



This project has received funding from the European Union's Seventh Framework Programme for research, technological development and demonstration under grant agreement no 605176.

ANNUAL REPORT FOR INLAND PORTS



RESULTS OF THE EU PROJECT PORTOPIA WP7
PROJECT TERM SEP. 2013 - NOV. 2017



INTRODUCTION



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Director EFIP

PORTOPIA is for us a multi-beneficial project, as it monitors and reports key performance data for the European port network. The project officially aims to assist the industry and stakeholders in moving towards a more sustainable and competitive port system. Inland ports have specific interests as well:

- The raised KPIs give the inland ports more strategic information in order to convince local authorities, policymakers, and stakeholders of the necessity of port development and operations in their city, region, country or the EU.
- The accurate analysis of the KPIs can identify inland ports facing similar issues and could further specify best practices and solutions for networks with comparable problems. By revealing economic trends, it also gives the opportunity to analyse more accurately the economic development of certain regions or corridors. It allows identifying areas of common interests of ports on the corridor level and could serve as a basis to implement common strategies of ports through a bottom-up approach.

But most of all, as stated in the Position paper on the Platform for Multimodality and Logistics in Inland Ports (February 2016), information on key quality parameters is often lacking and there are no official statistics on inland ports at EU level. PORTOPIA results have allowed EFIP to give a better image of the sector and it has definitely served as a catalyst for the need to develop a future oriented system for data collection on the EU-level.

PORTOPIA

IDEA OF PORTOPIA
PARTICIPATING PARTNERS

IDEA OF PORTOPIA

On September 1st 2013, the Ports Observatory for Performance Indicators Analysis (PORTOPIA) project was launched. The EU co-founded this project, a 4-year collaborative research project that was implemented in order to fill the gap of missing statistics and KPIs concerning port-related activity at the EU level. Therefore, PORTOPIA has defined two main objectives:

- To support the European Port Industry with meaningful performance data to increase individual port and port transport system performance
 - To support policy formulation and monitor policy implementation
- The major goal is to move towards a robust and sustainable port transport system that can cope with its internal and external challenges. PORTOPIA will deliver a state-of-the-art, sustainable, self-supporting European port performance measurement tool called PORTOPIA Service Cloud, endorsed by port stakeholders. This tool will provide superior value to the industry and its stakeholders by supplying transparent, useful, and robust indicators and the contextual analysis thereof, leading to improved resource efficiency, effectiveness and societal support for the European Port System. To fulfil this purpose, this paper is aiming to gather and evaluate the obtained results of the project, especially of the chosen and collected KPIs for inland ports. These ones presented in this paper were collected in three different surveys on environmental aspects, governance, and market trends and structure.
- Furthermore, this work shall be regarded as the foundation for a continuous work and can be used to continue data collection in the long term. Thus, this report can be published on a regular basis (e.g. yearly, every second year) to bring the KPIs and, in this way, the PORTOPIA tool up-to-date.

PARTICIPATING PARTNERS

The Fraunhofer Institute for Material Flow and Logistics (IML), part of Fraunhofer-Gesellschaft, located in Dortmund, Germany, has experiences in the field of logistics and transportation. The department for transportation logistics focuses on questions regarding the three transport modes road, rail, and inland waterways. Based on international and national research projects, Fraunhofer IML has profound experiences related to the recommendations of inland ports, analyses of market potentials, and the design of multimodal transport chains, especially for the port hinterland traffic, and location optimization. In PORTOPIA, Fraunhofer IML is the work package leader of WP 7 “Inland ports performance indicators”. It is responsible for the selection and definition of the KPIs. Furthermore, it has developed, in cooperation with the European Federation of Inland Ports (EFIP), two relevant surveys about “market trends and structure”, “logistic chain services and port operations”, and, in the field of “governance”, the Fact Finding Report for Inland Ports.

The European Federation of Inland Ports (EFIP) is the official voice of nearly 200 inland ports in 16 countries of the European Union, Serbia, Switzerland, and Ukraine. EFIP highlights and promotes the role of European inland ports as real intermodal nodal points in the transport and logistic chain, combining inland waterway transport with rail, road, and maritime transport. EFIP highlights as well the overall activities and role of the sector in the national and international economy, acting as the unique voice of inland ports in Europe. It aims at increasing the visibility of the inland ports towards the European transport, political, and business environment. From the starting date of the project in 2013, the EFIP has been an associated partner of PORTOPIA and has been included in WP 7 in order to benefit the most from the project. EFIP was involved in the selection of KPIs and the creation of all three different surveys.

The Universitat Politècnica de Catalunya (UPC) is one of the partners of the project, responsible of WP3 on safety and environmental indicators. Within this framework, they also contribute to WP7, starting with the first survey on environmental aspects for inland ports. The results of the survey, presented in this report, have created the first and unique European Benchmark on environmental performance of inland ports.

The Vrije Universiteit Brussel is the coordinator of the project, and also had contributing roles on socio-economic indicators as well as ensuring stakeholder support and continuation of PORTOPIA. Concerning WP7, the university took part in the as-is-Analysis of existing data and KPIs, as well as developing a performance measurement system for inland ports, followed by an internal assessment of this system and an external review and a final selection of indicators to integrate.

KEY PERFORMANCE INDICATORS

APPROACH OF DATA ELICITATION MARKET TRENDS AND STRUCTURE

Inland ports are multimodal hubs. Integrated in transports processes and supply chains, inland ports are vital regarding economic, ecological, and social aspects. The key performance indicators (KPI) provided in this paper can be divided in four different categories: Market trends and structure, Logistic chain and operational performance, Environmental performance indicators, and Governance. Each aspect is presented separately in the following paragraphs.

APPROACH OF DATA ELICITATION

To gather data for this report, three different surveys are used. These elicitations were temporarily separated and based on different participants. Table 1 helps getting an overview over the three phases of elicitation that led to the data used in this report.

Date	KPIS	Contributions
June 2015	Environment	26
August 2016	Governance	32
March 2017	Market trends and structure and logistic chain services and port operations	43

Table 1:
Key facts about the three surveys

In June 2016, the results of the first environmental survey were presented. The geographical origin of the respondent inland ports that contributed (26 ports) with their input to the developed survey are Austria (1), Belgium (5), Croatia (1), France (8), Germany (5), Netherlands (2), Romania (1), Slovakia (1), Spain (1), and Switzerland (1). Chapter "4.4 Environment" shows the results on the four environmental categories.

In August 2016, the results of the first Fact Finding Report especially for inland ports were available. In total, there were 32 contributions, which have spread to the different countries as follows: Austria (1), Belgium (5), Croatia (1), France (6), Germany (6) Netherlands (8), Romania (2), Slovakia (1), Spain (1), and Switzerland (1). Chapter 4.5 Governance shows a selection of the results on ten categories.

Finally, in March 2017 the results of a survey about Market trends and structure and about Logistic chain services and port operations were published. The data in this survey were contributed by 43 ports across Europe. The majority of the participant ports were from Germany (18), followed by France (7), the Netherlands (7), and further by Belgium (3) and Austria (2). From Bulgaria, Poland, Portugal, Romania, Slovakia, and Switzerland, each single one port participated. Chapter "4.2 Market trends and structure" and chapter "4.3 Logistic chain services and port operations" show the results about the analysis of the transshipment volumes and the main commercial activities.

