



EFIP

European Federation of Inland Ports
Fédération Européenne des Ports Intérieurs
Europäischer Verband der Binnenhäfen

Binnenhavens integreren *in* Europees netwerk

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ESPO- EFIP

**Jaarcongres Nederlandse binnenhavens
Meppel, 4 oktober 2013**

Current TEN-T policy 2007-2013



IWT and inland ports in the current TEN-T network

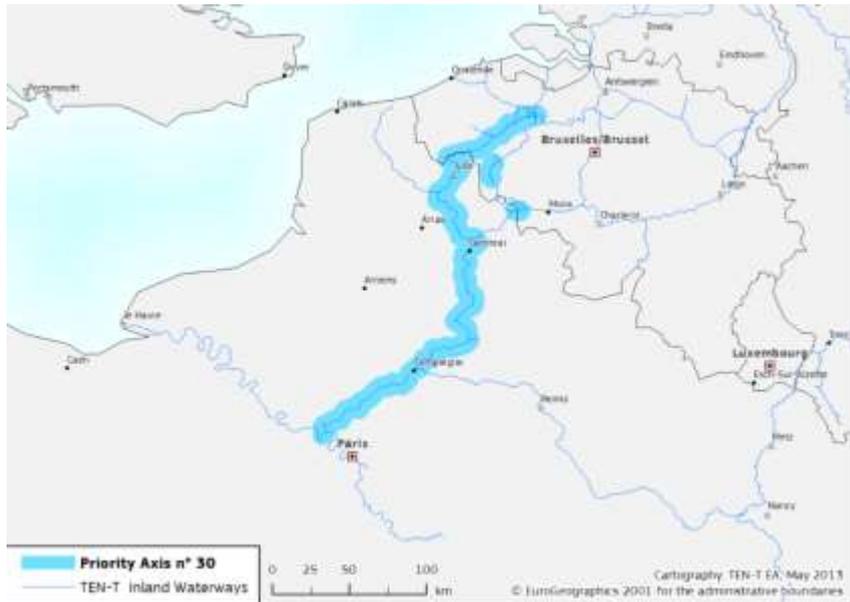
Inland waterways: at least class IV

Inland ports:

- Open to commercial traffic
- Be on the TEN-T IWT network
- Interconnections with other TEN-T axis
- Equipped with intermodal transshipment installations or current freight volumes of at least 500.000 tonnes

30 priority projects => Priority Project 18 and 30

PP30: IWW Seine Scheldt



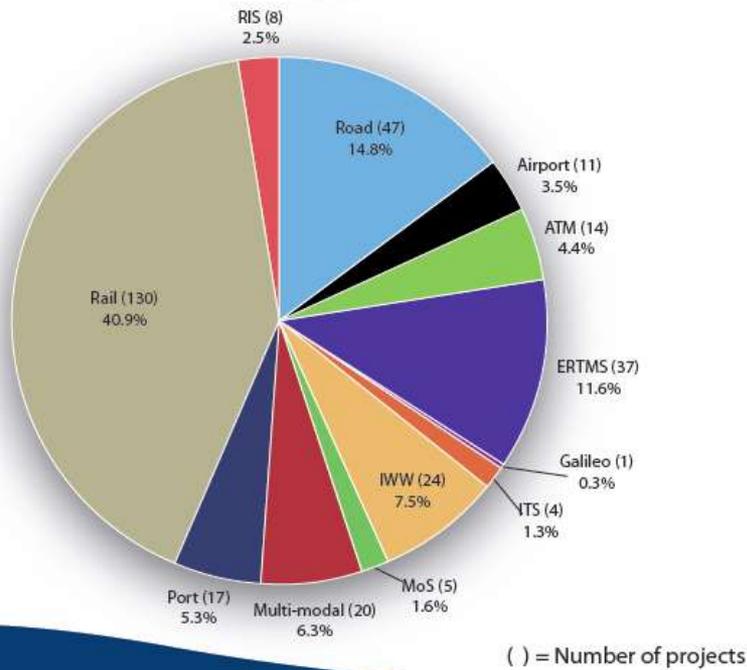
**PP 18: Waterway axis
Rhine/Meuse-Main-Danube**



