RIS week

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EFIP
European Federation of Inland Ports

What is EFIP?

- Was created in 1994
- Represents around 200 inland ports in 16 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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The trends

- EU population by 2050 to grow from 74% to 85%
- Globalisation - 80% increase of freight transport - mega ships
- Cost of congestion rise by 50%
- Greening the sector
- CO_2-free city logistics by 2030
- Modal shift by 30% in 2030 (White Paper)

But, overall market share of inland navigation is around 6,9%

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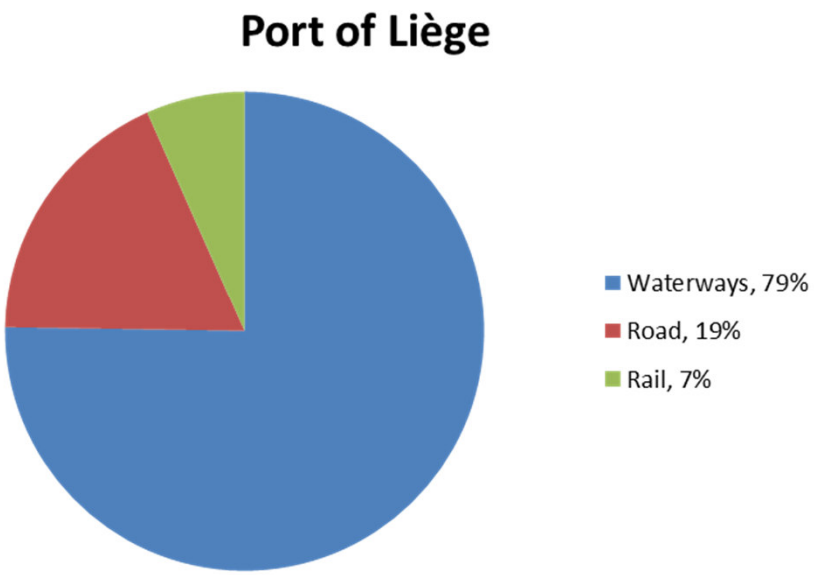
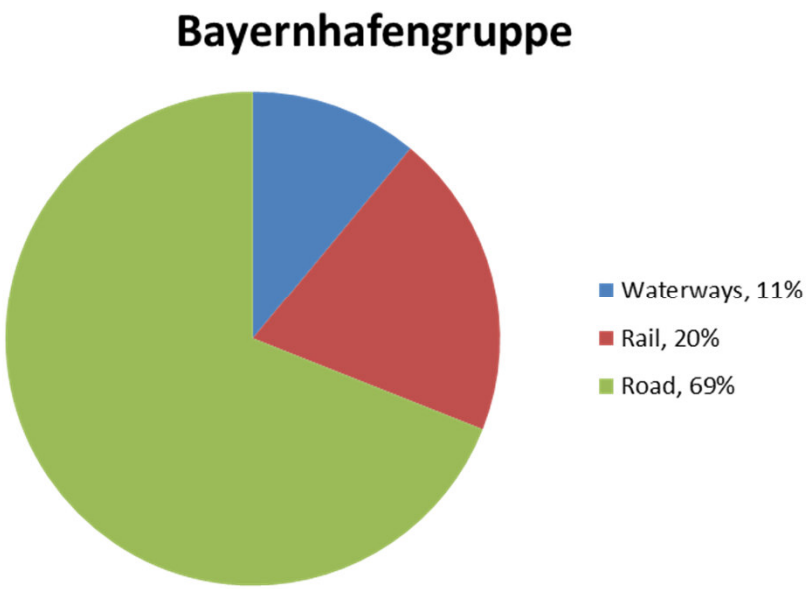
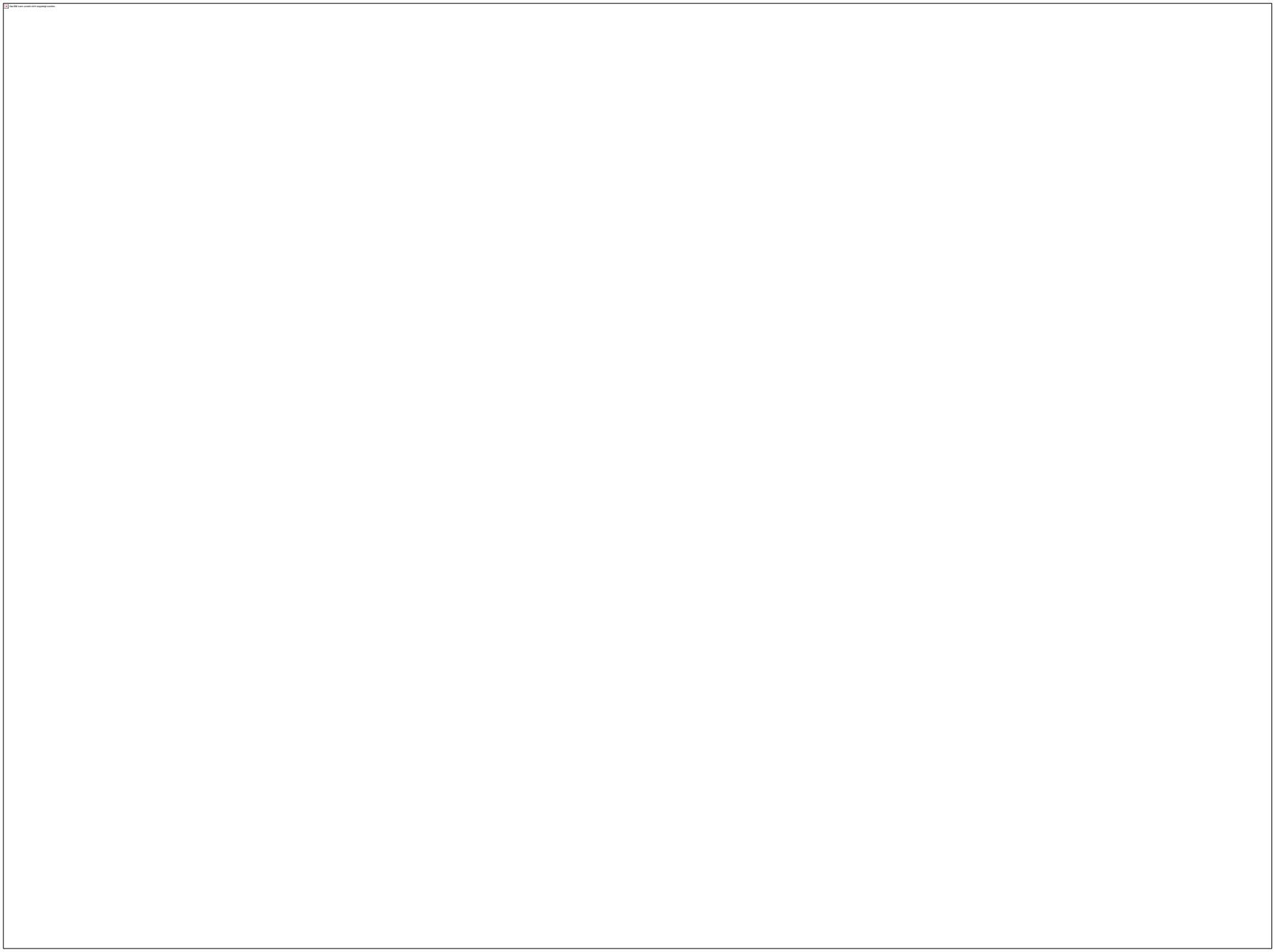
Every port is unique!