MARKET TRENDS AND STRUCTURE

The indicators in this category aim at analysing the general economic context, including market trends and structures. Therefore, different handling types and methods (e.g. waterside or rai-side handling) as well as the economic relevance of various inland port activities are recognized within the KPI about main commercial activities.

A port represents a place where cargo can be handled in and on different ways. To gain information on the participants' handling, the study distinguishes between the mode of handling and the type of cargo handled. The transshipment volumes in this study record data from 2013 to 2015. The number of answers of the participating ports increased over the regarded period concerning all options (see Table 2). In order to guarantee a better comparability of the data, this survey analyses the handling volumes of ports who provide data for 2013, 2014, and 2015 for further examination. In this way, a trend can be drawn for the years 2014 and 2015 without distortion of the specific average by new entrants. In addition, this survey uses average values to compare the specific handling data, instead of total handling amounts.

*Table 2:
Number of answers concerning handling options per year*

		2013	2014	2015
Mode	Waterside	39	40	41
	Railside	24	27	27
Type	Dry Bulk	28	30	34
	Liquid Bulk	19	20	21
	General Cargo	22	23	26
	Container	26	28	29

KEY PERFORMANCE INDICATORS

MARKET TRENDS AND STRUCTURE

Waterside and raiiside handling

Chart 1 shows the average cargo handled annually at the water interface or/and the rail interface in tons per inland port. As it can be observed in Chart 2, the development of the average waterside cargo handling decreased by approximately 4%, while raiiside cargo handling increased by 2% per inland port in relation to 2013.

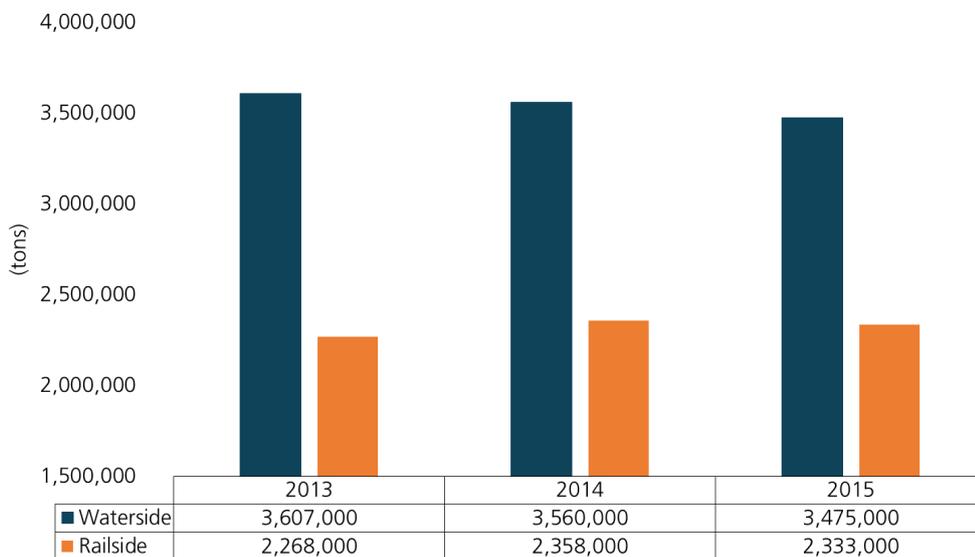


Chart 1:
Average waterside and
raiiiside cargo handling per
inland port

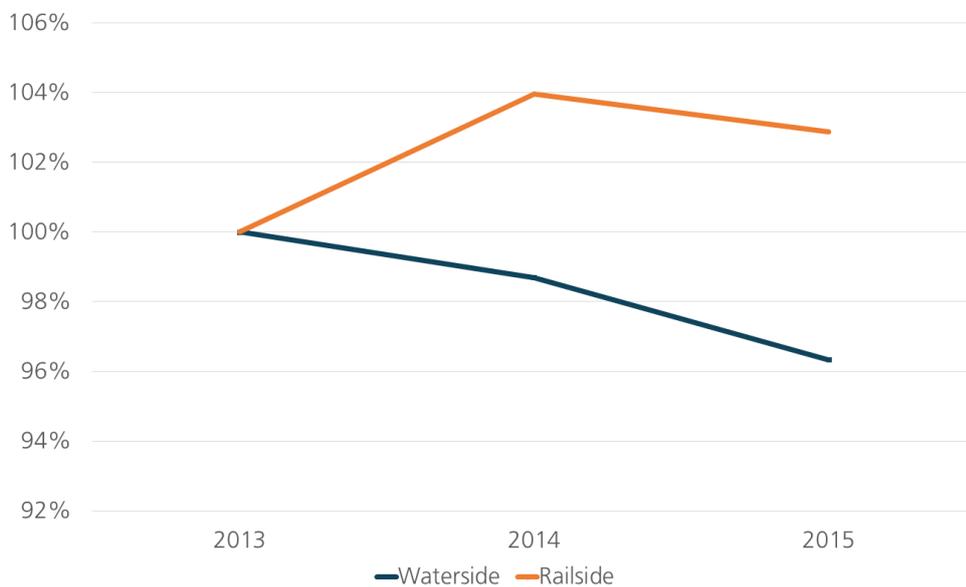


Chart 2:
Development of average
waterside and raiiside car-
go handling per inland port
in relation to 2013

Liquid bulk handling, dry bulk handling, and general cargo handling

Besides analysing the method of cargo handling, this study extracts the type of cargo handled in the participating ports, divided into liquid bulk, dry bulk and total cargo handled annually at the port area. Chart 3 shows the different types. As it can be observed, from 2013 to 2015 the average of dry bulk handling increased by nearly 15%. Concerning liquid bulk, the amount swung around 2.1 m. tons. On the other hand general cargo oscillated around 1.85 m. tons, having a peak in 2014, followed by a drop of 11% in 2015. Chart 4 shows this development of the average liquid bulk handling, dry bulk handling, and general cargo handling per inland port in relation to 2013.

Chart 3:
Average liquid bulk, dry bulk, and general cargo handling per inland port

