



PLATINA³

IWT policy platform

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List of abbreviations

CCNR	Central Commission for the Navigation of the Rhine
CEF	Connecting Europe Facility
CESNI	European Committee for drawing up standards in the field of inland navigation
CESNI/QP	CESNI permanent working group for professional qualifications
DC	Danube Commission
EC	European Commission
EE	European Environment Agency
EEPO	European Employment Policy Observatory
EU	European Union
ES-QIN	European Standard for Qualifications in Inland Navigation
ILO	International Labour Organization
ISGINTT	International Safety Guide for Inland Navigation Tank-barges and Terminals
IWT	Inland Waterway Transport
MO	Market Observation for inland navigation in Europe
PLATINA	Platform for the Implementation of NAIADES
PO	Policy Observatory
SMEs	Small and medium enterprises

Executive summary

This report presents the conclusions of the research led regarding the potential of developing a policy observatory for IWT in Europe, focussing on national and selected European policies for promotion of IWT. The methods contained desk research and interviews of stakeholders. CCNR Secretariat found that such a policy observatory (PO) would be useful for the EU, countries with a strong interest in inland navigation, the industry and researchers and therefore proposed this research task to be part of PLATINA3 project.

The concept of the Policy Observatory foresees to contain information on policy development, policy implementation and policy monitoring. An approach in three steps is suggested for the development of the PO: a first step consisting of descriptive information on policies which are in place, a second step adding information on policies which are being developed and terminated policies and a third step consisting of analytical and prospective content.

An overall structure responding to the needs identified has been proposed. The PO could contain brief presentations of IWT in the country as well as institutional structure and processes to adopt and implement policies in the country or international organisation. For the description of the adopted policies, 5 policy objectives have been identified (closely linked with but not identical those of NAIADES III):

1. fit-for-purpose infrastructure
2. greening
3. promotion of intermodality and modal shift
4. supporting digitalisation and automation
5. supporting the current and future workforce.

After the policy objective, the measures to achieve the policy objective could be presented, before highlighting some good practices.

A proposal for the structuring of a website for the PO has been developed. On this website, information could be accessed by country/international organisation, by policy objective, by type of policy measure, by stage of the policy measure, by good practices. The website could be in English in a first step and could be translated in different languages if the funds for translations were raised. However, the translations would have to be updated regularly for non-static information.

Finally, a feasibility study evaluated the financial feasibility and identified some first types of organisations which could develop or coordinate the setting up and the implementation of such a PO.

The creation of a PO is not a goal in itself. It is a means to an end, namely to contribute to the overall objective of accelerating the policy making cycle related to the NAIADES-III action programme. The PO is seen as an important enabler of a full policy making cycle. The design and adoption of such a cycle is beyond the scope of this Deliverable and even beyond the scope of the PLATINA3 project. It is recommended that a dedicated policy making cycle – encompassing all 5 stages and including defined inputs of the PO — shall be designed and agreed in close cooperation with the EC and Member States. This way it shall be ensured that the proposed PO at hand effectively contributes to the achievement of the NAIADES-III policy objectives.

1. Introduction

The Horizon 2020 project PLATINA3 provides a platform for the implementation of the NAIADES III action programme¹. PLATINA3 is structured around four fields (Market, Fleet, Jobs & Skills, Infrastructure) of which Work Package 5 (WP 5) deals with various aspects of the IWT information exchange on a strategic level between research and innovation stakeholders, the IWT sector and policy makers on European and national level.

This report presents the conclusions from PLATINA3's task 5.5 "IWT Policy observatory" which would aim at "providing an overview of how IWT policies in Europe are developed and financed, how administrative and institutional structures in this field are operating and how the use of IWT is promoted in the various Member States"². This report proposes a concept for a European IWT policy observatory (PO) and its research leading was conducted during the time frame of January-November 2022, led by the Secretariat of the Central Commission for the Navigation of the Rhine (CCNR) with the help of the Danube Commission. The concept presented in this report aims to provide an overview of how policies to support IWT are adopted, financed and implemented in European States where IWT is economically significant.³ Its scope is limited to EU and national policies adopted at State level. Private and local policies, or those involving a great variety of public and private actors, such as port-related policies, are not considered.

Its scope on the other hand includes information and analysis on international organisations involved in IWT policy, especially the European Union (EU), the CCNR and the Danube Commission (DC).⁴ This information will however remain succinct and of a general nature, because EU, CCNR and DC policies and measures specifically for IWT are largely known to IWT stakeholders, as the relevant institutions use a variety of tools to be transparent and engage stakeholders internationally.

In this report, policy should be understood as a plan of what to do in particular situations that has been agreed to officially by a government, the EU or regional/local authorities. It thereby includes legal instruments, action plans and funding programmes in particular.

The PO is meant to be used by all IWT stakeholders, including the European institutions, Member States, professional organisations and shippers. It could also be used by researchers in public policy.

Today, some of the IWT stakeholders use private service providers to obtain information on public policy.⁵ These, however, are not well suited to IWT stakeholders because:

- they are rather focused on EU policies and only cover a limited number of countries. For countries not covered, IWT stakeholders need to ask national members of IWT associations for information on national policies;
- they are not focused on IWT, which makes their use for IWT inefficient;
- they are not cheap and therefore not accessible to all;
- they do not explain policies in plain language.

¹ COM (2021) 324 final "NAIADES III: Boosting future-proof European inland waterway transport". See Annex 1 for a table summarising NAIADES III.

² PLATINA3 Grant Agreement, p. 38.

³ The Netherlands, Germany, Belgium, France, Luxemburg, Hungary, Slovakia, Croatia, Romania, Bulgaria, Czech Rep, Poland, Austria, are the 13 EU countries wherein IWT is economically significant. Switzerland, Ukraine, Serbia, Moldova, UK, Russia, and BiH are European third countries with significant IWT activity and with some access to the EU IWT network. Italy, Portugal, Spain, Finland, Lithuania, Estonia are EU countries with some IWT of purely national relevance.

Cross-border IWT in EU is geographically circumscribed to 13 EU Member States (The Netherlands, Germany, Belgium, Luxembourg, France, Austria, Poland, the Czech Republic, Slovakia, Hungary, Croatia, Romania, Bulgaria) and a few neighbouring third countries Switzerland on the Rhine; Serbia, Moldova, Ukraine, on the Danube; Bosnia and Herzegovina on the Sava (a Danube tributary).

⁴ The EU, the CCNR and the Danube Commission are the three organisations with clear involvement in public policy to promote IWT in Europe. The Mosel Commission, the Sava Commission, the UNECE and the International Transport Forum (ITF), could also be considered.

⁵ <https://fiscalnote.com/products/eu-issue-tracker>, costs ca 4000 – 8000 €/year.

The PO would make information on IWT policies easily accessible, through a website. This website would not only centralise the information found elsewhere (private service providers and national source of information) but would also process this information in order to make it user-friendly.

The interviews conducted to produce this report (see **Annex 2**) have shown that the interviewed IWT stakeholders would welcome an IWT PO, as this would support their work. This is particularly true for public sector stakeholders. Private sector stakeholders were more reserved. By providing an up-to-date overview of policies applied by EU Member States at a specific point in time, the PO would be a useful tool for all entities working on the design of policies to support IWT, including at European level. In particular, the PO could provide valuable support for the next European IWT Agenda/NAIADES policy package. It could be fed by and/or feed into existing initiatives (currently PLATINA3 tasks 2.7 and 5.2 provide a basis) and future initiatives like possible follow-up projects to PLATINA3.

Besides the direct benefits of providing ready to use information, the PO would also generate indirect benefits:

- it would provide cross border transparency which would in turn enhance trust among countries, therewith facilitating self-coordination and synchronisation of policies among Member States (e.g. when implementing EU legislation);
- it would also help non-EU MS whose fleet is operating on the international IWWs to have access to relevant legislation in order to be updated with the regulations and eliminate administrative barriers, which can arise from application of wrong/outdated legislation;
- by reporting on early stages of national policy developments, it would allow exchange and coordination between policy makers of different countries before national policies are decided upon, and could also help to involve a broader public (e.g. industry representatives) and be addressed in or complementary to NAIADES Expert Group;
- it would strengthen the link between the European Commission and EU Member States, as it would ease the information flow on policies and measures, thereby providing important input for development, implementation and justification of IWT policies and measures and providing a basis for discussion in NAIADES EG;
- it would be a unique place for publication of IWT research results of national and EU funded projects and would thus support dissemination and implementation of these results;
- it would be the logical place to “institutionalise” and ensure the continuity of products generated in research projects, which otherwise would come to a halt with the end of the respective research projects, such as the so-called IWT funding database (EIBIP).

2. General considerations on scope and expectations

As stated in the introduction, the PO would limit itself to reporting on policies adopted at State level. These policies should on the other hand be presented in their full life cycle in order to meet expectations of potential beneficiaries.

2.1 Policy life cycle and its implications for an IWT Policy Observatory

Policies are not static, but rather have a life cycle. A simplified view of the policy life cycle⁶ is given below.

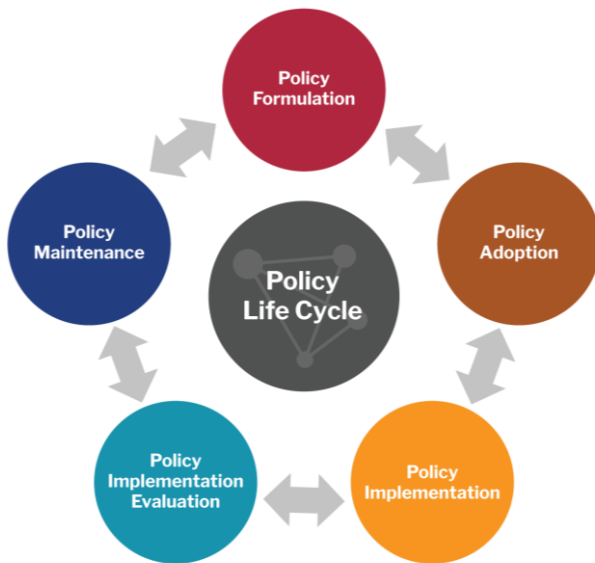


Figure 1: Policy life cycle

According to this simplified view, the policy life cycle consists of policy formation, policy adoption, policy implementation, policy evaluation, and policy maintenance. All of these make up the policy life cycle and flow into each other in a continuous circle.

In this simplified view, the instruments used to implement a policy can be understood as policy measures. Thus, a policy observatory could basically present the outcomes of policy adoption and policy implementation. However, when taking a more complex view of the life cycle, it becomes obvious that a PO should not be restricted to the outcomes of policy adoption and policy implementation.

⁶ Harvard catalyst, Policy life cycle, 2022, <https://catalyst.harvard.edu/community-engagement/policy-research/unknown-61015f3cbb252-61015f57f388a-610bf6bb39406-610bf6ca02c07-610bf6d25a626/>.

Therefore, the life cycle must be viewed as a process with a number of “stages which interact in a dynamic fashion: identification⁷, information gathering, decision-making, implementation, evaluation, termination and renewal⁸.