Inland port as multimodal node in the co-modal inland transport chain!




Inland Port = Multi-modal Hub
Port of Vienna

The advantages

- Improve the competitive position of inland waterway transport
- Interconnection of information on infrastructure, people, operations and cargo between transport modes
- Entrusted data exchange within logistic supply chains
- Bettter physical and digital interconnection of the transport modes
- Forecasting and enable the tracking and tracing, voyage planning, status infrastructure, mobile broadband, autonomous sailing etc.

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Role of ports

- Inland ports are both multi-modal hubs and digital hubs
- Innovative matchmakers and neutral facilitators
- Exchange of information in the port is crucial to effectively manage hubs and waterway corridors
- Collection of data most effective at place where modes connect

But:

- RIS to develop into DINA that connects maritime and land systems
- A DINA blueprint including a legal framework is needed
- We need to bundle experiences of (DTLF, DINA LOT2 and successor CORISMA)

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Challenges

- Lack of critical mass: lack of data sharing (competition / confidentiality concerns operators)
- Lack of collaborative planning in the global (container) transport chain
- Lack of legal standards for information exchange within intermodal transport supply chains
- Few independent IT platforms (UpperRhine model)
- Decentralized data exchange (bilateral via phone, fax, e-mail, barge calls, transport and customs documents)
- Costs of making communication systems/ planning tools interoperable
- Lack of real-time traffic information and forecasts about the traffic on the multi-modal transport network
- Lack of statistics information on inland ports (PORTOPIA project)

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What is needed?

- Compliance RIS directive for cross-border usage by Member States
- Introduction of an IT platform and exchange between new platforms
- Good and reliable statistics are needed, and forecasting of traffic flows
- Smart and collaborative logistics supported by an appropriate digital infrastructure for accessing and sharing data
- Coordination is needed to integrate, complementary key-projects/ networks (Prominent, Platina, CLINSH, DTLF etc.)
- Continuation of EU (CEF) / national funding

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“If you do what you’ve always done you’ll always get what you always got”

Henry Ford

Thank you for your attention!