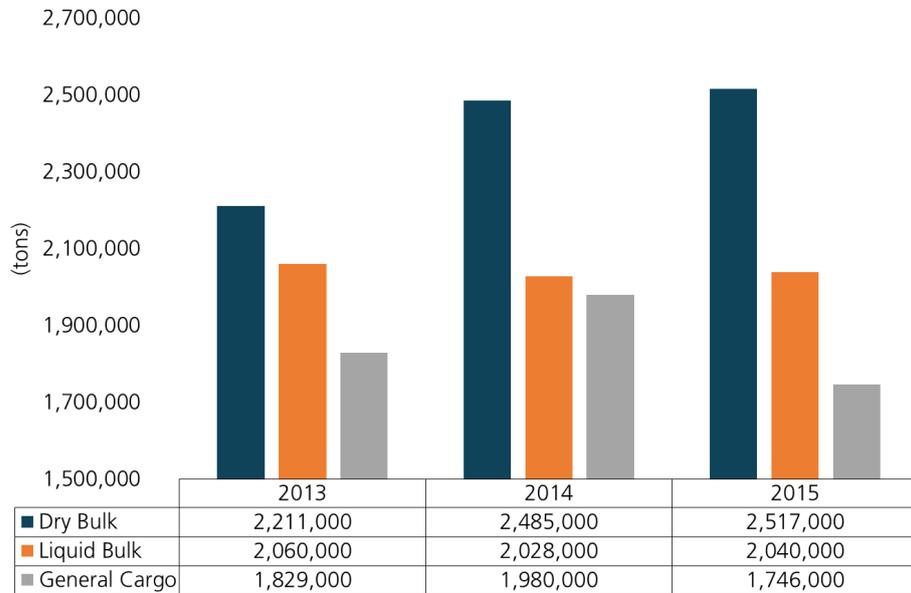
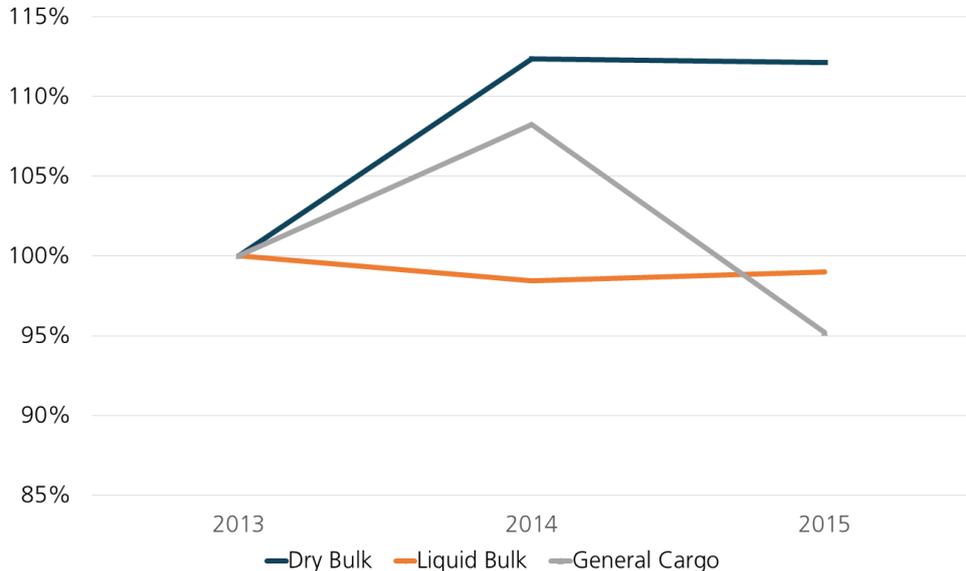


Chart 4:
Development of average liquid bulk, dry bulk and general cargo handling per inland port in relation to 2013



KEY PERFORMANCE INDICATORS

MARKET TRENDS AND STRUCTURE LOGISTIC CHAIN SERVICES AND PORT OPERATIONS

Container handling

Chart 5 shows the annually average container handling at the water and rail interface per inland port. As it can be observed, from 2013 to 2015 the average of container handling increased almost constantly by 6% regarding to the 26 participating ports. Chart 6 shows this development of the average container handling per inland port in relation to 2013.

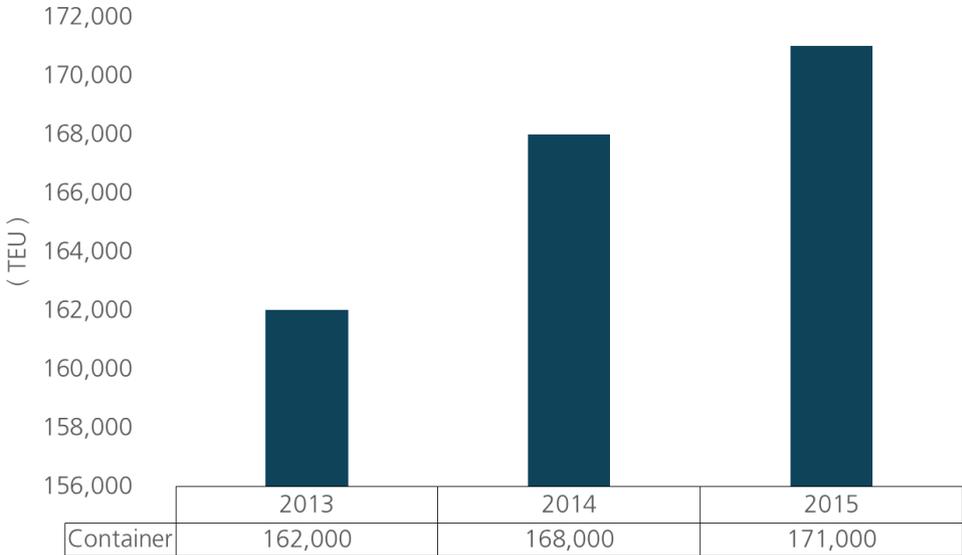


Chart 5:
Average container handling
per inland port

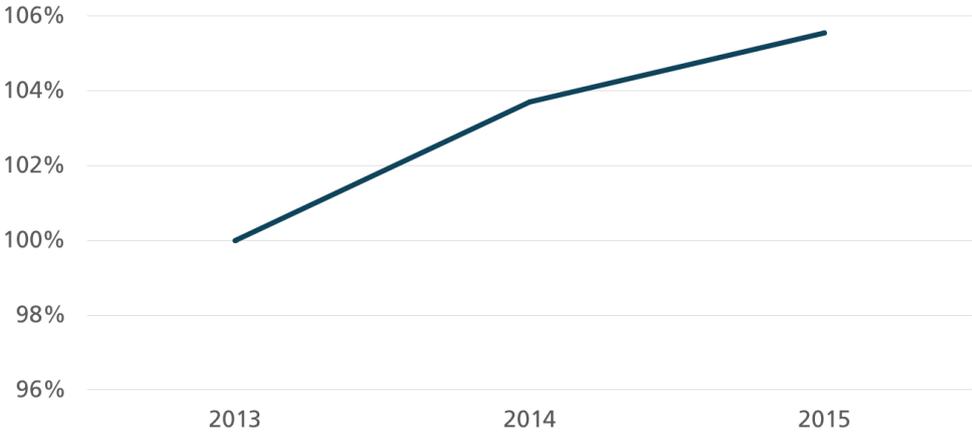
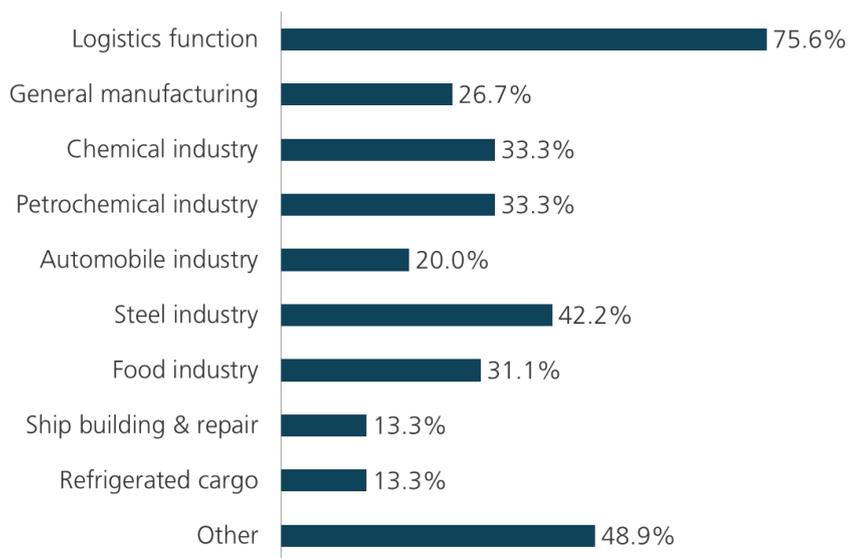


Chart 6:
Development of average
container handling per
inland port in relation to
2013 [TEU]

Main commercial activities

As a place of many different types of commercial activities, this KPI aims at gathering information about the most important ones in the port area. As it can be observed in Chart 7, the most important activity carried out in the 45 surveyed ports is the logistics function (75.6%). Secondly, the participating ports pointed out that apart from the given activities by the questionnaire, they also operate in other commercial and industrial sectors (48.9%). Examples for these are the location of paper industry in the port area as well as handling agricultural activities (e.g. by running grain silos) or building materials like sand and gravel. Handling refrigerated cargo and building/repairing ships share the least important position in this survey (13.3%).