TEN-T 2007-2013: 8 B€

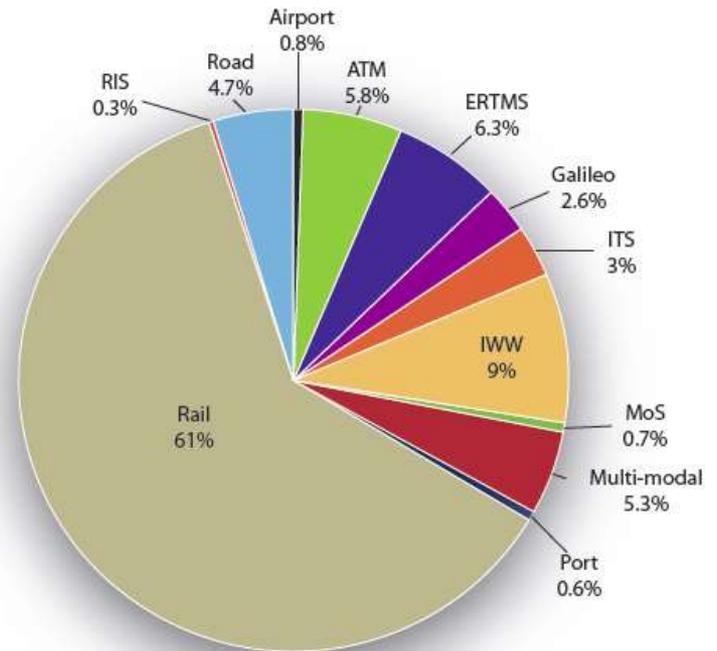
Number of ongoing and completed projects by transport mode

Total number of projects = 318

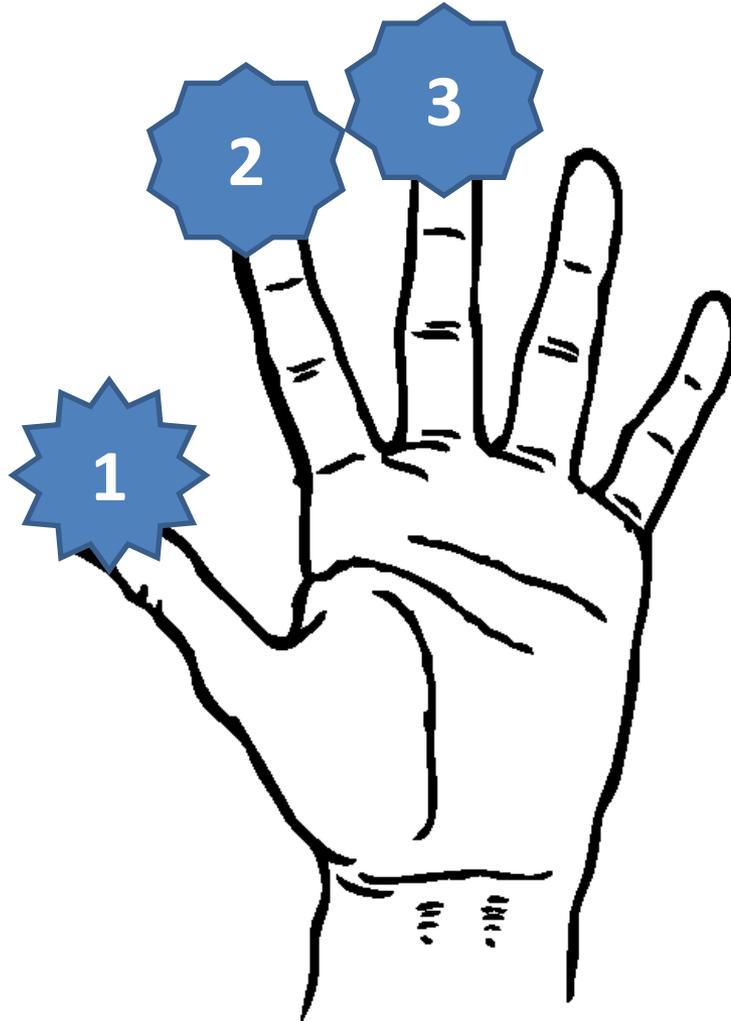


Share of current TEN-T contribution by transport mode

100% = €7.2 billion



Until last year only a handful of inland port projects...