- *Identification* can comprise initial decisions on what, whether and how to proceed. This could include discussions about the issue, the information needed, the key actors to be consulted and the policy options that may be available. The identification stage may be partly of informal nature and little public information could be available. However, the identification can also be very formal, e.g. on the national level as a statement in a government programme or a coalition treaty or on the international level as an item in the work programme of an international organisation.
- *Information gathering* usually involves reviews of the available evidence, and discussions with key stakeholders and opinion formers. It can also include some initial analysis of the issue in question, of the options for action, and of the merits of alternative courses of action. Activities related to information gathering can be organised ad hoc or in well-established fora. Dedicated research projects can also generate needed information.
- *Decision-making* requires at least a decision to pursue a certain policy. Most often, certain decisions on policy measures will also be taken at this stage. Decision making may require formal consultation processes, on national as well as international level.
- *Implementation* can be understood as the implementation of a certain policy through policy measures. Thus, the implementation most likely encompasses detailed work and decisions on measures.
- *Evaluation* can involve reviewing the effectiveness, the dependability, the cost, the intended and unintended consequences, and other relevant features of the policy measure in question.
- *Termination or renewal* constitutes a stage with two very different outcomes in principle. Termination may be explicitly built into the policy measure. Renewal could see a policy or policy measures further refined and adapted to new needs or knowledge.

Table 1 indicates for each stage of the policy life cycle possible or likely interests of stakeholders and publicly available information.

The table shows that stakeholders have particular interests in all stages of the policy lifecycle and therefore have to gain information on several or even all stages of the life cycle. Consequently, the foreseen PO cannot restrict itself to outcomes of policy adoption and implementation. The PO also does not need to restrict itself in such a way, as there is relevant information publicly available for each stage of the policy life cycle, as shown in the last column of the table.

⁷ In the framework of the OECD, it is suggested seeing agenda setting at the start of the life cycle of a policy. Agendas are often set in an informal manner, by opinions aired in public or social media. Thus, agenda setting – at least, before it becomes part of a formal process – is very fluid and hard to document. Therefore, it does not lend itself for inclusion in a policy observatory and is consequently not included in this concept for a policy observatory. See <https://oecd-opsi.org/guide/public-policy/>.

⁸ Rory Sullivan, Will Martindale, Nick Robins and Helene Winch, “Policy frameworks for long-term responsible investment: the case for investor engagement in public policy”, PRI with the UNEP Inquiry, 2014 <https://www.unpri.org/policy/understanding-the-public-policy-life-cycle/292.article>.

Timing relative to implementation	Policy life cycle	Stage	Interest of stakeholders	Publicly available information
1. Before implementation	Policy formation	Identification	Early indication for need of engagement, participation in public consultations	Government programmes; work programmes and plans, inception impact assessment, impact assessment studies
		Information gathering	Providing and reviewing information	Research papers, outputs of working groups
	Policy adoption	Decision-making	Providing input; lobbying	Press releases, invitations to consultations, policy drafts
2. Implementation	Policy implementation	Implementation	Contributing to policy measures; understanding requirements and impacts	Programmes, standards, regulations
3. After implementation	Policy implementation evaluation	Evaluation	Providing evidence of the impacts and implications, in particular unintended consequences	Press releases, inputs for working groups
	Policy maintenance	Termination or renewal	Lobbying; providing initial information	Termination clauses of initial measures; government programmes; work programmes

Table 1: Possible or likely interests of stakeholders and publicly available information for each stage of the policy life cycle

The concept of the policy life cycle also illustrates that policies and measures can disappear after time or continue altered and unaltered. Over the years, perhaps tens of basic policies and hundreds of measures will have been developed and implemented. Thus, the foreseen PO must restrict itself to those that are currently most important. However, this will include many older policies that are implemented via laws, bylaws, standards, which all have a longer life span, as well as multi-year plans and programmes. If still in force, they are important as well. The case studies with the reporting on policies and measures in France and Germany also follow this approach (see **Annexes 5 & 6**).

2.2 Beneficiaries and services of an IWT Policy Observatory

Two main categories of PO users can be distinguished: stakeholders from the private sector, including IWT operators and shippers, and stakeholders from the public sector, including policy officers of countries and international organisations involved in the design, implementation and evaluation of public policy. In addition to these two main categories of beneficiaries, the PO could also be used by researchers undertaking IWT-related research. These users have different roles, needs and expectations, leading to different information needs. Furthermore, they differ in their knowledge and understanding of the domain of public policies, making it necessary for the foreseen PO to offer tailor-made services.

In order to address the needs and expectations of all stakeholders, the PO could offer for the different stakeholders the services mentioned in **table 2**. This could be done for each category of policy objectives. However, not for all stages of the policy life cycle, all services would be possible or useful – certain services lean themselves more for specific stages.

Stakeholders / potential PO beneficiaries		PO services in relation to main expectations / needs				
		Research papers	Policy drafts	Policy decisions	Summaries of policy decisions	Policy research notes
Public sector	Policy designers	X	X	X		X
	Policy implementers		X	X		X
Private sector	Policy influencers		X	X		X
	Policy addressees				X	
Researchers		X	X		X	

Table 2: PO services in relation to various stakeholders' expectations

In **table 2**,

- research papers are understood as outcomes of policy related relevant research projects, e.g. funded by the EU;
- policy drafts are understood as policies (or policy measures) that are under discussion;
- policy decisions are understood as policies (or policy measures) that are already decided upon and published;
- summaries of policy decisions are understood as documents prepared by the PO to summarise policies (or policy measures) in easy-to-understand language and to explain their expected consequences;
- policy research notes are understood as documents prepared by the PO upon request of individual PO beneficiaries;
- policy designers are understood as persons who develop policies (or policy measures), being normally part of national governments or the European Commission;
- policy implementers are understood as persons who have to implement policies (or policy measures), being part of river commissions, national administrations or private organisations acting on behalf of national administrations;
- policy influencers are understood as persons who lobby policy designers on behalf of private sector stakeholders;
- policy addressees are private stakeholders, who are targeted by policies (or policy measures);
- researchers are persons or institutions undertaking IWT- related (policy) research

The more elaborated the PO becomes, the greater the benefits would be for the stakeholders. However, complexity and cost of the PO would also increase the more elaborated the PO becomes. So a balance would need to be found.

2.3 Policies and measures going beyond IWT

The PO will be devoted to IWT- related policies. However, some public policies, though not directly related to IWT, are likely to have an impact on IWT.

The EU taxonomy for sustainable activities⁹ could be seen as the policy measure with the most important impact on inland navigation in the next decades.¹⁰ However, it would include only the relevant technical screening criteria for activities in IWT and shipbuilding.

A pragmatic approach is needed to focus on the most influential policies and measures foreseen or newly implemented on the level of the EU. On the one hand, such policies and measures can be more easily identified than those on the national level, and on the other hand, they have a much bigger impact on the entire IWT sector, as they apply to all EU Member States and as the EU has regulatory competencies in fields of great importance for the future of inland navigation.

A list¹¹ of relevant (and non-exhaustive) policy measures can be found below:

- Revision of the EU taxonomy for sustainable activities¹²
- Revision of the EU energy taxation directive (ETD)

⁹ See EC, *EU taxonomy for sustainable activities*, https://ec.europa.eu/info/business-economy-euro/banking-and-finance/sustainable-finance/eu-taxonomy-sustainable-activities_en

¹⁰ As confirmed through our interviews with both the French and the German stakeholders.

¹¹ This list was compiled based on feedback provided in the interviews and on the communication from the European Commission NAIADES III.

¹² Interview partners indicated that the Taxonomy directive is likely to detrimentally impact on the possibility to obtain state aid for IWT although this is presented by many stakeholders as the most efficient way to support IWT.

- Proposal for a regulation on the deployment of alternative fuels infrastructure (Replacing AFID)¹³
- Revision of the Renewable Energy Directive (REDIII)¹⁴
- Implementation of Regulation (EU) 2016/1628¹⁵ on pollutant emissions from non-road mobile machinery particular for zero-emission vessels
- Revision of the TEN-T Guidelines¹⁶
- Revision of the Combined Transport Directive 92/06/EEC¹⁷
- Revision of the State aid¹⁸ General Block Exemption Regulation (GBER)¹⁹
- Revision of the Guidelines on State aid for climate, environmental protection and energy, CEEAG²⁰
- Implementation of the Recovery and Resilience Facility²¹.

¹³ Proposal for a regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council, 14.7.2021, COM(2021) 559 final, https://ec.europa.eu/info/sites/default/files/revision_of_the_directive_on_deployment_of_the_alternative_fuels_infrastructure_with_annex_0.pdf

¹⁴ Proposal for a Directive of the European Parliament and of the Council amending Directive (EU) 2018/2001 of the European Parliament and of the Council, Regulation (EU) 2018/1999 of the European Parliament and of the Council and Directive 98/70/EC of the European Parliament and of the Council as regards the promotion of energy from renewable sources, and repealing Council Directive (EU) 2015/652, 14.7.2021, COM(2021) 557 final, https://ec.europa.eu/info/sites/default/files/amendment-renewable-energy-directive-2030-climate-target-with-annexes_en.pdf

¹⁵ Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) n° 1024/2012 and (EU) n° 167/2013, and amending and repealing Directive 97/68/EC, <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016R1628&from=EN>

¹⁶ Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013, 14.12.2021, COM(2021) 812 final, https://eur-lex.europa.eu/resource.html?uri=cellar:7b299e69-5dc8-11ec-9c6c-01aa75ed71a1.0001.02/DOC_1&format=PDF

¹⁷ EC, Sustainable transport - revision of Combined Transport Directive, https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13010-Sustainable-transport-revision-of-Combined-Transport-Directive/public-consultation_en

¹⁸ Interview partners stressed the difficulties for national administrations designing and implementing state aid programmes for IWT vis-à-vis everchanging rules and long delays due to complex notification procedures. These difficulties may have prevented national governments providing state aid for IWT even when the financial were already secured in the national budgets or not to try at all to develop such programmes.

¹⁹ Commission Regulation (EU) 2021/1237 of 23 July 2021 amending Regulation (EU) No 651/2014 declaring certain categories of aid compatible with the internal market in application of Articles 107 and 108 of the Treaty, <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32021R1237&from=EN>

²⁰ Communication from the Commission, Guidelines on State aid for climate, environmental protection and energy 2022 (2022/C 80/01), [https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52022XC0218\(03\)&from=EN](https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52022XC0218(03)&from=EN)

²¹ EC, Recovery and resilience facility – state aid, https://ec.europa.eu/competition/state_aid/what_is_new/template_RFF_low_emission_transport_modes.pdf

3. A phased introduction for the PO

The PO calls for a multidimensional approach, with

- policy objectives
- stages of policy life cycle
- stakeholders / PO beneficiaries
- PO services

as the main dimensions.

CCNR Secretariat suggests developing the PO incrementally, distinguishing three phases in the process.