Chart 7:
Results of commercial activities and industrial sectors carried out in the port area



LOGISTIC CHAIN SERVICES AND PORT OPERATIONS

The part Logistic chain and operational performance measures the infrastructural usage of the existent port structure by the presence of logistic services.

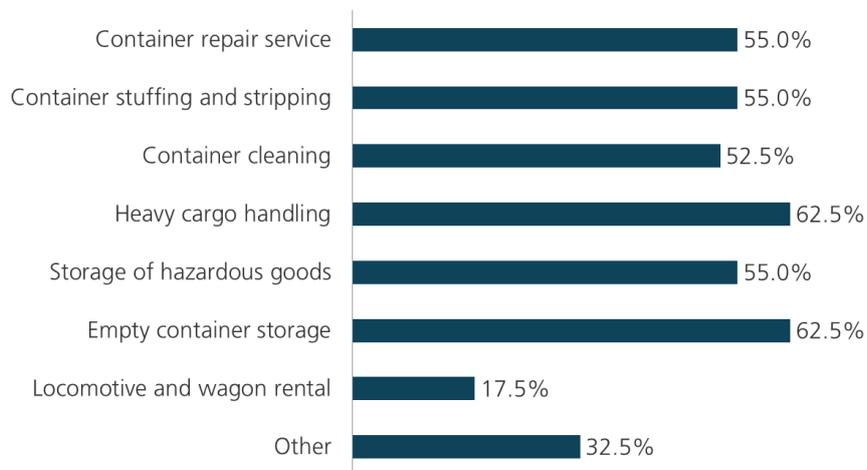
Logistics services

Chart 8 offers an overview of the logistics services in the port area. 40 out of 43 participants provided information about their services. Most of the given answers are equally spread among the items; it is noteworthy mentioning that heavy cargo handling and the storage of empty containers share the first position of logistics services (62.5%). In contrast, it can be highlighted that the least important service is represented by locomotive and wagon rental (17.5%). 32.5%

KEY PERFORMANCE INDICATORS

LOGISTIC CHAIN SERVICES AND PORT OPERATIONS ENVIRONMENT

of the participants also added information about other services provided in the port area. These specific answers are widely spread and most of them only appear once. Among all the given answers, only the item of possessing a repair service for locomotives and wagons was given twice.



*Chart 8:
Results of logistics services
carried out in the port area*

ENVIRONMENT

Within the framework of Environment different environmental indicators categories were researched: Environmental management, environmental monitoring, top 10 environmental priorities and green actions of an inland port. The indicators contained in these categories allow getting an overview of environmental performance in a specific port.

Environmental management

As it can be observed in the following table, 84.6% of ports promote environmental awareness and training among employees and have designated a person for managing environmental issues. Other important aspects to highlight are: 73.1% of the ports have established an environmental policy, 69.2% define properly their environmental objectives and targets, and 68% have an emergency and contingency plan.

Table 3:
Results of environmental
management performance
of EU inland ports

N°	Questions	YES	NO
1	Does the port have an Environmental Management System (EMS)?	28.0%	72.0%
2	Does the port have an Environmental Policy?	73.1%	26.9%
3	Does the port have an inventory of relevant environmental legislation?	64.4%	36.0%
4	Does the port have an inventory of Significant Environmental Aspects for the port area?	65.4%	34.6%
5	Does the port have a proper definition of objectives and targets for environmental improvement?	69.2%	30.8%
6	Does the port promote environmental awareness and training among employees?	84.6%	15.4%
7	Does the port have a designated responsible person for managing environmental issues?	84.6%	15.4%
8	Does the port publish a publicly available environmental report?	36.0%	64.0%
9	Does the port have a specific budget for environmental management?	52.0%	48.0%
10	Does the port have an emergency and contingency plan?	68.0%	32.0%

In addition, on the basis of the criteria shown in the footer below, an Environmental Management Index* (EMI) has been also calculated (1-10) that reflects the relative significance of each of the EMS components shown in Table 3. The average EMI for the EU inland port sector baseline is 6 out of 10.

** The Environmental Management Index (EMI) is calculated through a weighting of the different questions on management. Each question is multiplied by a weight factor as it can be seen in the following equation: $EMI = (1) * 1.75 + (2) * 1.5 + (3) * 1.25 + (4) * 1.25 + (5) * 1 + (6) * 0.75 + (7) * 0.75 + (8) * 0.5 + (9) * 0.5 + (10) * 0.75$. The value of the number in brackets (e.g. (1)) will be 1 (if the port has the element) or 0 (if the port does not have the element). The maximum value of the index is 10 and the minimum is 0.*

KEY PERFORMANCE INDICATORS

ENVIRONMENT

Environmental monitoring

The main outcome of this section is that 58.3% of the participant inland ports have an environmental monitoring program. In addition, some ports, in which an environmental monitoring program is not implemented yet, are already monitoring several parameters. This is due to the fact that these parameters are controlled by either the government or the port operators (companies) and reported to the port authorities. As a consequence, it can be stated that more than 70% out of the total sample of the ports that answered the survey are conducting a certain degree of monitoring. Regarding the parameters monitored, the distribution observed is the presented below.

Indicator	YES	NO
Waste	61.5%	38.5%
Energy consumption	46.2%	53.8%
Water quality	46.2%	53.8%
Air quality	43.5%	56.5%
Noise	42.3%	57.7%
Water consumption	38.5%	61.5%
Sediment quality	30.8%	69.2%
Biodiversity	30.4%	69.6%
Soil quality	29.2%	70.8%
Carbon footprint	26.9%	73.1%

*Table 4:
Results of environmental
monitoring indicators of EU
inland ports*

Although the table above has been built on a basis of only 26 responses, it can be noticed that the parameter with a higher percentage of monitoring is waste (61.5%), outstanding from the rest.

Top 10 environmental priorities

One of the main outcomes is the establishment of the top 10 environmental priorities for the EU inland port sector. This is the very first time that an outcome of this nature is launched and therefore it sets the baseline of the environmental priorities for the EU inland port sector. This priority ranking of environmental issues can be particularly useful to the Federation and its members in terms of: Identifying key issues of international concern, assisting in the selection of major topics for conferences, workshops or training sessions, and demonstrating trends over time as the priority of issues change with legislation, incidents or other catalysts that influence their perceived status and significance.