Last calls under this TEN-T framework issued in December 2012

Annual programme

Budget: 250 mio EUR

- Stable fairway conditions
- LNG bunkering facilities
- Locks
- Bridge clearance
- Port access
- Hinterland connections
- Port facilities
- Basic port infrastructure
- Enable implementation of the corridor approach
- DEADLINE: closed (28/2/2013)

Multi-Annual programme

Budget: 1.3 billion EUR

Being linked to 1 of the 30
priority projects

Intermodality projects

RIS

DEADLINE: 26 March 2013

Cofinancing rates works: 10 to 30% max., studies: 50%

Result of last call:

Multi annual call

- Port of Giurgiu: improving environmental performance “green port” study (50%)
- Vienna: expansion of the trimodal inland port by land recovery (20%) 3 mio EUR
- LNG masterplan for Rhine-Main-Danube (50%) 40 mio

Annual call

- Port of Ghent – upgrading of inland navigation infrastructure: (10%) 1,4 mio
- Vienna –studies (50%)
- Venlo Greenport study for Venlo rail terminal: (50%) 680.000 eur

Possible last call under existing framework: leftovers from 2007-2013 budget

300 million EUR

Coming out in December

Annual call

Not sure if based on existing TEN-T guidelines or
under new TEN-T policy

New TEN-T guidelines and financing rules (CEF)



new TEN-T policy (1)

2 levels, 2 networks:

- Comprehensive network (-> 2050)
- Core network (-> 2030)

+ **Multimodal corridors** : instrument for implementation

Comprehensive network:

- River, canal, lakes at least Class IV - equipped with RIS
- **Inland ports**: annual « freight transshipment » of > 500.000 tonnes (last three year average), Connection with road and or rail, open to all operators, transparent charges

Core network: Inland waterways: all comprehensive (class IV)
waterways are core

New TEN-T policy (2)

Inland ports in the core network?

(criteria not taken up in the legislation)

- Inland ports situated in a « TEN-T urban node »
- Inland ports on the crossing between core IWW and core rail
- Inland ports meeting the volume criteria of core seaports (24 mio bulk, 13 mio non bulk)

How can I know if my port is a TEN-T comprehensive or core inland port? => list in annex to the TEN-T regulation

Article 16 (1)

Article 16

Infrastructure components

1. Inland waterways infrastructure *shall comprise* in particular:
 - (a) rivers;
 - (b) canals;
 - (c) lakes;
 - (d) related infrastructure such as locks, elevators, bridges, reservoirs *and associated flood-prevention measures which may bring positive effects to inland waterway navigation*;
 - (e) inland ports including the infrastructure necessary for transport operations within the port area;
 - (f) associated equipment;

Article 16 (2)

■

(h) *telematic applications, including RIS;*

(i) *the connections of the inland ports to the other modes in the trans-European transport network;*

2. *To be part of the comprehensive network, inland ports shall have an annual freight transshipment volume exceeding 500 000 tonnes. The total annual freight transshipment volume shall be based on the latest available three-year average, as published by Eurostat.*
3. *Associated equipment with inland waterways may include the equipment for loading and unloading of cargos in inland ports. Associated equipment may enable in particular propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption and carbon intensity. It may include waste reception facilities, shore side electricity facilities, and used oil collection facilities as well as equipment for ice breaking, hydrological services and dredging of the port and port approaches to ensure year-round navigability.*

TEN-T policy (3)

Multimodal corridors (=> CEF)

- 'instrument' to implement the core network
- Cover at least 3 modes and 3 countries
- 9 corridors identified of which 6 with significant inland waterway dimension
- For each corridor :
 - A '**European Coordinator**' to support the coordinated implementation of the core network corridor
 - A consultative '**Corridor Forum**' to assist the EU coordinator. Member States involved shall agree who becomes member of the corridor forum.
- **Multi-annual corridor development plan**