PHASE 1 The PO would provide

- non-policy related information, describing the PO and its website, and a brief presentation of the relevant Member States (from 13 to 30) and international organisations (3 to 7);
- policy-related information, including a description of the policy objectives (5 types) and a reporting of the policy measures (6 types distinguished) which are adopted and implemented in Member States to support each policy objective.

PHASE 2 The PO would be supplemented with reporting on policies and measures in Member States that are not yet adopted (formulation and adoption), and those that have already been implemented (evaluation and maintenance). A description of EU policies and measures, including those not directly related to IWT but with an expected impact on IWT), would also be added. PLATINA3 task 5.2 can be one of the sources for the PO.

PHASE 3 A research facility (which could be a network of experts) producing policy research notes on IWT stakeholders' request and easy to understand summaries, would be added to the PO. Reports focusing on individual countries where important policy changes have occurred, or thematic reports zooming into good practices on certain policy aspects, could also be produced. A hotline / discussion platform could also be added to the website in this phase. This would be country specific and would be part of or complementary to any future PLATINA projects (but in any case, no overlap).

PO Content	Phase 1	Phase 2	Phase 3	Regular operation
Non-policy related information on PO, its website, brief presentation of Member States / international organisations	development	maintenance	maintenance	maintenance
Policy-related information, including a description of the policy objectives and a reporting of the policy measures implemented in Member States	development	maintenance	maintenance	maintenance
Reporting on policies and measures in Member States not yet adopted / already implemented		development	maintenance	maintenance
Description of EU policies and measures, including those not directly related to IWT		development	maintenance	maintenance
Research notes upon request of IWT stakeholders, easy to understand summaries explaining practical consequences, thematic reports, discussion platform, hotline			development	maintenance

Table 3: The phased introduction of the PO

4. Overall Structure of the PO

Considering all of the above, CCNR Secretariat suggests structuring the concept PO in its first phase for each country as described in the following.

4.1 Brief presentation of the country

To ease the understanding of national policies and measures, it will be useful to introduce the reporting for each country with basic information about the physical and economic dimensions of IWT in the specific country and institutions and processes related to IWT policies.

4.1.1 IWT in the country

IWT in each country will be presented through a short country sheet containing data on:

- length of waterways and classification of waterways of international importance according to the AGN
- size of national fleet
- share of IWT in national modal split, expressed in percentage of goods carried and/or turnover by transport companies.

For further information, links will be made to the Market Observation (MO) and/or to national documentation or other sources. This information would need to be regularly updated.

4.1.2 Institutional structure and processes to adopt and implement policies

4.1.2.1 Structure

The most important institutions involved, at State level, in the process of adopting and/or implementing public policies to support IWT will be described.

4.1.2.1 Processes

The various steps of the process whereby public policies are adopted would be described. In this context, the main documents presently containing the national policies to support IWT will be briefly presented.

4.2 Brief presentation of the international organisation

To ease the understanding of policies adopted by relevant international organisations, it will be useful provide, for each organisation, basic information about

- its geographical scope and competences in IWT
- its institutional structure and processes to adopt and implement policies to support IWT.
- the main documents currently containing the policies adopted by the international organisation to support IWT.

4.3 Description of policies adopted and measures taken

4.3.1 Policy objectives considered

Taking account, among others, of the NAIADES III Action plan (see **Annex 1**), the following **5 policy objectives** could be successively considered, as suggested by CCNR. The exact thematic structure can be defined during the implementation phase of the PO.

Policy objective		Description
I	Fit-for-purpose infrastructure	To rehabilitate and maintain the current network and/or to complete and upgrade the network
II	Greening	Fleet modernisation: towards zero emission vessels and climate-adaptable vessels, able to sail on low waters clean energy supply, in particular infrastructure to support zero emission shipping (recharging and refuelling facilities) as far as public institutions on state level are concerned
III	Promote intermodality and modal shift	Integration into multimodal mobility and logistics systems
IV	Support digitalisation and automation	Digital transformation of business models and processes RIS automated navigation
V	Support the current and future workforce	Policies considered would cover: - nautical personnel and - administrative personnel in charge of policy development and implementation

Table 4: General description of policy objectives

Under each policy objective, the PO would point to the most important public policy statement(s) or documentation describing the objective.

4.3.2 Measures taken to achieve the policy objective

The measures taken to achieve a policy objective will be described in a summary table. The table will strive to include all important measures adopted to contribute to the objective considered, arranging the measures according to their type, describing the content of the measures and mentioning the institutions in charge for their adoption and implementation.

“There are three broad types of transport policies: infrastructure investments, price instruments, and regulations. Investments entail building new transport infrastructure ..., upgrading existing links and technology, or improving transport services. Price incentives include subsidies or taxes to influence mode choice and transport behaviour more generally Regulations include rules to directly reduce emissions ... or to organise the transport sector ... or the construction of infrastructure. Some policy interventions may affect supply, such as infrastructure investments, whereas others target demand, as do transport subsidies.”²²

However, these three broad types of transport policies are insufficient for the purposes of the PO. IWT is a transport mode often unknown even to shippers of cargo. Furthermore, in Europe the IWT industry consists of a myriad of small and medium enterprises (SMEs) with many intermediaries between ship owners/operators and shippers. Therefore, provision of information and advice are foreseen as a fourth type of measure.

IWT, being much smaller than the competing modes of transport and consisting mostly of SMEs, has very limited resources to meet the challenges ahead towards 2050 and how best to meet these

²² Claudia N. Berg, Uwe Deichmann, Yishen Liu & Harris Selod (2017), *Transport Policies and Development, The Journal of Development Studies*, 53:4, 465-480, <https://www.tandfonline.com/doi/full/10.1080/00220388.2016.1199857>.

challenges given business-specific factors. This applies also to public institutions responsible for the development of IWT. Therefore, knowledge development is considered as the fifth type of measures.

Thus, the measures would be categorised under the following 6 types:

1. **Financing / funding**²³ consisting in giving money to the sector. 4 subcategories can be distinguished
 - 1.1 **subsidies**: funds directly provided by a government to the applicant for a defined purpose
 - 1.2. **soft loans and interest relief**: to facilitate access to private funding
 - 1.3 **tax cuts & reduction of fees**: exempting a category of people or a type of industry from taxes normally imposed for the use of some products or services
 - 1.4 **bonuses & other incentives**: financial incentives (e.g. through bonuses) for purchasing of goods & services on preferential terms or for scrapping certain types of goods.
2. **Regulation**: provides rules for the organisation of IWT and sets standards to ensure compliance with societal norms and expectations. Many of the measures listed in other categories have their legal basis in a regulation. In order to avoid overlapping of categories, the category labelled as “regulation” will be limited to standards and deadline setting.
3. **Information & advice**: communication tools to change behaviours in furtherance of the set policy objective(s)
 - 3.1 **awareness**: campaigns aiming at communicating messages, options, patterns and best practices in furtherance of the policy objective(s)
 - 3.2 **training & tutoring**: programmes providing technical support and capacity building to upgrade practices and behaviours in furtherance of the policy objective(s)
 - 3.3 **labels & awards**: distinctive feature granted by an authoritative and reliable entity and attesting a certain quality level in a specified field.
4. **Knowledge development**: initiatives to gain a better understanding about IWT, its technologies etc. with the aim of
 - enabling the industry to meet the policy objective(s)
 - public institutions to develop policies and measures.
5. **Infrastructure**: infrastructure is a policy objective in itself, but it is also often presented as a policy measure towards a specific policy objective. For this reason, infrastructure measures specifically designed to meet the policy objective considered would also be listed in the summary table. A more thorough description of the measure would however only be provided when reporting on the policy objective devoted to “fit-for-purpose infrastructures”.
6. **Other**: measures that do not fall within the previous categories and measures that primarily serve another policy objective would be listed under this residual category.

Many measures may serve several policy objectives and could as a result appear under several of the five listed policy objectives. When so, they would be listed in the summary table. A more thorough description of the measure would however only be provided in the section on the policy objective they primarily relate to. Ex: measures taken to modernise/digitise the logistic chains contribute to modal shift. However, they more directly relate to the policy objective of digitisation and would therefore be described in further details under the section devoted to this policy objective. The table summarising the measures adopted in furtherance of each policy objective would look as follows:

²³ See D2.5 – Funding and financing the energy transition of the European IWT fleet, <https://platina3.eu/d2.5/>

	Type of measure	Description of measure	Institution in charge*
1.	Funding / financing		
1.1	Subsidies		
1.2	Soft loans and interest relief		
1.3	Tax cuts and reduction of fees		
1.4	Bonuses and other incentives		
2.	Regulation		
3.	Information & advice		
3.1	Awareness		
3.2	Training & tutoring		
3.3	Labels & awards		
4.	Knowledge development		
5.	Infrastructure		
6.	Other		

Table 5: Summary table of policy measures per policy objective and per country/international organisation

*A = adoption of the measure, I = implementation of the measure, F = funding of the measure

4.3.3 Detailed description of a policy measure

When called for, a policy measure depicted in a summary table would be described in further detail, using the following outline²⁴:

Name of policy measure	
Policy objective(s)	Indicate which of the five policy objectives it relates to
Type of policy measure	Indicate which type of policy measure it relates to
Targets (quantified)	(Quantified) targets that the policy measure aims at (if any)
Costs and financing	Budget of the policy measures and contributing parties
Description	Text describing the policy measure and its main features
Geographic area (when applicable)	Name of place or region where the policy measure takes place
Time frame (years)	The years in which the policy measure is being carried out
Addressees, beneficiaries	potential users
Assessment of policy measure	Any information on evaluation of results Assessment by important stakeholder(s) Based on the above, indicate when can be viewed as good practice
Contact	Link to relevant official website (if any) and contact person (when applicable)

Table 6: Table to describe policy measures in detail

All measures would not be described in a table as some measures, such tax cuts or regulations, are self-explanatory. Even if a measure is described in such a way, not all rows of the table may be applicable.

4.3.4 Good practices

Good practices can be policy measures that have proven their contribution in reaching their goal efficiently and are suggested as good practice by important stakeholders.²⁵ Good practices can also be limited to individual stages of the policy life cycle. In the latter case, they would signify an efficient process and/or effective result of the considered stage.²⁶ To describe a good practice, we suggest using the following table:

²⁴ Inspired by table used in the via Donau “database on good practices”, p. 10.

²⁵ Formal assessment of policy measures seems to be the exception. For this reason, we would have to mostly rely on opinions of important stakeholders/experts to make a finding of good practice.

²⁶ List inspired by the OECD observatory of public sector innovation, <https://oecd-opsi.org/guide/public-policy/>; see also the Platina Report on European Good practices for IWT, March 2011, p. 7.

Name of good practice	
Policy objective(s)	Indicates which of the five policy objectives it relates to
Policy measure	Short description
Stage of policy life cycle	If applicable
Scope	Where and when applied
Justification for being viewed as a good practice	any information on evaluation of results opinion of important stakeholders and experts

Table 7: Table to describe policy measures identified as good practice

Examples of good practices are provided in **Annex 4**.

4.3.5 Case studies

IWT-related public policies adopted and implemented in France and Germany to support modal shift and greening, are presented in respectively **Annex 5** and **Annex 6**, as case studies on the type and amount of information that a PO could deliver.