In the following table, the top10 environmental priorities for inland are presented:

Table 5:
Top 10 environmental priorities rankings of the European inland port sectors

Inland Ports EFIP (2015)	
1	Air quality
2	Relationship with local community
3	Water quality
4	Port expansion (land related)
5	Garbage/Port waste
6	Soil contamination
7	Hazardous cargo
8	Energy consumption
9	Noise
10	Ship waste

KEY PERFORMANCE INDICATORS

ENVIRONMENT

Responses of 26 inland ports have been used in order to define the Top 10 environmental priorities ranking presented above. It has been identified that air quality is the main environmental priority. This reflects the significance of this aspect due to its direct relation with the health of people working or living around ports and trans-boundary nature of the components that make up the sum-total characteristics of the aspect.

Green initiatives

It has been observed that 69.2% of the inland ports apply initiatives to implement green actions. The distribution of green actions carried out by the inland ports are presented in the following table:

Green action*	YES	NO
Liquefied Natural Gas (LNG) bunkering	55.6%	44.4%
On-shore power supply	50.0%	50.0%
Biofuel production for port self-supply or bunkering	22.2%	77.8%
Not specified (i.e. ports have replied positively to this question but they do not detail which actions are they taking).	22.2%	77.8%

Table 6:
Green actions implemented
by EU inland ports

* Notice that one port may implement more than one green action

As it can be seen in the previous table, more than half of the participant ports are already implementing LNG bunkering (55.6%) and using on-shore power supply is also quite common (50.0%). Regarding the question on the recognition of green ship certificates, there have been 23.1% out of the total sample of respondent inland ports that provided a positive answer. Apart from this, it has been noticed that 50% of the ports apply differentiated fees for implementing green actions (see section 3: question nº15). The distribution of the aforementioned fees or incentives is the following one:

Table 7:
Green actions implemented by EU inland ports

Green action*	YES	NO
Incentives for companies using the inland waterway (i.e. ships) for the freight distribution.	53.8%	46.2%
Discounts for ships using bunker oils with low Sulphur content	30.8%	69.2%
Incentives for companies that treat their waste	23.1%	76.9%
Discounts for ships using particle filters that reduce emissions of NOx	23.1%	76.9%
Incentives to reduce vessel speed according to a virtual arrival	0%	100%
Not specified (i.e. ports have replied positively to this question but they do not provide information on which fees are they applying)	23.1%	76.9%

** Notice that one port may apply more than one differentiated fee*

Although the table above has been built on a basis of 26 responses, it has been observed that the incentives for companies using the inland waterway are the most implemented ones among the respondent inland ports. This may suggest that inland port authorities seem to be devoted to foster the use of the inland waterway among their port operators (companies) in order to perform a sustainable freight distribution.

KEY PERFORMANCE INDICATORS

GOVERNANCE

GOVERNANCE

In the category governance, for each port specific KPIs are evaluated, which include detailed information on the governance of a port. These information express the type of activities, the functions and institutional framework of the port authority concerning this topic.

TEN-T status and TEN-T core network corridors

According to the answers, about 69% of the 32 surveyed ports are TEN-T core inland ports (see Chart 13). On the other hand 3.1% of the participants has no TEN-T status.

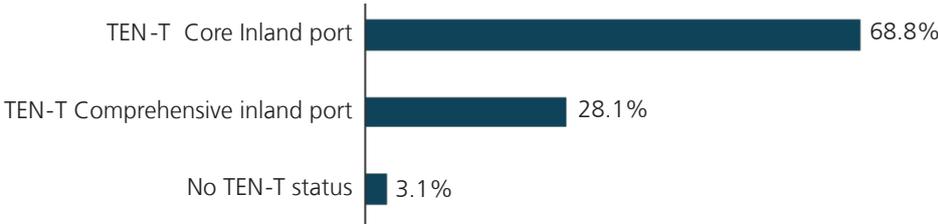


Chart 9:
TEN-T status

Furthermore, the port authorities were asked, whether their own port is part of one or more TEN-T core network corridors. As a result, it can be noticed, that nearly every tenth port is not part of a TEN-T core network corridor. In addition, none of the 35 ports is part of the Orient-East Med nor the Scandinavian Mediterranean corridor (see Chart 14). On the other hand, most of the participants are part of the Rhine-Alpine (46.9%) and/or the North-Sea-Mediterranean corridor (40.6%).

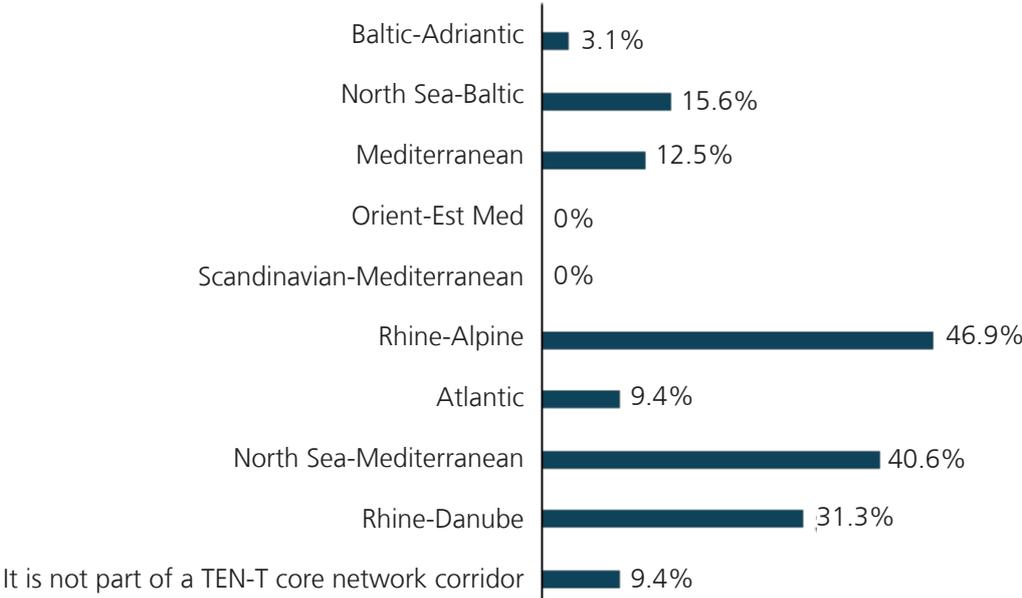
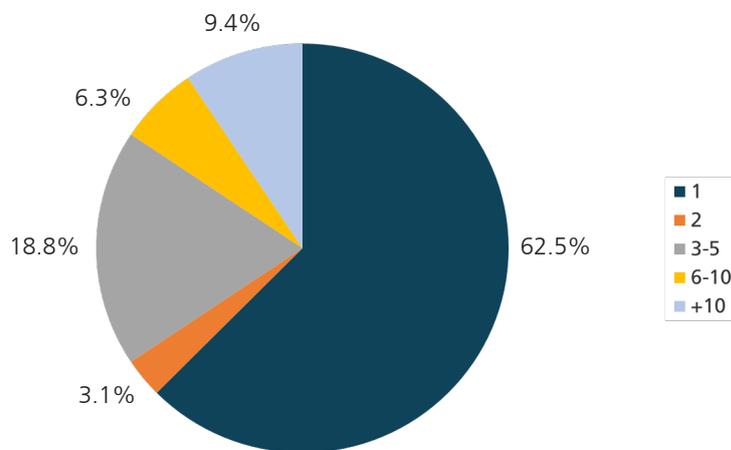


Chart 10:
TEN-T core network
corridors

Number of inland ports' responsibility

This question provides information about the number of inland ports for which a specific port authority is responsible. As it can be seen in Chart 11, most of the 32 authorities are responsible for just one inland port (62.5%), mentioning that almost every tenth port authority possesses responsibility for ten or more ports.