Sustainable freight transport services

Article 38 TEN-T: replaces Marco Polo programme

Financing of projects of common interest :

- Efficient freight transport services that use the infrastructure of the comprehensive network
- And contribute to reducing carbon dioxide emissions and other negative environmental effects

TEN-T policy 2014-2020

Funding rates for works:

Types of Projects		All MS	COHESION
(a) Studies		(up to) 50%	80-85%
(b) Works on			
Inland waterways	Cross border	(up to) 40%	80-85%
	Bottleneck	(up to) 40%	80-85%
	Other projects of common interest	(up to) 20%	80-85%
Inland transport connections to ports and airports (rail and road)		(up to) 20%	80-85%
Development of ports		(up to) 20%	80-85%
New technologies and innovation for all modes of transport		(up to) 20%	80-85%

32 billion euro for transport

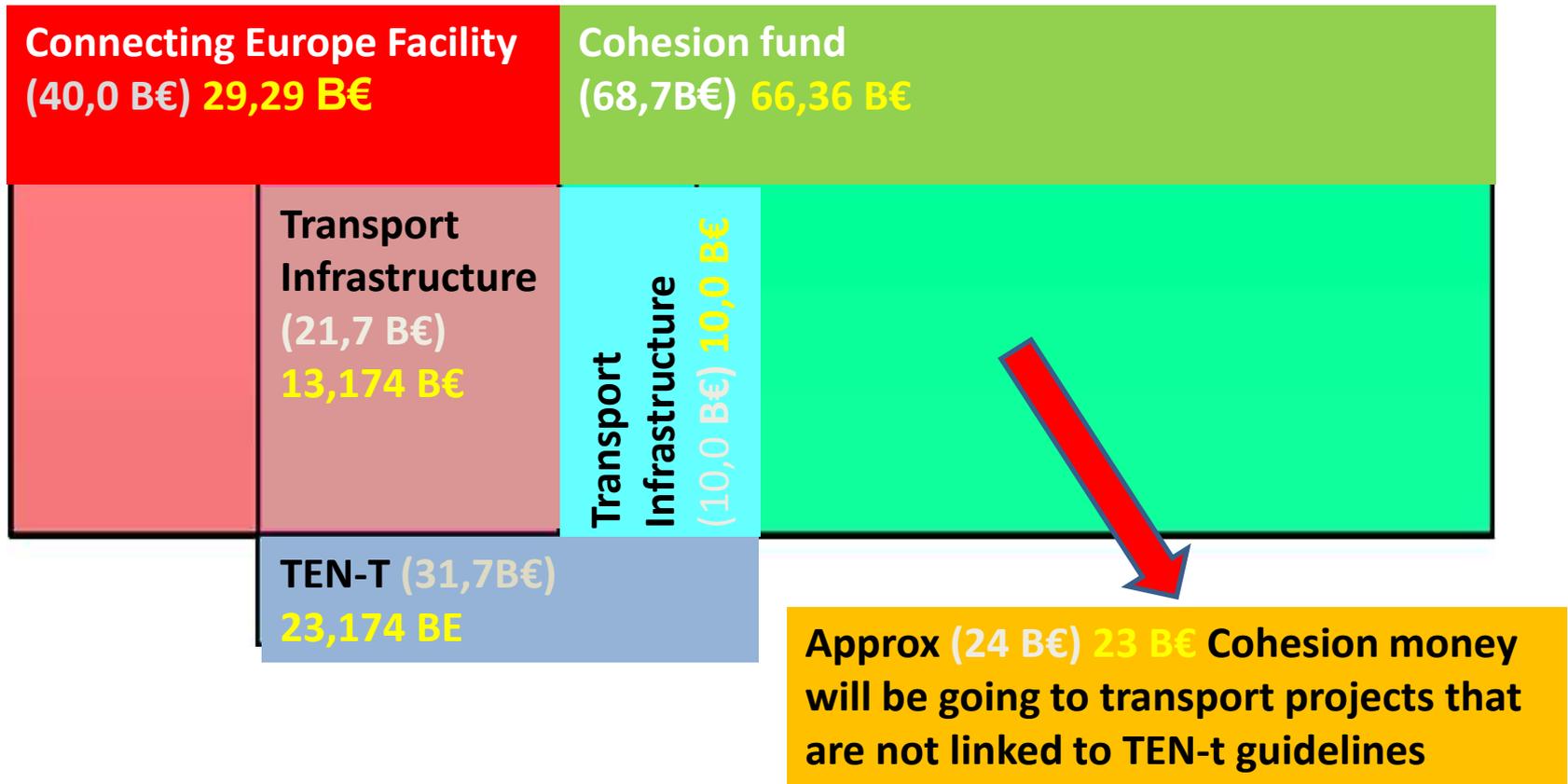
The best **move** towards
economic growth