5. Concept for a website

5.1. General aspects

The website would be the PO's central element and main tool to connect with its users and disseminate its products. Therefore, the development and implementation of the website needs to be given sufficient attention, not only from web designers, but also from the managers and experts/operators of the PO.

The development of the PO's website would need to follow the phased development presented under section 2. Consequently, important content and certain website features would be provided at later stages of the development and implementation. Nevertheless, from the start, there should be a good understanding of the entire structure and all features eventually foreseen for the website, in order to avoid complicated amendments and changes later. For this reason, the concept described under paragraphs 4.2 and 4.3 below covers the three phases of development.

IWT stakeholders who seek information on IWT policies will only turn to the PO's website when they feel that they can trust the organisation and the people providing the PO. Trust relies on relationships. Therefore, the organisation and people providing the PO and its website should make themselves known to the potential users and try to connect to them. Thus, the website should not merely make the content of the PO accessible but should also contain a convincing narrative about its reason for existence as well as the organisation and the people behind it.

The PO also needs to ensure that its relationships with stakeholders is not imperilled by unmet expectations. One way to do so would consist in clearly setting out what will NOT be found in the PO. For instance, we have suggested limiting the scope to IWT policies adopted and implemented at State level, thereby excluding policies involving private actors such as port policies, or policies adopted and implemented at local level.

Beside relationships, expertise is another important element for building trust. Consequently, the website should show the expertise of the organisation and of the people providing the PO. The quality and content of the website is the main conveyor of the expertise. However, a description of the knowledge, experience and achievements of the organisation and the people providing the PO would also contribute to building an image of expertise. Expertise would further be demonstrated by a blog or a newsletter on current topics or a section with FAQ related to IWT policies and relevant institutions. Even though the latter three elements would not be the core parts of the envisaged website, they should be considered for later phases of its development.

Interactivity in general and inviting and allowing for quick and easy feedback will also enhance a strong relationship between the PO and its users. Furthermore, most users of the PO are likely to possess expertise and information relevant to the PO. Making use of this expertise and information would be an efficient way of improving the content of the PO and keeping it up to date. Thus, feedback functions of the website should be very sophisticated for both sides, the users and the operators of the website. For example, a feedback button for each policy measure presented on the website could be considered, combined with basic questions, such as "Is the measure successful? – If so, why?"; "Is there additional information available? – If so, where can it be found?"; "Has the measure expired?" The feedback form of the ISGINTT website <https://www.isgintt.org/900-en.html> provides a relevant example of such structure invitation for feedback.

Interactivity should not be restricted to the provision of feedback. Providing a platform for discussion on general or specific policy measures should also be considered. However, this discussion would need

to be moderated to avoid a degradation of the website. It could be added in the third phase of the PO development.

The possible success of the PO will further be determined by the ease of access and use of the website. Perhaps the most important factor for ease of access is the website's language. To facilitate the set-up, English would be the only language offered in its initial phase. However, consideration should thereafter be given to provide the service in additional languages that are most commonly used by IWT stakeholders in Europe. The website of the market observation for inland navigation in Europe (MO) provides an example thereof. Another important factor is the domain name. It should be simple, void of special characters and easy to memorise, like for example <https://www.iwtpo.eu/>.

The ease of use of the website would also be determined by the knowledge and experience of the potential user with the content. Whereas stakeholders working in policy development and implementation will easily understand the terms and structure of a policy observatory, stakeholders with other professional backgrounds might not. Therefore, tailoring the presentation and partly also the content of the website to the knowledge, experience and needs of government stakeholders on the one hand and stakeholders coming from the business in IWT on the other hand, should be considered.

A structured search function could support the ease of use. Offering predetermined questions such as: "What are the subsidy programs for ship owners in country x?", would allow many users to easily find the information they are looking for.

Knowing and understanding how stakeholders are using the website will help to continuously improve the website, in particular its content. Sophisticated webmaster tools will be needed to gain this knowledge and understanding. It should go beyond mere statistics of site visits. The management tools should enable to distinguish and orient differently and in a targeted manner the various stakeholders or users.

In general, experience and learning gained from well-designed business and government websites should be considered when developing the website for the PO. A first step could be a careful analysis of websites that have won awards for their quality such as <https://www.clc.gov.sg/home>.²⁷

5.2. Information available

The information available on the website is mostly identical with the one described in section 3. The case studies of France and Germany presented in **Annexes 5 & 6** give a good indication of the amount of information, number of links, etc... that need to be foreseen when developing a website for the PO. In the following, a rough estimate of the frequency of revisions of the presented content, size of the text (number of A4 pages) and the number of expected links to other websites, is provided for each element of the content, based on these two case studies. This estimate is depicted in brackets and grey letters.

²⁷ See for example <https://www.webaward.org/category/Government/best-government-websites.html>

5.2.1 Non policy related information

General information

The website should feature the necessary general information as described in section 1:

- A presentation of the PO answering in particular the questions
 - What is its purpose?
 - What is its scope?
 - Who runs it (“about us”/ “who we are”)?
 - Who funds it?
- A presentation of the basic structure of the information the PO provides and generic ways to access this information.

Nice to have elements mentioned in paragraph 4.1, such as a blog, a newsletter or a discussion platform, are not included. However, such elements are very common on websites and could be easily developed once a decision is made to go ahead with the PO and its website.

General information on country/international organisation

Information to be found on the website would concern from 13 to 30 countries and from 3 to 7 international organisations.

For each country, the website would provide the following information:

- a) a short country sheet on IWT in the country concerned, containing data on national waterways and fleet. For more detailed information, users would have the possibility to click on **links** directing them to the MO and/or official national, European or other information sources (stable structure, annual revision of data, 1 page, 5 links)²⁸.
- b) a brief presentation of the institutional structures and processes to adopt and implement policies to support IWT in the country concerned. For more detailed information, users would have the possibility to click on **links** directing them to official national websites or other information sources (stable structure, revision every 5 years, 1 page, 10 links)
- c) a brief presentation of the main documents presently containing the national policies to support IWT. For more detailed information, users would have the possibility to click on **links** directing them to the documents concerned or the official national websites/other information sources presenting these documents (stable structure, revision every 2 years, 1 page, 10 links).

For each international organisation, the website would provide the following information:

- a) a short description of the organisation’s geographical scope and competences in IWT, with relevant **links**, particularly to the official website of the organisation (stable structure, revision every 5 years, 1 page, 3 links).
- b) a brief presentation of the institutional structure and processes to adopt and implement policies to support IWT. Links to relevant official websites would be provided when relevant (stable structure, revision every 5 years, 1 page, 3 links).
- c) a brief presentation of the main documents currently containing the policies adopted by the international organisation to support IWT. When applicable, the description would be

²⁸ In the following, a rough estimate of the frequency of revisions of the presented content, size of the text (number of A4 pages) and the number of expected links to other websites is provided for each element of the content.

supplemented with **links** to relevant official websites on policies concerned (stable structure, revision every 5 years, 1 page, 10 links).

5.2.2 Policy related information

Policy objectives

Policy measures, adopted by countries and international organisations, would be presented under the five policy objectives presented in **table 4** under paragraph 3.3.1: Policy objectives are not content *per se*, but rather a tool for structuring the policy measures.

The website would provide a short description of each policy objective and shortly refer to the most important international public policy statement(s) or documentation describing the objective, with relevant links to official websites providing further information (stable structure and content, one page text, 5 links).

Policy measures

The website would provide a short description of how to understand each policy measure listed under paragraph 3.3.2. (stable structure and content, one page text, no links).

The relevant policy measures taken in furtherance of a policy objective would be summarised in a table (summary table), following the template presented in **table 5** under paragraph 3.3.2 (stable template).

The summary table (using the aforementioned template) per country/international organisation and per PO would include links to relevant national/ international organisations' information sources (annual revision, 1 to 2 pages, 10 links).

Each policy measure listed in the summary table would be described in further detail in an additional table, following the template presented in **table 6** under paragraph 3.3.3. (stable template).

The detailed table (using the aforementioned template) per policy measure would include links to relevant national/ international organisations' information sources (biannual revision, 1 page, 2 links).

Policy life cycle

In its initial phase, the PO and therefore also the website, would present policy measures that are implemented. As explained in section 1 of the present report, stakeholders have particular interests in all stages of the policy life cycle and the PO would eventually have to provide information on the three stages of the policy life cycle described under paragraph 1.1.

When the PO is sufficiently developed to cover other policy life cycles than implementation, the total number of policy measures presented for each country/international organisation will increase. In turn, the summary table for each country/international organisation will become larger and the detailed table for the policy measures will need to be amended in order to specify the policy life cycle of the respective measures.

Good practices

An important goal of the PO is the identification and presentation of policy measures that can be viewed as good practices. Each country/international organisation may have developed one or two policy measures, which could be identified as good practice. Such practice could be identified as being “good” practice if it has efficiently contributed to reach the policy objective.

Each good practice would be presented through a table, as depicted in **table 7** under paragraph 3.3.4. The presentation of the good practice would not need a link to an external website as it would refer to the detailed description of the respective policy measure as described above (annual revision, 0,5 pages, no links).

Another option would consist in using the table describing each policy measure, as depicted in **table 7** under paragraph 3.3.3, provided the latter clearly indicates when the measure at hand is viewed as a good practice.

Whatever choice is made, what matters is that all policy measures falling within this category be easily accessible on the website (stable template, no links).

Supporting information

Supporting information refer to information supporting the understanding, formation and implementation of policy measures, such as:

- documents produced by relevant working groups
- reports and studies from EU and national projects, which could support policy development and implementation
- policy research notes produced by the PO upon IWT stakeholders’ request
- summaries produced by the PO to inform policy addressees in easy-to-understand language and explaining practical consequences.

Documents produced by relevant working groups could be easily referenced by a link in the summary tables for countries’/international organisations’ summary tables on policy measures. However, for all the other types of documents mentioned above, specific content needs to be provided by the PO, either through submenu pages or a repository of pdf documents. The number of documents will increase constantly over time. (annual additions, 2 pages, 3 links)

Policies and measures going beyond IWT

At a later stage of its development,²⁹ a decision would have to be made on the potential inclusion of policies and measures going beyond IWT. The website could limit itself to explaining and analysing foreseen or newly implemented EU policies and measures that are expected to have the most influential impact on IWT, as listed under paragraph 1.3. This list contains some 10 measures. Each measure should be summarised and its impact on the development of IWT in Europe analysed (annual revision, 3 pages, 3 links).

²⁹ This development would correspond to phase 2 of the PO.

5.3. Basic arrangement of the website

This report does not cover the design of the website. However, in the following proposals, the basic arrangement of the website is presented to support the possible future website design.

5.3.1 Home page

The PO home page should feature general information regarding the PO and its website, as described in paragraph 2.1.1.

The home page should also be the springboard to the most important information provided by the PO. Policy measures adopted by countries or international organisations to reach certain IWT policy objectives are the core of the information and thereby also the main elements of the basic structure.