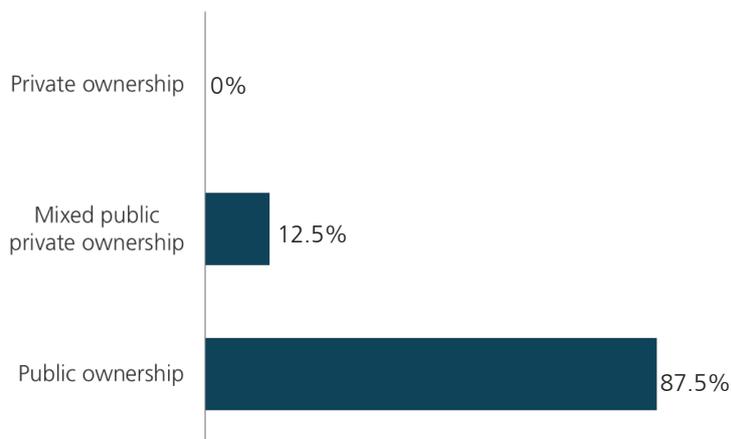
Chart 11:
Number of ports
responsibility



Port ownership

As it can be observed in Chart 12, almost every port is a public institution (87.5%). Only a small part (12.5%) of the surveyed ports reported a mixed public and private ownership, while none of the participants is in private ownership.

Chart 12:
Type of port
authority ownership



KEY PERFORMANCE INDICATORS

GOVERNANCE

Besides giving information about the nature of port authority ownership, the participants were asked to provide details about the ownership of the port authority. This item goes beyond the general division in public or private of the precedent paragraph. In this way, the specific owner can be identified. First of all, 32 ports replied whether a specific institution is an owner of the port or not (see Chart 13). Municipalities (53.1%) and states (34.4%) are in most cases involved in the ownership, while private companies represent only a small group (6.3%) concerning port property.

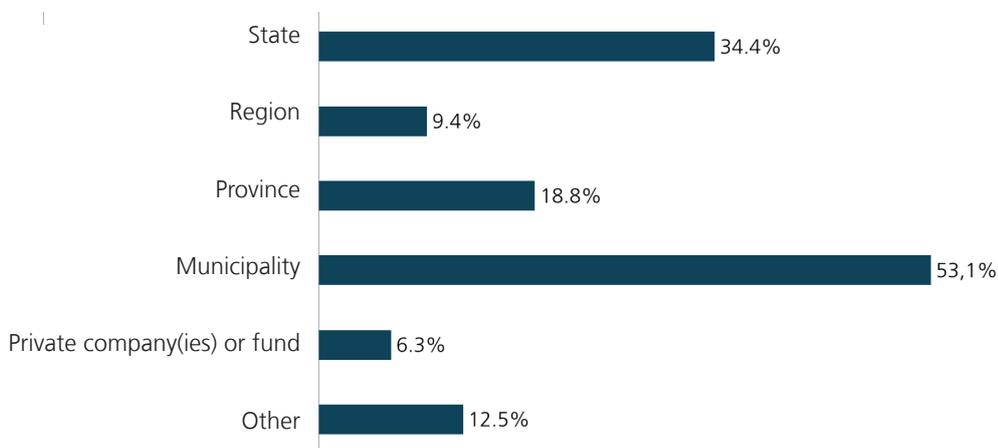


Chart 13:
Institutions owning the
port authority

As a following step, the responses were further refined if a port approved a certain ownership (e.g. region), it was asked to deliver the concrete percentage of this ownership. By providing percentage to all possible answers, the sum for each port amount to 100%. Chart 14 provides detailed information of the averaged shares. As it can be observed, states represent the main owners of a port (94.7%) in average. This means, if states are involved in the port authority, the average share is 94.7%. Other large owners are municipalities (75.4%) and provinces (62.7%). Private companies or funds possess averagely only 28.5% of a port.

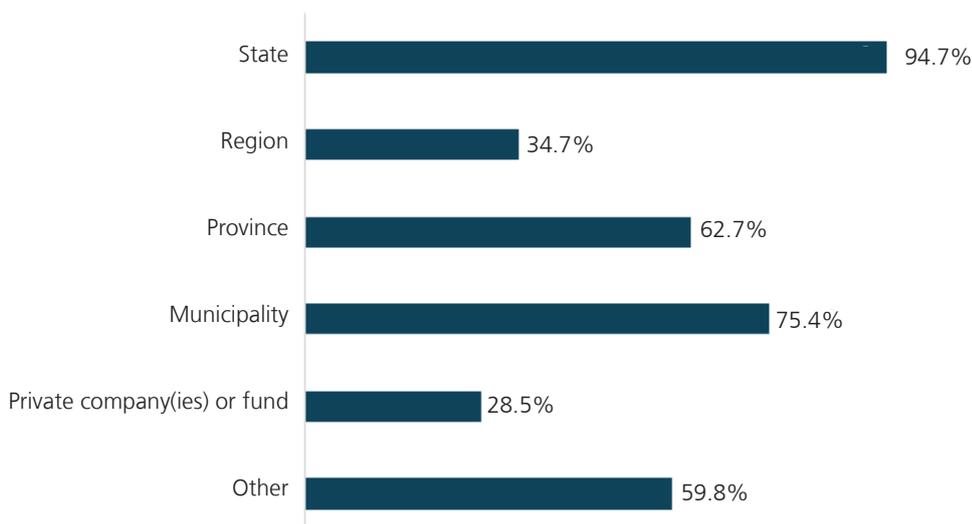
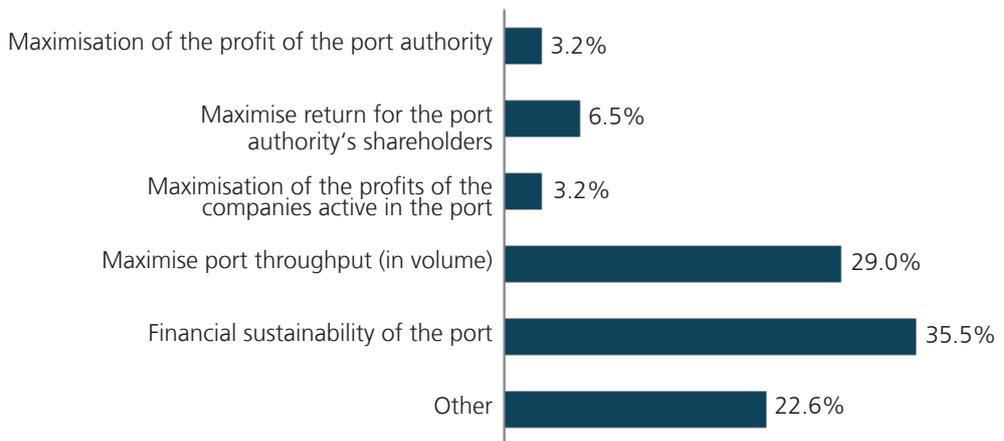


Chart 14:
Averaged shares of
ownerships

Economic and social objectives

In addition to their own interests, a port fulfills the interests of the public. To introduce this aspect, the participants were at first asked which option matches the best with their own economic/financial objectives (see Chart 15). For 31 of the 32 surveyed ports the aspect of financial sustainability is the most important factor (35.5%). In addition, not just being sustainable but also even maximising their port throughput represents an important factor (29.0%).

