



Inland Navigation Policy

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Five reasons...

Why transport by inland waterways is important for the EU

- Performance
- Environmental friendliness
- Free capacities
- Safety and reliability
- Cost efficiency



EU- Inland Waterway Transport policy NAIADES Action programme (2006-2013)

- Market development
- Fleet modernisation
- Jobs and skills
- Image and awareness
- Infrastructure improvement



NAIADES II (2014 – 2020)

„Towards quality inland waterway transport “

- Quality infrastructure
- Quality through innovation
- Smooth functioning of the market
- Environmental quality through low emissions
- Skilled workforce and quality jobs
- Integration of inland waterway transport into the multimodal logistic chain
- Quality of Governance



Quality Infrastructure

➤ **TEN-T**

➤ **„Connecting Europe
Facility“ (CEF)**



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TEN-T **IWT** Core network

A European planning perspective

Subset of the TEN-T
Comprehensive network

Multimodal and smart

To be implemented by 2030

Includes about 75 ports, of which
40 are linked to inland waterways

Implemented through 9 corridors,
of which 6 with significant inland
waterway dimension

Includes all Class IV+ inland
waterways





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.)



TEN-T Corridors

- 9 multimodal cross-border transport corridors
- 6 corridors include inland waterways and ports
- European coordinators and corridor platforms
- Specific corridor plans
- Best possible integration of inland waterway transport into the corridors

Connecting Europe Facility

23.2 billion € available, of which 10 billion for cohesion countries

80-85% for core network and horizontal priorities (ITS, MoS, ports, safe and secure infrastructure and new technologies and innovation)

10-15% for the comprehensive network and the remaining horizontal priorities

Innovative financial instruments

Increased focus on EU added value





Quality through innovation

Innovation is hampered by longevity of equipment (vessels, infrastructure), fragmentation of market, financial capacity of operators

- Establishment of Roadmap for Research, Development and Innovation (RDI) together with all in the system concerned
- Carriers, shipbuilding, equipment manufacturers, ports and terminal operators, freight forwarders, logistic integrators
- Funding through Horizon 2020 (8.3 billion € for transport)



Smooth functioning of the market

- **Inland waterway transport market is fully liberalised**
- **Improvement and harmonisation of framework conditions**
- **Organise market observation** services, including the provision of data on traffic and transport volumes, modal shift towards inland navigation, supply and demand and labour markets, innovation uptake and the integration of waterway transport sector into the multimodal logistics chains
- **Internalisation of external costs** and infrastructure charging for all modes of transport



Improvement of environmental quality

- Transport by inland waterway is an environmentally friendly mode of transportation
- High energy-efficiency
- Low CO₂ emissions
- Compared to road haulage, however, lower progress in reducing air pollutants
 - Introduction of lower limits for air pollutants for new and existing engines
 - Introduction of Liquefied Natural Gas (LNG)



Quality jobs and training

Increasing scarcity of crews, boat masters and entrepreneurs (ageing)

- Facilitation of vertical and horizontal mobility
- Review of framework on the harmonisation and modernisation of professional qualifications of all crews including entrepreneurial skills



Integration into multimodal transport chains

- Role of ports and transshipment places
- Logistics and procedures
- Future role of River Information Services (RIS) and other ITS applications
- RIS Review



Quality of Governance

- Too many administrations and organisations at European level are dealing with the same subjects in inland waterway transport
- Simplification and strengthening of the organisational framework
- Improvement of cooperation with the international river commissions and UNECE



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Thank you for your attention