The PO would further provide additional information, namely:

- information on the stage in the life cycle of a policy measure, as described in paragraph 1.1,
- general information on countries and international organisations, as described in paragraphs 3.1 & 3.2,
- information on policy measures seen as good practice, as described in paragraph 3.3.4.

Consequently, the generic ways of accessing information from the home page would be as follows:

- i. by country/international organisation, whereby the users should be able to select a country or an international organisation, through either a scrolling menu or an interactive map, and be directed to a brief presentation of the country or international organisation concerned.
- ii. by policy objective whereby the users should be able to select a policy objective and be directed to a short description of each policy objective in general and the most important international public policy statement(s) or documentation describing the objective, with relevant links to official websites providing further information.
- iii. by policy measures whereby the users should be directed to a short description of the policy measures in general.
- iv. by stage of the policy measures whereby the users should be directed to a short description of the policy life cycle in general.
- v. by good practices of the policy measures whereby the users should be directed to a short description of what constitutes good practice in general.

The diagram in **Annex 7** describes the search path in further details.

5.3.2 Content or submenu pages

Way i. as described above leads directly to a submenu page with content specific to a country or an international organisation, whereas ways ii. to v. lead to submenu pages with general content, but not content specific to a country or an international organisation. Therefore, each of the latter should allow the users to access specific information, such as all the policy measures for a certain country to achieve a certain policy objective.

Annex 8 provides an overview how the information available on the website for each country/international organisation is structured. This overview shows how supporting information could be arranged. This could support website designers when developing an architecture for the website.

6. Feasibility study

As indicated in section 2, services provided by the PO would be developed incrementally, in three phases, before becoming fully operational.

Phase 1 would correspond to the set-up phase of the project, which involves specific types of expenses.

Phase 2 would correspond to the progressive development of the website, as a descriptive tool.

Phase 3 would add a research, analytical facility to the PO.

After phase 3, the PO would transition into regular operation.

Resources needed and financing options may differ at each phase. For this reason, each phase is considered separately in the sections below.

6.1. Estimate of the resources needed

The estimation provided below is based on the expertise required for PLATINA3 and the fees established for it, which values a full time equivalent (FTE) at 150 000€ per year.

6.1.1 Resources needed for the set-up phase (phase 1)

The first phase would consist in setting up the PO. It would entail the verification and finalisation of the concept, the collection of information, the design of the website and the design of a communication strategy to make this new tool immediately known to stakeholders when it is effectively launched.

6.1.1.1 Resources needed to verify and finalise the concept

Verification and finalisation of the concept would include the following tasks:

- analysis, verification and updating of the concept and detailed proposal developed within PLATINA3, task 5.5
- organisation of feedback from stakeholders and potential beneficiaries
- documentation.

Our experience suggests that these tasks would require some 0,5 FTE administrator specialised in IWT or a programme specialist.

6.1.1.2 Resources needed for the content of the policy observatory

Information would need to be collected for

- at least 13 Member States and 3 international organisations
- 5 policy objectives
- 6 policy measures under each policy objective.

In the CCNR Secretariat view and based on the interviews conducted, at least 1 FTE administrator specialised in IWT would be needed in order to collect the necessary information. He/she should be associated to an IWT organisation that can provide both expertise on the content and administrative support.

6.1.1.3 Resources needed for the website

Based on the interviews conducted, the estimated cost for the design of the website would be about 15 000€:

- 12 000€ for the website³⁰
- 3 000€ for the graphic design (logo, visual identity).

As indicated before, we suggest that the website be initially available in English only. No translation cost would then have to be considered.

6.1.1.4 Resources needed for communication

To ensure a rapid uptake of the PO and thereby create the envisaged benefits early on, a dedicated and sophisticated communication, going beyond the website, would be called for. This communication should be based on a sound strategy, to be developed in the first phase of the PO. We estimate that roughly 0,1 FTE of a communication expert, familiar with the wider IWT sector, would be needed to develop the strategy.

6.1.1.5 Conclusion on resources needed in phase 1

Overall, the resources needed for the set-up phase are estimated as follows:

- 1,5 FTE: 225 000€
- costs for the development of the website by a specialised company: 15 000€
- costs for the communication: 15 000€.

Total cost estimated: 255 000€

We assume that phase 1 could be achieved within 1 year.

6.1.2 Resources needed in phase 2

The second phase would entail the regular update of information, the development of additional services (in line with the incremental development previously described), the maintenance of the website and regular communication to ensure that the PO is increasingly used and its societal benefits grow over time.

6.1.2.1 Resources needed for the content of the policy observatory

Information on at least 13 Member States and 3 international organisations would need to be regularly updated (with a frequency of every 1 to 5 years, depending on the topic; see **Annex 9** for further details on updating needs and frequency).

The PO would be further supplemented with information devoted to other policy life cycles (before implementation, after implementation) and to EU policies with impact on IWT. Other Member States (up to 30) and international organisations (up to 7) could also be progressively added to the list.

To perform these tasks, at least 2 FTE of administrators specialised in IWT would be needed. Of those 2 FTE, at least 0,5 would be needed only for maintaining the PO as developed in phase 1.

³⁰ The home page is the expensive part of the design; any additional page would cost an extra 250€.

6.1.2.2 Resources needed for the website

For the maintenance/update and hosting of the website *per se*, some 1000€/year would be needed.³¹

If the website is made available in additional languages, translation costs would have to be added. Translations costs are estimated at 10 000€ for each additional language (once, a single expense). Further translation cost would arise when information is updated. See **Annex 10** for details. The first language to be added should be German, which is the language most commonly used by professionals in the IWT sector. French and Dutch could also be added subsequently.

The number of languages would have no significant bearing on the cost for the maintenance/update and hosting of the website.

6.1.2.3 Resources needed for communication

Communication would be needed to ensure that the PO is increasingly used by all stakeholders. Our estimate is that it would require at least two press releases a year and possibly one event to communicate on the launching of a new phase in the project. Presence in social media would also need to be secured, for instance with one news item a month. Overall, we estimate that roughly 0,1 FTE of a communication expert, familiar with the IWT sector, would be needed to take over this task.

6.1.2.4 Conclusion on resources needed in phase 2

Overall, the resources needed for phase 2 are estimated as follows:

- 2 FTE: 300 000€
- maintenance and hosting of the website by a specialised company: 1000€
- communication: 15 000€.

Total cost estimated: 316 000€

Each additional language would add about 10 000€.

It is assumed that phase 2 would last 1 year.

If there is an intermediate stage between phase 1 and phase 2, where only the PO as developed in phase 1 would be maintained, at least 0,5 FTE per year would be needed.

6.1.3 Resources needed in phase 3

The third phase would continue to entail the regular update of information, the maintenance of the website and regular communication. In addition, a research capacity would be developed and would encompass the following features:

- collect research notes related to the content of the PO coming from other sources and make them available on the website
- elaborate research notes upon request of IWT stakeholders
- produce easy to understand summary notes explaining practical consequences of certain policy measures
- produce thematic analytical reports
- run/animate a discussion platform/hotline.

³¹ 600€ a year for maintenance, 200€ for hosting the website.

6.1.3.1 Resources needed for the content of the policy observatory

In order to develop and maintain the research capacity described above, a third FTE of an administrator specialised in IWT would be needed.

6.1.3.2 Resources needed for the website

In phase 3, the resources needed for the website would be similar to those in phase 2 (about 1000€ a year).

Only the translation costs may differ, as these would have to also cover the summaries, research notes and thematic reports produced by the PO secretariat beside the translation of the regular updates.

6.1.3.3 Resources needed for communication

Communication is needed to ensure that the growing number of services provided by the PO is known to, and used by, stakeholders. As for phase 2, our estimate is that at least two press releases a year, possibly one event to communicate on the launching of a new phase in the project and a regular presence in social media (e.g. one item a month), would be needed. Each thematic report or research note produced should further be adequately communicated to all stakeholders.

Overall, we estimate that roughly 0,1 FTE of a communication expert, familiar with the wider IWT sector, would be needed to take over this task.

6.1.3.4 Conclusions on resources needed in phase 3

Overall, the resources needed for phase 3 are estimated as follows:

- 3 FTE: 450 000€
- maintenance and hosting of the website by a specialised company: 1000€
- communication: 15 000€.

Total cost estimated: 466 000€

Each additional language would add potential translation costs as explained in paragraph 5.1.3.3.

It is assumed that phase 3 would last 1 year. If there is an intermediate stage between phase 2 and phase 3, where only the PO as developed in phases 1 and 2 would be maintained, at least 1 FTE per year would be needed.

6.1.4 Resources needed for the regular operation

The regular operation of the PO would entail the regular update of information, the maintenance of the website, the issuance of research notes, summary notes and thematic reports, the animation of a discussion platform/hotline and adequate communication to ensure that the PO keeps being used and that its productions are known to all stakeholders.

6.1.4.1 Resources needed for the content of the policy observatory

The full fledged PO would require regular updating for at least 13 Member States and 3 international organisations, the production of research notes upon request, and the animation of a discussion platform.

To perform these tasks, at least three FTE of administrators specialised in IWT per year would be needed.

6.1.4.2 Resources needed for the website

In the regular operation mode, the resources needed for the website would be similar to those in phases 2 and 3 (about 1000€ a year).

Translation costs may have to be added, in order to translate the updated information on the website and the research notes, summary notes and thematic reports produced by the PO secretariat.

6.1.4.3 Resources needed for communication

In the regular operation mode, the resources needed for the website would be similar to those in phase 2 and 3 (about 15 000€ a year).

6.1.4.4 Conclusions on resources needed for the regular operation

Overall, the resources needed for the regular operation of the PO are estimated as follows:

- 3 FTE: 450 000€
- maintenance and hosting of the website by a specialised company: 1000€
- communication: 15 000€.

Total cost estimated: 466 000€ per year.

Each additional language would add potential translation costs as explained in paragraph 5.1.4.2.

6.1.5 Overall conclusion on resources needed

	Phase 1	Phase 2	Phase 3	Regular operation
PO	225 000	300 000	450 000	450 000
Website	15 000	1000	1000	1000
Communication	15 000	15 000	15 000	15 000
Total (without translation costs)	255 000	316 000	466 000	466 000

Table 8: Resources needed for the PO

The above table does not contain potential costs for translation when adding other languages to the initial version in the English language. The cost for translation varies with the content to be translated.

6.2. Sources of funding

6.2.1 Options available

A PO would need to be institutionalised and supported by a long term and stable source of funding, warranting continuity of the project overtime. Only then would a PO be of value for the sector.

Financing the policy observatory could theoretically stem from the following sources:

- a) the IWT profession through the IWT platform, social partners, etc...
- b) Member States' administrations
- c) users through fees imposed upon them
- d) relevant international organisations (UNECE, CCNR, DC) or a consortium thereof

e) EU instruments.

Based on the interviews carried out, EU funding should be favoured for the following reasons.