Chart 15:
Economic/financial objectives of the ports



Other objectives (22.6%) taken from the answers are the maximisation of added value and of waterway usage in the port area, maintaining sustainable employment or strengthening the specific region/city economically.

Secondly, their interest in fulfilling social goals was analysed (see Chart 16). For roughly three-quarters of the 32 ports the aspects of developing a sustainable transport (78.1%), ensuring sustainability of their activities (75.0%) as well as social and economic growth of the region (71.9%) represent the most important interests of the port authorities. An additional result is that for only 18.8%, the role of a port is to be supportive concerning leisure, tourism and sports.

KEY PERFORMANCE INDICATORS

GOVERNANCE

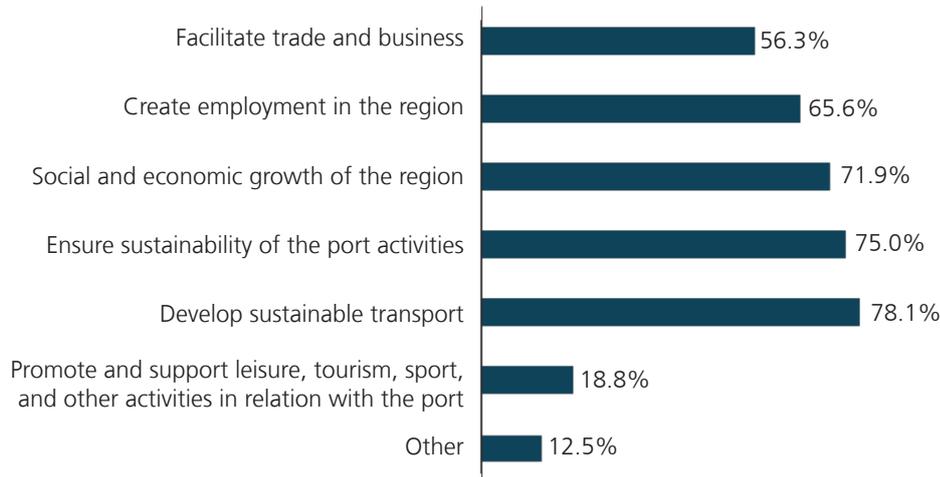


Chart 16:
General public interests
or social goals of the port
authorities

Furthermore, 12.5% of the ports are interested in supporting other public goals like strengthening the safety concerning their transport and operations or developing a greater integration of port activities to the city.

Cargo handling terminal and operator

About three-quarters of 30 ports do not run a cargo-handling terminal (see Chart 17).

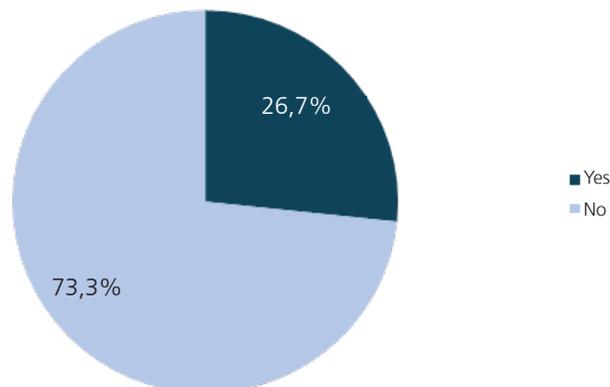
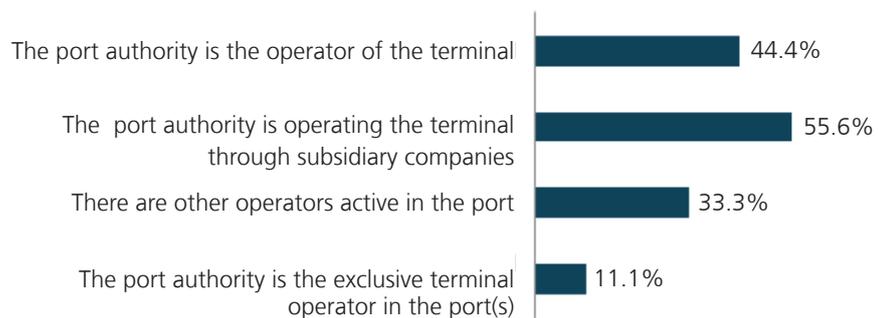


Chart 17:
Share of existent cargo-
handling terminals

To gain more information, the Chart 18 provides information about the operators of these cargo handling terminals. Nine ports provided information about their situation of operation. About half of them are operating their terminal through subsidiary companies (55.56%). The least used option is the exclusive operation by the port authority (11.11%).

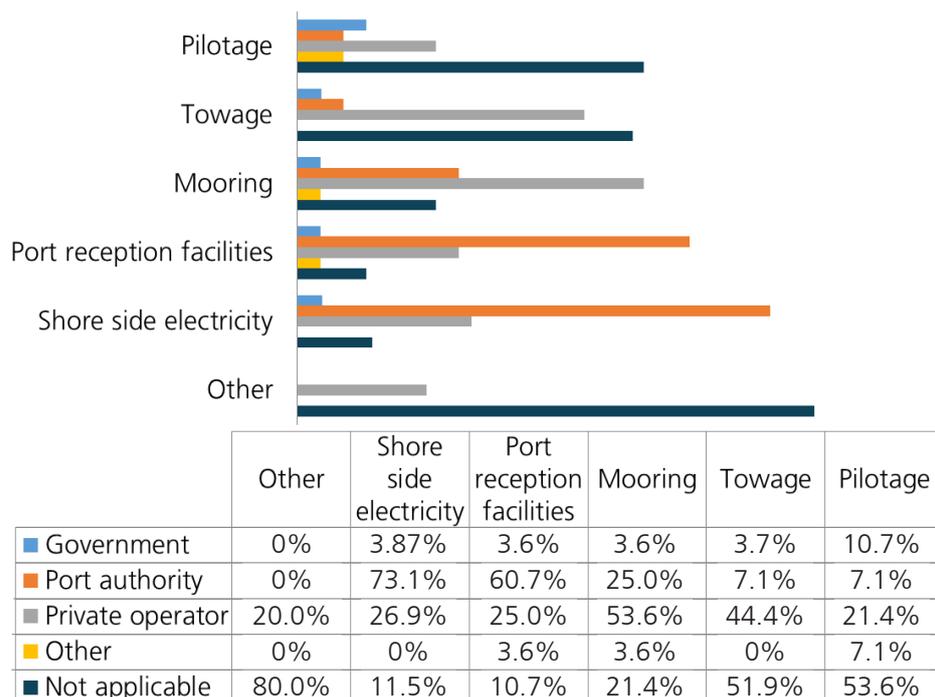
Chart 18:
Operator of the cargo-handling terminal



Services to ship

Concerning services to ship, this aspect is divided into different services carried out in the port area. Besides the services, the question aims at asking for the responsibility for a certain service. Therefore, the Chart 24 visualizes the divisions for 29 ports between the different services and the connections between the services and their responsible actors.