European Federation of Inland Ports (EFIP) – European Sea Ports Organisation (ESPO) – International Road Transport Union (IRU) – European Community Shipowners' Associations (ECSA) – Inland Navigation Europe (INE) – European Barge Union (EBU) – Airports Council International (ACI) – European Association for Forwarding, Transport, Logistic and Custom Services (CLECAT) – Community of European Railway and Infrastructure Companies (CER) – European Rail Infrastructure Managers (EIM except Trafikverket) – European Skippers Organisation (ESO) – European Community Association of Shipbrokers and Agents (ECASBA) – European Tugowners Association (ETA) – European Rail Freight Association (ERFA) – European Cyclists' Federation (ECF) – European Cruise Council (ECC) – European Dredging Association (EuDA) – The Association of the European Rail Industry (UNIFE) – European Boatmen's Association (EBA) – Eurochambres – MedCruise – Cruise Europe – Association of European Airlines (AEA) – European Transport Workers' Federation (ETF) – European Shippers' Council (ESC) – European Maritime Pilots' Association (EMPA) – The Association of European Vehicle Logistics (ECG)

Budget: Commission vs European Council

Consent needed of the European Parliament

Council agrees by unanimity (or qualified majority if European Council decides so)



TEN-T inland ports in the Netherlands

NL core inland ports

Almelo, Amsterdam, Bergen op Zoom, Deventer, Hengelo, Moerdijk, Nijmegen, Rotterdam, Terneuzen/Vlissingen, Utrecht

NL comprehensive inland ports

Alblasserdam, Almere, Alphen aan den Rijn, Arnhem, Born, Cuijk, Den Bosch, Dordrecht, Eemshaven, Enschede, Geertruidenberg, Genneep, Gorinchem, Gouda, Grave, Groningen, Kampen, Lelystad, Lemsterland, Lochem, Maasbracht, Maasdriel, Maassluis, Maastricht, Meppel, Oosterhout, Oss, Reimerswaal, Ridderkerk, Roermond, Sneek, Stein, Tiel, Tilburg, Veghel, Venlo, Wageningen, Wanssum, Zaandam, Zaltbommel, Zevenaar, Zuidhorn, Zwijndrecht, Zwolle.

TEN-T seaports in the Netherlands

NL core seaports

Amsterdam, Moerdijk, Rotterdam, Terneuzen/Vlissingen

NL comprehensive seaports

Beverwijk, Delfzijl/Eemshaven, Den Helder, Dordrecht,
Eemshaven, Harlingen, Velsen/IJmuiden, Vlaardingen

The presence of the Netherlands in the multimodal corridors

North Sea – Baltic Corridor

Hengelo – Almelo – Deventer – Utrecht

Utrecht Amsterdam

Utrecht – Rotterdam

Rhine-alpine Corridor

Nijmegen/Arnhem – Utrecht – Amsterdam

Nijmegen – Rotterdam

North Sea – Mediterranean

Amsterdam – Rotterdam



TEN-T Corridors

- Baltic-Adriatic
- North Sea - Baltic
- Mediterranean
- Orient/East Med
- Scandinavian-Mediterranean
- Rhine-Alpine
- Atlantic
- North Sea - Mediterranean
- Rhine-Danube

(Final version of map not available.)