- i. The IWT profession could use part of the inland navigation reserve fund to set up and develop the PO through to phase 3. However, sector representatives consider a PO implemented by a third party as not efficient for their members. Therefore, they would not mobilise the reserve fund if the PO were to be implemented by a third party. This would ensure that the PO duly considers the needs of the IWT profession. However, it may not have the funds to support the PO in the long run. Furthermore, the PO is not for the sole benefit of IWT operators. EU institutions, Member States' administrations and shippers are also meant to use it. For these reasons, the Reserve Funds seems adapted to co-finance part of the PO.
- ii. Member States' administrations could possibly provide a one-time payment but may struggle to commit to long term contributions. However, Member States could take charge of the costs for the initial translations of the PO.
- iii. Conditioning access to the payment of a fee would run against the objective of making the PO easily accessible to all. It would also fail to warrant sufficient and predictable funding overtime and it may threaten the required perception of neutrality and expertise of the PO.
- iv. Financing through a consortium of organisations would suppose the conclusion of arrangements that would require time and resources, with no guarantee of a positive and lasting result. If reached, it may be subject to reconsideration overtime, which could threaten the permanence of the PO. However, if one of the international organisations hosts the PO, it could take charge of the costs for translations and administrative support.
- v. A PO solely funded by the EU would be simple and more visible. This solution would also be consistent with the objective of the PO, as a tool helping to design future EU policies in support of IWT and to monitor implementation of existing policies. It would convey a sense of trust and expertise to the IWT stakeholders using the service, which may in turn encourage them to provide input and feedback. However, as EU funding is bound to funding periods, long term consistency is not guaranteed with EU funding either.

6.2.2 The favoured option: EU funding in two stages

Even though EU funding is the favoured option, there are considerable hurdles to overcome. The PO is not explicitly mentioned in the NAIADES III action plan, which hinders possible EU funding.

Sources of EU funding would be different for the set-up of the PO and its effective, permanent operation. Moreover, as almost all EU funding is project funding, it seems difficult to fund the effective permanent operation of the PO via such funding.

6.2.2.1 An EU research project to fund the PO in its set-up phase (phase 1)

An EU programme such as CEF technical assistance would be the ideal option to cover the costs of the PO in its set-up phase.

Moreover, also funding through the INTERREG Europe programme could be explored.³² This programme is known to primarily promote cross-border, regional cooperation. However, national authorities may also benefit from it. The PO would fall within the material scope of the programme, which aims to help national governments develop and deliver better policy and share good practices towards growth and a better quality of life. It is open to all EU Member States and also covers Switzerland. Third countries could participate on their own cost. If an application to such funding was

³² Budget of € 379 M for the period of 2021-2027.

to be developed, it should be explored if information from IWT-countries outside the geographic scope could be funded via “costs for external expertise and services”. Co-funding would need to be identified. This could come from Member States or the Reserve Fund for example.

If impossible to gain EU funding for phase 1 of the PO, EBU and ESO could be contacted to consider funding by means of a request to acquire funding from the Reserve Funds. On the one hand, the IWT reserve fund has sufficient means for covering the cost of phase 1, and on the other hand, the companies and associations active in IWT would highly benefit from the PO. However, and for the reasons described in paragraph 5.2.1, it would have to be clear from the outset that funding from other sources are secured for the subsequent phases of operation of the PO.

6.2.2.2 An EU programme to fund the PO on a permanent basis (phases 2, 3 and beyond for regular operation)

The Connecting Europe Facility (CEF) allocates a budget for a period of 7 years to three main domains including transport, with the aim to promote growth, jobs, greening and digitisation. Financing under the CEF programme would permit to secure funding for a time span of 3 to 7 years.

As it is already the case for the CESNI and the Market Observation for Inland Navigation in Europe, the PO could qualify for EU funding under the CEF as it would be instrumental in building synergies among Member States and in designing appropriate policies within the EU to achieve the objectives of the CEF.

To gain funding from the CEF would however require a very strong support by Member States in the negotiations on the allocation of the CEF budget.

If a mid- to long term programme finances the project, the costs incurred on FTEs may be lower than those presented in section 2.

6.2.3 Translation cost: Funding by Member States

The main beneficiaries of translations would be the national administrations and enterprises using the specific languages. Therefore, it could be argued that Member States having a strong interest in having the PO translated should provide the budget for doing so. The CESNI provides an example for this approach.

6.3. Ways to ensure the regular update of the website and keeping it fit for purpose

Once implemented, the PO would have to be regularly updated, in a similar fashion as the Market Observation. As IWT policies are much more stable than the IWT market, regular policy updates and reports would not be as frequent nor generate as much work as the Market Observation.

To ensure timely reporting of policy changes in countries or international organisations, we suggest that a steering committee should be created, where IWT countries, international and professional organisations, would report on important developments. The steering committee could meet twice a year, preferably virtually.

Besides the information exchanged within this framework, the PO secretariat would engage in desk research and bilateral talks to identify developments and topics, which are important for the PO.

Another option would consist in designating a liaison officer in each country. However, this option does not allow collective exchanges and discussions, where each country learn from the others. In addition, liaison officers are likely to be busy with other more pressing matters and slowly lose interest in updating the PO. It would not be sufficient in phases 2 and 3 of the project.

The proposed way of ensuring the regular update of the PO would not trigger any significant additional costs.

6.4. Feasibility of hosting the PO

Establishing the PO as a stand-alone organisation is not viable, as the associated indirect cost would be prohibitive. Nevertheless, there are several organisations which could potentially host the PO and provide the stable environment the PO would need in order to become a reliable tool for the European IWT sector. These organisations and platforms are

- a national IWT administration
- the Central Commission for the Navigation of the Rhine (CCNR), an intergovernmental organisation of 5 Member States entrusted with the protection and promotion of free navigation on the Rhine
- the Danube Commission (DC), an intergovernmental organisation of 11 Member States entrusted with the protection and promotion of free navigation on the Danube
- the United Nations Economic Commission for Europe (UNECE), a UN regional commission of 56 Member States entrusted with the promotion of pan-European economic integration
- a consulting company specialised in IWT
- the IWT Platform, a structure common to the two representative organisations of the professional sector (EBU, ESO) and aiming to make the voice of these organisations better heard before international fora involved in public policy for IWT
- Inland Navigation Europe (INE), a structure composed of IWT administrations from EU Member States and aiming to promote IWT within the EU
- the European inland barging innovation platform (EIBIP), a European platform of regional innovation facilitation centres aiming to promote the uptake of innovation in IWT.
- A new and independent not for profit organisation to be implemented for this specific purpose of managing and implementing the PO
- The European Commission

The following criteria can be used as guidance to define a suitable organisation for the hosting of the PO:

The main cost of the PO would be for personnel. Personnel cost and their efficiency would have therefore the strongest impact on the cost effectiveness of the choice of the PO's hosting.

The main expertise required for maintaining and operating the PO would be IWT policies and measures on national and EU level.

Synergies arise when the host organisation is already involved in activities similar or complementary to the PO.

Users of the PO would expect the PO to exhibit neutrality, in particular when allocating resources for the analysis and presentation of national policy measures. It is assumed that the hosting organisation is neutral in relation to the choice of the PO's content and the service of its users if the organisation is not linked to one country at all or when it has a strong link to many countries.

The stability of the hosting of the PO can be assumed when the hosting organisation itself is economically and politically stable and when the support for the hosting within the organisation is stable over time.

7. Conclusion

The present report shows that there is a need for a PO and that it is possible to create it and make it a permanent tool for the benefit of IWT stakeholders. It would be organised around 5 policy objectives that would echo the objectives set out in the NAIADES-III programme. Under each policy objective, 6 types of policy measures would be distinguished and presented by country. The PO would also provide easy access to good practices in the field of IWT policy. The PO would therewith constitute a comprehensive and easily accessible source of information for the sector, in addition to providing easy-to-read summaries of policy decisions and policy research notes. The PO would strengthen cross-border cooperation in policy development and implementation as well as dissemination of research and thereby support innovation. Thus, the PO could become an efficient tool permanently supporting EU and national policies for the promotion of IWT in Europe.

The overall objective is to accelerate the policy making cycle related to the NAIADES-III action programme, involving and mobilising both the EU and national level. The full policy making cycle entails an iterative and adaptive policy process, which includes

1. policy formation;
2. policy adoption;
3. policy implementation;
4. policy implementation evaluation; and
5. policy maintenance.

The PO proposed in this report is thereby seen as an essential component that supports and that is embedded in different stages of this policy making cycle.

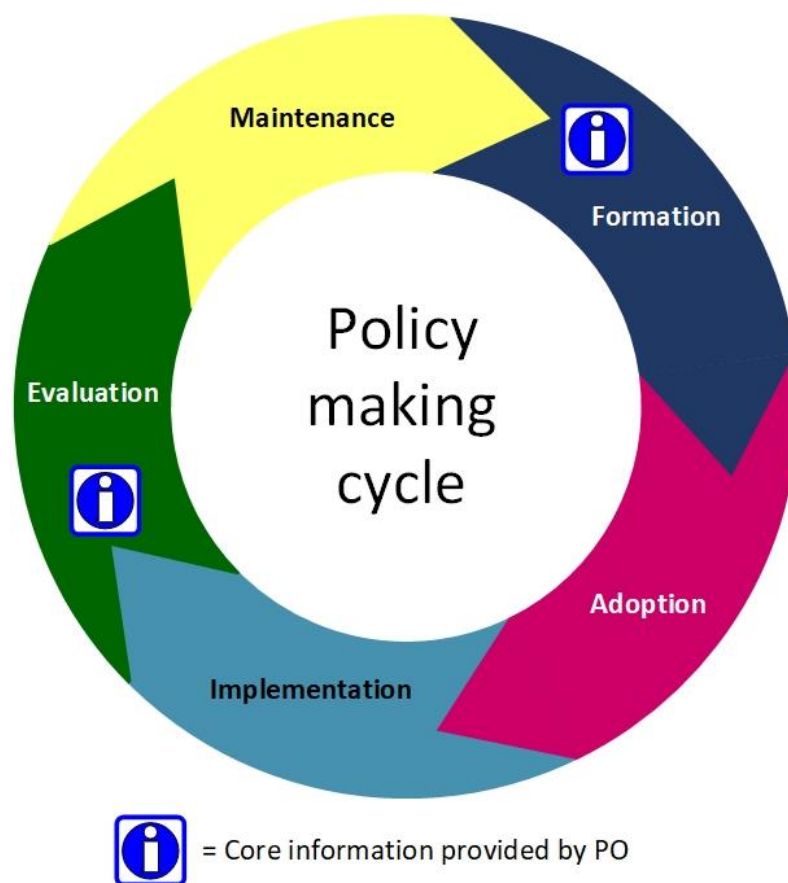


Figure 2: The PO in the policy making cycle

The proposed PO serves the purpose of providing a knowledge and evidence base, that provides factual information needed for crucial stages in the policy making cycle. This particularly pertains to the policy formation (e.g. identification of relevant government programmes, information gathering) and the policy implementation evaluation stages. The PO focuses on information gathering on the implementation status and impacts of existing policy actions. In doing so, the PO shall contribute to

- learning from good practices (of effective policy actions) at the EU and national level (thereby providing input to the policy formation stage);
- close monitoring of the implementation status and impacts of NAIADES-III actions at the EU and national level (thereby providing input to the policy implementation evaluation stage).

