps on the transport network
- 4 Increase user benefits**
Better transport services to citizens and freight customers

The EU's transport network should be **safer, more sustainable, faster and more convenient for its users**. We want more people to take the train, and more goods to be transported by rail, inland waterways, and short sea shipping.

 At least 160 km/h for all passenger lines on the main TEN-T rail stretches	 Making it possible for lorries to be transported by trains	 Safe and secure parking areas for commercial drivers, equipped with alternative fuels infrastructure	 Connect large airports to rail, where possible high-speed rail	 Increase the number of multimodal transshipment hubs for freight, and multimodal stations for passengers	 Lay the ground for deploying alternative fuels (all transport modes) and multimodal terminals	 424 EU cities to adopt a sustainable urban mobility plan (SUMP)
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ECONOMIC AND CLIMATE BENEFITS

- Expected **GDP increase of 2.4% by 2050** relative to the current situation.
- Reduce greenhouse gas emissions by up to 0.4% by 2050, shifting more to rail and inland waterways, on top of emission standards for cars and vans.
- **840 000 new jobs** - an increase of 0.5% - by 2050.
- Will **mobilise funds** for EU infrastructure, such as from the Connecting Europe Facility, European Investment Bank and private loans.

3. Port Reception Facilities

- Proposal from 2018
- Campaign occurred to include inland ports
- However would jeopardise existing rules and lead to more issues.
- EFIP counter campaign successful

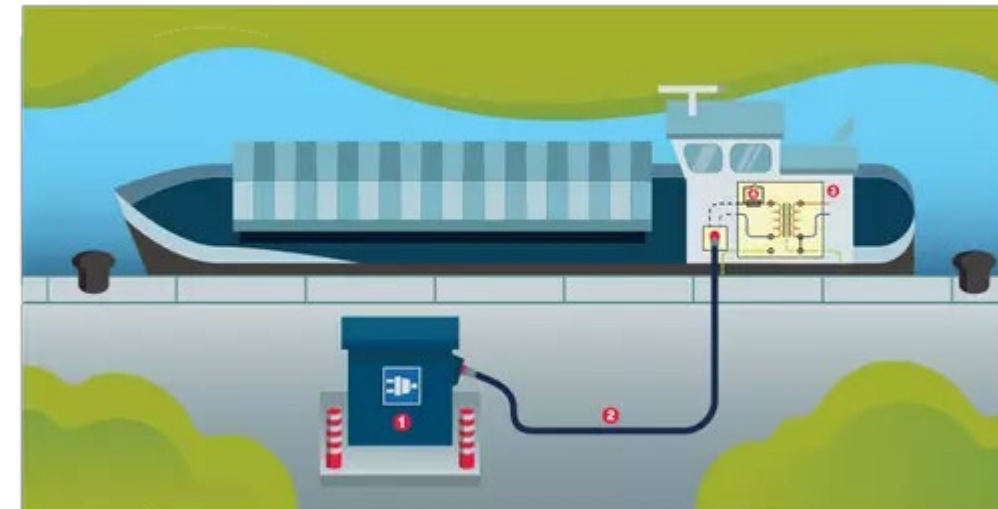




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4. Alternative Fuels Infrastructure Regulation

- Setting the goals for infrastructure
- Had to reflect the realities of the sector
 - Slow uptake of green inland vessels
 - Unclear greening paths
- EFIP focused on a flexible position
 - Result, only 1 OPS facility per inland port
- However, ambition in 2026 review



5. Alternative Fuels Infrastructure Facility

- Funding for uptake of green infrastructure and vessels
- Part of the CEF lobbying efforts
- Useful given its more flexible call structure
- However, has proved unattractive to ports and IWT in general

6. Greening inland ports study

Commission (DG MOVE) study on “Enabling Sustainable Management and Development of inland ports”

- Consortium led by Ecorys, together with CE Delft, Panteia, Planco, EICB, Pro Danube and Erasmus University Rotterdam
- Identify and evaluate factors affecting the sustainable development of inland ports (water, air, noise,...)
- Propose solutions for the implementation of green objectives for inland ports paired with their economic development (environmental and sustainable management systems tools)
- Pilot projects – voluntary
- 9 events in Rhine and Danube regions + final conference
- Result of EFIP lobby

Uncertainties



EFIP: 2024 and beyond





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CSRD and CDDD

- Corporate Sustainability Reporting Directive
- Corporate Due Diligence Directive
- Adopted but still to be implemented at national level
- New terrain for inland ports
- Extra admin burden
- Current workshop series on how inland ports can implement these requirements.
- Next session: 21-03-24, Paris



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Adaptation

- Climate change impact increasing
- How do inland ports adapt?
- Conference on 6th of June in Strasbourg
 - Global and regional experts
 - Current best practices
 - Contingency planning and reallocation



CEF 3 and MFF Discussions

- Green commitments require budget
- EU facing reduced funding
- Additional commitments in other fields
- CEF 2 proved unsuitable for small-medium projects
- EFIP started joint lobbying with transport and IWT





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Implementation

- Transport Block Exemption (2024)
- TEN-T Implementing acts (2025)
- AFIR Review (2026)



Thank you!

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