North Sea – Baltic Corridor

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

PL Border - Berlin - Hannover - Amsterdam/Rotterdam	Rail	studies and upgrading of several sections (Amsterdam – Utrecht – Arnhem; Hannover – Berlin)
Berlin - Magdeburg – Hannover, Mittellandkanal, West-German Canals, Rhine, Waal, Noordzeekanaal, IJssel, Twentekanaal	IWW	studies, works for better navigability and upgrading waterways and locks
Amsterdam locks & Amsterdam - Rijnkanaal	IWW	locks studies ongoing; port: interconnections (studies and works, including Beatrix lock upgrade)

Rhine-Alpine corridor

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Basel – Antwerpen/Rotterdam - Amsterdam	IWW	upgrading, works for better navigability
Rotterdam – Zevenaar	Rail	studies ongoing
Zevenaar - Emmerich - Oberhausen	Rail	works ongoing



North Sea – Mediterranean

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Maas, including Maaswerken	IWW	Upgrading
Albertkanaal/ Canal Bocholt-Herentals	IWW	Upgrading
Rhine-Scheldt corridor: <i>Volkeraklock and Kreekaklock, Krammerlock and Lock Hansweert</i>	IWW	locks: studies ongoing
Terneuzen	Maritime	locks: studies ongoing; works
Terneuzen - Gent	IWW	studies, upgrading
<u><i>Rotterdam - Antwerp</i></u>	<u><i>Rail</i></u>	<u><i>upgrading rail freight line</i></u>



Dutch inland ports: to do list

- Cross fingers for final approval November 2013
- TEN-T days Helsinki – Tallinn (15-18 October)
- Kijk uit voor de call die uitkomt in December!
- Kijk naar resultaten laatste call om ideeën op te doen
- Waag jullie kans!
- Nauw overleg met Ndl autoriteiten ivm vertegenwoordiging in corridors
- Oog voor update comprehensive ports

EFIP : to do

Kathrin Obst : Nieuwe directeur in EFIP vanaf 1 november

- Ervaring/ kennis TEN-T
- Zal ook verantwoordelijk zijn voor een nieuwe “project and TEN-T information desk” in ESPO: nauwe samenwerking met EFIP

An aerial view of a port terminal. A large blue gantry crane spans across the top of the frame. Below it, numerous stacks of shipping containers in various colors (red, blue, green, white) are visible. The text "PORT AUTONOME DE STRASBOURG" is printed in white on the blue gantry. In the foreground, a blue container is labeled "Dutch", another "CMA CG", and a white one "IRISL". A red container in the lower right has "HAMBURG SÜD" and "www.danser.nl" on it. The background shows more containers and a building with "CAPITAL" written on it.

PORT AUTONOME DE STRASBOURG

Other financing tools

Horizon 2020

A new Framework Programme for Research and Innovation,
operational from 2014

- 60% of the budget will be related to sustainable development
- Competitive calls for proposals from January 2014, selecting the best projects without no consideration of geographical distribution
- €7.7 billion (double of current FP 7 programme - 9% of the total budget)

Horizon 2020 (2)

4 main priorities for transport research

- Making transport more **sustainable**: resource-efficient transport that respects the environment
- Making transport and transport systems **seamless**: better mobility, less congestion, greater safety and security
- Keeping transport **competitive**: the European transport industry as a global leader
- Making transport research **responsive**: socio-economic research and forward-looking activities for policy-making

Advantages New research programme:

- easier access
- Up to 100% co-financing

Regional funds

In the Netherlands:

In period 2007-2013, 50,2 million EUR of regional funds (FEDER) will be spent to transport projects:

- railways: 423.500 EUR
- cycle paths: 3.2 million EUR
- urban transport: 7 million EUR
- Regional/local roads: 5.2 million EUR
- multimodal transport: 9.6 million EUR
- ITS: 6.4 million EUR
- **regional and local inland waterways: 2.8 million EUR**
- promotion of clean urban transport: 15 million EUR

Regional funds 2014-2020

- Support from ERDF (EFRO-Regionaal fonds)
- Support the shift towards a low-carbon economy in all sectors
- Promoting sustainable transport and removing bottlenecks in key network infrastructures
- Modalities not defined yet: depends on programming Member States
- New framework starts in 2014



Dank u!

More information

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www.inlandports.eu