The creation of a PO is therefore not a goal in itself. It is a means to an end, namely to contribute to the overall objective of accelerating the policy making cycle related to the NAIADES-III action programme. The PO is seen as an important enabler of a full policy making cycle. The design and adoption of such a cycle is beyond the scope of this Deliverable and even beyond the scope of the PLATINA3 project. It is recommended that a dedicated policy making cycle – encompassing all 5 stages and including defined inputs of the PO — shall be designed and agreed in close cooperation with the EC and Member States. This way it shall be ensured that the proposed PO effectively contributes to the achievement of the NAIADES-III policy objectives.

ANNEX 1 – Summary table of the NAIADES III Action plan

NAIADES III (2021-2027)		
GOALS	Policies	Measures
MODAL SHIFT 2030: + 25% (rail+IWT) 2020: + 50% (rail+IWT)	1. Infrastructure	Waterways - ensure good navigation status through rehab and maintenance (financing and EU controls for better coordination) - complete and upgrade the network (TEN-T) - provide reliable information on navigation status through digital tools (RIS)
	Fleet modernization For climate-adaptable vessels, able to sail on low waters	Financing
	2. Intermodality Integration into multimodal mobility and logistics systems	- Port infrastructure: promote multimodal platforms and transshipment nodes, esp. in cities - Digitisation: cross-transport digital information services (smart & connected mobility) - Legal framework: modernise the Combined Transport Directive ³³
	3. Level playing field for sustainable transport modes (“polluter pays” principle)	- Streamlined internalisation of external costs, to encourage recourse to sustainable transport modes: emissions trading, infrastructure charges, energy taxes...
	4. Well-functioning internal market	- Fitness check of current access to the market rules
ZERO EMISSION By 2050	1. Fleet modernisation Towards ZERO emission vessels Zero emission vessels ready for market by 2030	- Financing R&D - Regulatory and financial incentives (certification procedure for zero emission vessels)/ guidelines on State aid - Promote synergies among small operators (through IWT platform)
	2. Infrastructure	Waterways - integrated approach when investing in transport infrastructures, for

³³ Directive 92/106 of 7 December 1992.

NIADES III (2021-2027)		
GOALS	Policies	Measures
	Greening ports and waterways	<p>environmental and climate friendly infrastructures</p> <p>Inland ports develop incentives for inland ports to become</p> <p>a) zero emission infrastructures for vessels: - recharging and refuelling infrastructure for zero emission vessels (to be deployed by 2030) - waste reception infrastructure - intermodal hubs for urban logistics</p> <p>b) zero emission infrastructures beyond transport - best practices for environmentally sustainable port management and operations</p>
	<p>3. Digitisation</p> <p>RIS deployment complete by 2030</p> <p>Digital transformation of business models and processes</p> <p>Automated navigation at large scale by 2030</p>	<p>- Develop a roadmap for digitisation and automation</p> <p>- Financial support to develop an autonomous freight feeder loop service suitable for commercial use</p>
	<p>4. Attractive and suitable jobs</p> <p>Clarify and improve social legal framework (working time, social security, posting)</p> <p>Support current and future workforce in IWT</p>	<p>- Fitness check study on EU Social security and posting</p> <p>- Modernise crewing requirements and ensure compliance thereof through digital tools</p> <p>- Develop skills (eg: standard for alternative fuel operations, and environment-friendly and efficient vessel operation (eco navigation))</p>

Table 9: NIADES III (2021-2027)

ANNEX 2 – Interviews conducted to prepare this report

Contributions from PLATINA3 partners:

- **Manfred Seitz**, Director General, Danube Commission
- **Laure Roux**, Administrator in charge of economic affairs, CCNR Secretariat
- **Gerard Guth**, IT administrator, CCNR Secretariat
- **Lucie Fahrner**, Communication officer, CCNR Secretariat
- **Nik Delmeire**, Coordinator, European IWT Platform
- Martin Quispel, project coordinator PLATINA3, project manager and expert at SPB/EICB

Interviews with other experts:

- **Hugues Van Honacker**, Senior expert, Team Leader inland navigation policy, European Commission
- **Barbara Schäfer**, Head of Unit, International Inland Waterway Transport Policy, Inland Waterway Transport, Law and Sustainability, Recreational Shipping, Federal Ministry for Digital and Transport, Federal Ministry for Digital and Transport, Germany
- **Susanne Dürscheid**, Policy Officer, Policy Strategies, Approaches and Financial Assistance Programmes to Promote the Competitiveness of Shipping and Ports Federal Ministry for Digital and Transport, Germany
- **Muhammed Elemenler**, Policy Officer, International Inland Waterway Transport Policy, Inland Waterway Transport, Law and Sustainability, Recreational Shipping, Federal Ministry for Digital and Transport, Germany
- **Andreas Knecht**, Deputy Head of Unit, Policy Strategies, Approaches and Financial Assistance Programmes to Promote the Competitiveness of Shipping and Ports, Federal Ministry for Digital and Transport, Germany
- **Thomas Royal**, in charge of economic development of IWT, Ministry of Ecological Transition, France
- **Valérie Cornet**, Delegate for land transport, Fluvial AUTF (representing shippers in France)
- **François Bouriot**, Deputy to the president, E2F (representing IWT operators)
- **Emmanuel Winstein**, Web Designer and head of the company contracted for the website of the CESNI, la couleur du zèbre, Strasbourg

ANNEX 3 – Other POs consulted

To design the concept of an IWT policy observatory, other examples of policy observatory were consulted, which can be classified into three main types:

1. observatories listing funding programmes, to facilitate access thereto by stakeholders (EIBIP-European inland barging innovation Platform)
2. observatories run by research institutes providing an inventory of ongoing research and innovation (<https://www.inlandwaterwaytransport.eu/iw-net-project/>)
3. public policy observatories on public policies for a specific sector.

- The European employment policy observatory (EEPO)

<https://ec.europa.eu/social/main.jsp?catId=1086&langId=en>

The European Employment Policy Observatory (EEPO) aims to improve European and national policy-making by providing information, analysis and insights on the design, implementation, monitoring and evaluation of policies.

The EEPO provides three main types of services:

- information and insights on the design, implementation, monitoring and evaluation of employment policies in Member States
- produce high quality papers, through a network of experts
- a newsletter informing on the latest developments

It also produces a regularly updated catalogue of measures adopted by Member States, specifying for each measure the objectives, the budget allocated and to what extent they implement an EU policy.

- The website of the European Environment Agency (EEA) provides data to keep track of implementation, by Member States, of EU greening programmes and policies.

<https://www.eea.europa.eu/themes/climate/national-policies-and-measures/national-policies-and-measures-on-1>

- The website of the OECD on public policy provided insights on ways to present best practice and innovation

<https://oecd-opsi.org/guide/public-policy/>

- The open future observatory is a tool to monitor EU strategies related to the development of an EU-wide digital public space, from the stage of their discussion to the stage of their implementation.

<https://openfuture.eu/observatory/>

- The OECD AI Policy Observatory provides data and multi-disciplinary analysis on artificial intelligence. It is relevant for the categories of measures distinguished and the layout of the website <https://oecd.ai/en/>

- The ITF does not maintain a policy observatory per se but publishes policy insights and analyses which could provide models for the production of similar analytical papers at the next steps of the IWT PO (phase 3).

These websites have inspired us to determine what an IWT PO could deliver and which categories should be distinguished, even though categories selected mostly depend on the sector analysed.

ANNEX 4 – Policies and measures identified as good practices

The following measures were presented as good practices in the desk research or during interviews conducted to produce this report.

1. A two-tier legal framework providing both stability and reactivity (D)

In Germany, the Federal Government's IWT policy is supported by two statutes³⁴ which are stable overtime. These statutes clearly delineate the tasks, but also competences, responsibilities and processes for government departments and administrations. Discussions on who is responsible for what are therewith avoided and each administration can fully engage in its mission for the promotion of IWT over a long-time span.

This stable framework is supplemented with decrees ("Verordnung"), which regulate daily tasks of administrations. This method enables an easy and swift adjustment to new developments.

This two-tier legal framework seems particularly suited to support proper implementation of policy objectives.

2. A national Action plan of measures over a long period of time (AT)

Since 2007, Austria adopts a long-term national action plan listing measures to implement political objectives and strategies in a systematic, continuous and transparent manner.³⁵

3. Partnership agreement between the government and the sector

The Dutch "Green Deal on Maritime and Inland Shipping and Ports" or the French "Engagement pour la croissance verte" ("ECV Green Deal"),³⁶ are non-binding agreements of cooperation concluded between the ministry of transport and public and private stakeholders of IWT (including transport undertakings, ports, navigation authorities, infrastructure managers, etc..). Although non-binding, these agreements set clear and well-documented common objectives and benchmarks that are easily accessible to all stakeholders. Such agreements help enter into a more structured relation with the various stakeholders of the sector.

It seems particularly suited for greening policies, whose success largely depends on the commitment of the private sector and the synchronised action of all stakeholders.

4. Funding database (EIBIP)

It proves often difficult for companies to mount a case for funding or financing. A database providing an up-to-date overview of funding possibilities in the EU Member States would be very useful for the private sector.

The project was initially funded within Platina I but and was followed up by EIBIP. (European inland barging innovation Platform) but was not followed-up by EC support afterwards.³⁷ The European investment bank also provides a platform to look for funds. However, it is not IWT specific and only focuses on EU fundings.³⁸

³⁴ Wasserstraßengesetz (Law on Waterways), Binnenschiffahrtsaufgabengesetz (Law on Tasks related to Inland Navigation).

³⁵ First named "Austrian Nationaler Aktionsplan Donauschiffahrt" (NAP) (in place since 2007), then morphed into the "Aktionsprogramm Donau" (in place until 2022), which will be further extended later this year.

³⁶ signed on 6 July 2021.

³⁷ [Funding possibilities - EIBIP](#); the database was developed within an EU funded project under CEF PSA.

³⁸ [Find the support your project needs \(eib.org\)](#). See also <https://greenchecker.eib.org/>.

A lasting and up-to-date database for IWT is needed. This tool could be an integral part of the PO. Long-term financing would be needed to relaunch such a project as presented in the PLATINA3 Deliverable 2.5.

5. Coalition agreements or government programmes (D, NL, AT, RO)

Coalition agreements or government programmes are the earliest indicators of policy priorities of newly formed governments. Detailed analysis of such agreements or government programmes for countries with significant inland navigation could be an important element of a future IWT policy observatory.

Getting priority policies for IWT into coalitions agreements or government programmes elevates the policies' visibility and increases the likelihood that they will be implemented during the tenure of the respective governments.

6. Using extraordinary funding opportunities for IWT (EU, NL)

At times, the EU budget provides for extraordinary funding opportunities which could also benefit to IWT. Making use of these opportunities for IWT, as, apparently, the Netherlands intends to, by using resources from the Recovery and Resilience Facility (RRF) to support the greening of the IWT fleet, would constitute a good practice.