Chart 19:
Services to ship and their responsibilities in the port



KEY PERFORMANCE INDICATORS

GOVERNANCE

Transshipment activities

This question is about the transshipment activities taking place in the different ports. While by far, most of the respondents replied, that they are handling truck-to-barge/barge-to-truck (92.6%), only 37.0% of 27 ports are active users of the transshipment by rail-to-rail (see Chart 20).

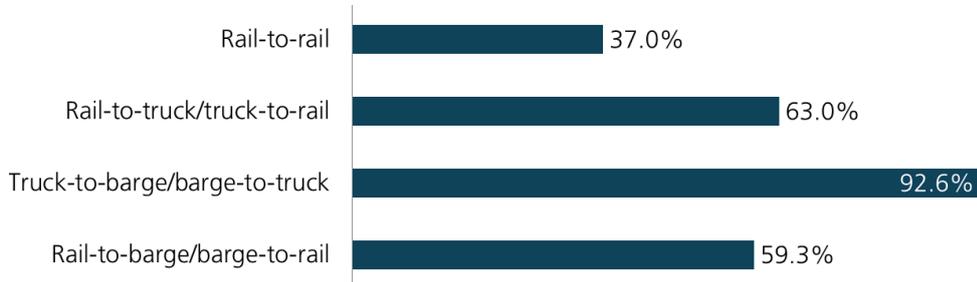


Chart 20: Transshipment activities

Port activities

The port area represents an area, which allows carrying out many activities. Nearly every port of the 30 who answered this item is active in the field of logistics and warehousing (93.3%). In contrast, only roughly every twentieth port runs fisheries. 20.0 % of the ports replied that they also run other activities like handling food, carrying out production or studies about multi-energy stations. Chart 21 provides detailed information.

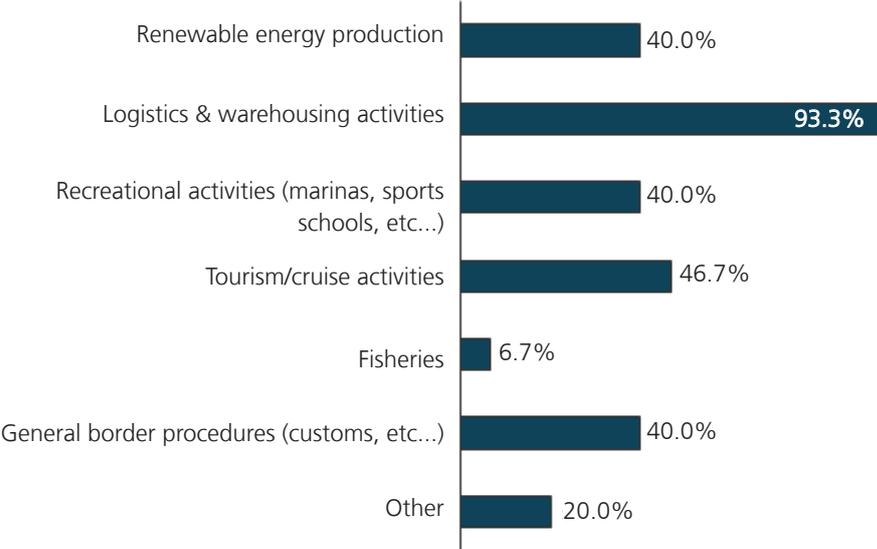
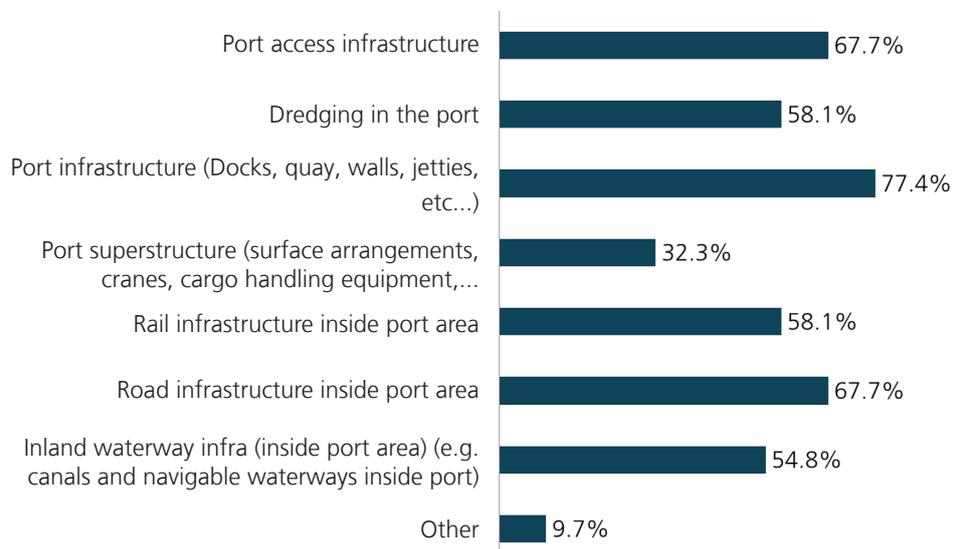


Chart 21: Port activities

Responsibility for investment in infrastructure

By answering the question relating to financial responsibility, the participants indicated for which type of infrastructure the specific port authority bears financial responsibility for capital investment. The answers are equally spread, mentioning, that while investments in the port infrastructure is the most likely option to be supported, only a third of 31 ports bears financial responsibility in the port superstructure (see Chart 22).

Chart 22:
Types of infrastructure
financially supported by
port authority



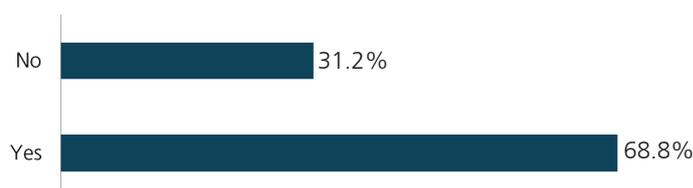
Examples of other types of infrastructural investments are the support of waste reception facilities or inland waterway infrastructure outside the port area (9.7%)

Strategic partnerships

This item questions whether a specific port authority has already built strategic partnerships with other seaports, inland ports, and/or dry ports. These partnerships involve formalised cooperation, e.g. in terms of developing joint hinterland connections, joint promotion efforts, joint ICT projects.

As it can be seen in Chart 23, most of the ports have already built partnerships. With that said, about one third of the surveyed ports has not been in touch with this topic yet. 31 of 32 ports replied to this question.

Chart 23:
Strategic partnerships built
by port authorities



OUTLOOK EFIP

EFIP is looking forward to further develop the system and keep the most of the PORTOPIA'S heritage for the benefit of both inland ports and policy makers.

EFIP would like to continue the effort as it supports the daily work in Brussels and it enables us to better promote the interests of inland ports towards other stakeholders. That is why continuing the data collection on a structural basis, every year or once every two years for environmental, governance and market trends values, could be an option. The indicators highlighted in the final report of the work package 7 for inland ports could be used as a basis for further data management. EFIP will further elaborate with CCNR on how to enhance cooperation in this field and to strengthen the visibility of the sector in all its different components (Environmental, Governance, Market insights).

In conclusion, thanks to more accurate information, EFIP is convinced that the sector can be put in the right spotlight of the European Institutions for new programmes and investments.

REGISTER

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