In search for good practice

Several interviewees indicated that good practices in the field of modal shift would be particularly useful.

ANNEX 5 – Case Study: FRANCE

1. Brief presentation of IWT in France

The « domaine public fluvial » in France counts 8500 km of navigable waterways, of which 6700 km are navigable. 1730 km thereof is of international importance.³⁹ 60% of these waterways are class I waterways according to the AGN classification (below 400T), 30% are class IV to VII waterways (beyond 1000T), most of which are concentrated on the Rhine, the Seine and the Rhône.

IWT only counts for 4% of freight transport in France. 30% is concentrated on the Seine corridor, with about 16 M tons of goods carried in 2019.⁴⁰ The modal share of IWT on this corridor is at about 7%, against 2,3% in France in general, and 13% in Germany, 18% in Belgium or 37% in the Netherlands.⁴¹

The French freight fleet counts about 1100 vessels, operated by about 1000 companies, 97 % of which count less than 10 employees.⁴² The turnover in freight in 2016 was at about 274 M €, as opposed to 1,06 billion € in rail and 47,6 billion € in road transport.

The French passenger fleet counts about 400 vessels⁴³ for a turnover of about 700 M €.

Additional information can be found under the following links:

Market observation annual report 2021-II, p. 21, <https://www.ccr-zkr.org/13020800-fr.html>

VNF, Rapport d'activité 2020, <https://www.vnf.fr/vnf/brochure-et-lettress/rapport-dactivite-2020-de-voies-navigables-de-france/>

ADEME, efficacité environnementale et énergétique du transport fluvial de marchandises et de personnes, 2019, <https://bibliothec.ademe.fr/air-et-bruit/775-efficacite-energetique-et-environnementale-du-transport-fluvial-de-marchandises-et-de-personnes.html>

National annual statistics:

- <https://www.statistiques.developpement-durable.gouv.fr/edition-numerique/chiffres-cles-transport-2021/21-transport-fluvial-de-marchandises>

- <https://www.vnf.fr/vnf/brochure-et-lettress/les-chiffres-du-transport-fluvial-en-2018/>

2. Institutional structure to adopt and implement policies

2.1 Structure

IWT administration in France is essentially divided between “Voies Navigables de France” (VNF), a public administration specialised in waterways and placed under the supervision of the ministry of transport, and a department of the ministry of transport specifically devoted to IWT (MOT).

³⁹ <https://www.ecologie.gouv.fr/generalites-sur-transport-et-reseau-fluvial-en-france>

⁴⁰ VNF, Rapport d'activité 2020 ; <https://www.vnf.fr/vnf/brochure-et-lettress/rapport-dactivite-2020-de-voies-navigables-de-france/>

⁴¹ Schéma d'aménagement fluvial de la Seine, 2019, <https://www.driea.ile-de-france.developpement-durable.gouv.fr/schema-d-amenagement-fluvial-de-la-seine-a5679.html>

⁴² ECV, p. 8

⁴³ ECV

a) The Ministry of Transport (MOT)

The Ministry of transport⁴⁴ includes a directorate on “infrastructures, transport and the sea” (DGITM). The DGITM comprises a department devoted to IWT, which is divided into two units, dealing respectively with infrastructure and services (referring to the fleet and transport transactions).⁴⁵

The latter unit also supervises VNF (see below).

b) VNF (Voies Navigables de France)

Voies Navigables de France is a public service which manages most of the French waterways (6700 km out of 8500 km). The remaining waterways are managed by EDF, the CNR (see below) and local authorities⁴⁶.

Its missions, restrictively listed by law,⁴⁷ cover all uses of the waterways,⁴⁸ from hydroelectric power to territorial development, environmental protection and IWT. In the field of IWT, its missions include: to maintain navigability of waterways and access to port facilities, to execute or supervise execution of new infrastructures, to transmit notices to skippers on the state of navigability, to draw statistics, to deliver certificates required for navigation⁴⁹.

VNF is in principle in charge of inland ports, except for the two main ones (Paris and Strasbourg) which are administered through a separate, independent, public administration (so-called “Ports autonomes”).

c) EDF and the CNR

● **The CNR⁵⁰ is in charge of the integrated management of the Rhône River (covering the production of hydroelectricity, IWT and agricultural use) by a PPP (“concession”) concluded with the State.** The concession covers the management of 330 km of waterways.

It was renewed until 2041 by the “Rhône Development law” of February 28, 2022, which enshrines the goals and commitments taken by the CNR when concluding the PPP.

These primarily revolve around the ecological transition and carbon neutrality and represent an investment of more than 1 billion euros.⁵¹

● EDF is in charge of the integrated management of the Alsace canal through a PPP (“concession”) concluded with the State. In this capacity, it manages 8 locks between Kembs and Strasbourg, whereas VNF manages the Gamsheim lock and the Caring center.

d) The agency for the ecological transition (ADEME)

The ADEME is a public service (EPIC) supervised by the MOT and the ministry of higher education, research and innovation. It finances projects which contribute to the ecological transition, including in IWT.

⁴⁴ Under the current setting, the MOT is part of a ministerial pole comprising three different ministries: the ministry of the ecological transition, the ministry of cohesion of territories and relations with local authorities, and the ministry of the sea.

⁴⁵ The third directorate is devoted to maritime affairs. The General Directorate also comprises a Service of general administration and strategy (« service de l’administration générale et de la stratégie »).

⁴⁶ In Brittany, the waterways (exclusively used for leisure) are managed by the local authority.

⁴⁷ Statute of 24 January 2012.

⁴⁸ Decentralised territorial units (the regions) may request the management of waterways which are not of national importance. However, none of the regions have used this possibility as it triggers more costs than revenues.

⁴⁹ See code des transport, art. L-4311-1 to L 4316-14.

⁵⁰ <https://www.cnr.tm.fr/en/river-transport>

⁵¹ <https://www.cnr.tm.fr/en/cnr/what-is-cnr/>

e) Parliament

Many public policy objectives and measures are enshrined in legislation. As such, their adoption supposes a discussion and a vote by the parliament.

2.2 Processes

a) Statutes

IWT public policy objectives usually fit in larger public policy schemes aiming at planning transport mobility, energy transition or greening of the economy. These policy objectives are normally described in statutes.

Among the relevant statutes, we can quote:

- the statute n° 2009-967 of 3/8/2009 “de programmation relative à la mise en œuvre du Grenelle de l’environnement »
- the statute of 17/8/2015 “transition énergétique pour la croissance verte” ;
- the statute of 8/11/2019 on energy and climate (loi n°2019-1147 relative à l’énergie et au climat) which enshrines a “Plan for climate” intended to implement the Paris agreement to reach carbon neutrality by 2050;
- the statute of 22/08/2021 on climate change (Loi no 2021-1104 du 22 août 2021 “portant lutte contre le dérèglement climatique et renforcement de la résilience face à ses effets”), which sets as a goal a doubling of the modal share of freight IWT by 2030 (art. 131⁵²);
- the statute of 6/8/2015 “pour la croissance, l’activité et l’égalité des chances économiques” (loi Macron) ;
- the statute of 26 December 2019 orienting mobilities (loi d’orientation des mobilités- “LOM”) which lays down the programme of investments in transport over a long-time span;⁵³
- the law on the budget is of paramount importance for the development of IWT, as it provides the funds for the operation, maintenance and development of waterways, for the administration, for various programmes, such as the “plan de relance” (30 billions €) or the so-called “programmes d’investissement d’avenir” (PIA, to cofinance innovative projects⁵⁴) that also benefit to IWT, as well as subsidies specifically granted in support of IWT.

b) Decrees

Policy measures specific to IWT are then usually adopted by decree of the MOT.

As an example, a national strategy for low carbon emissions (“Stratégie nationale bas carbone”- SNBC)⁵⁵, a roadmap to achieve carbon neutrality by 2050,⁵⁶ including in IWT,⁵⁷ was adopted by decree and is regularly updated.⁵⁸

⁵² France has set the goal of doubling the modal share of rail freight and halving the share of river traffic in domestic freight transport by 2030, by mobilizing all the public and private players involved.

⁵³ This statute replaces a similar statute (loi d’orientation des transports intérieurs- LOTI) dating back from 1982. On its basis, an ordinance specifically devoted to IWT was adopted. This ordinance however entails administrative rather than policy measures.

⁵⁴ €20 billion in 2020, of which 11 fall within the “plan France relance”.

⁵⁶ Revised in 2018-19

⁵⁷ <https://www.ecologie.gouv.fr/strategie-nationale-bas-carbone-snbc>, full report, pp. 22, 83.

⁵⁸ First adopted in 2015 on the basis of the statute of 17/8/2015 « Transition énergétique pour la croissance verte », then revised in 2018-19 and in 2021 (decree of 21 April 2021), on the basis of the statute of 8/11/2019 on energy and climate.

Concessions entrusting a private company with the management of a waterway are also usually concluded by decree.

c) Contracts with waterway managers

With VNF

A “contrat d’objectifs et de performance” (COP) was signed with the MOT on 30 April 2021, whereby the State expresses the policy it intends to pursue over the next ten years through its operator VNF. Goals are set towards a 10-year time span, with the clear intention to make IWT a pillar of greening by 2030.⁵⁹

With CNR

Terms of reference and a blue print (“schema directeur”), concerted with the MOT for a 5-year time span, pave the way towards the goals set out in the statute that grants the concession to the CNR.

With EDF

A five-year framework agreement was signed between EDF and VNF on 22 June 2021 to enhance mutual cooperation on IWT.

d) Roadmap agreement among public and private actors: “Engagement pour la croissance verte” (ECV)

A non-binding Roadmap agreement was signed by the MOT, the Ministry of economy & finance, other public actors (VNF, ADEME⁶⁰, local administrations), representatives of private companies and associations on 6 July 2021, to agree on a common roadmap towards greening of IWT.⁶¹ The roadmap contains mutual, quantified, commitments to be reached within a specified timeframe (6 months).⁶²

3. Description of policies adopted and measures taken

3.1. PROMOTION OF INTERMODALITY AND MODAL SHIFT

Short description of policy objective

Integration of IWT into multimodal mobility and logistics systems

Relevant national Statements and Documents

⁵⁹ The COP contains the following commitments:

- infrastructure (VNF is endowed with € 3 billion to maintain, restore, modernise and create infrastructures)
- digitisation
- logistics development
- support to the workforce
- modernisation of the economic model.

⁶⁰ Agency in charge of ecological transition

⁶¹ The ECV lists 5 objectives:

- greening of IWT
- reduction of pollutant emissions by 20% within 10 years
- electric power supply at quay
- spreading solutions for low carbon energy
- master environmental impact.

- The Statute of 22/08/2021 on climate change (Loi n° 2021-1104 du 22 août 2021 “portant lutte contre le dérèglement climatique et renforcement de la résilience face à ses effets”) sets as a goal a doubling of the modal share of freight IWT by 2030 (art. 131⁶³);
- The SNBC is a roadmap towards carbon neutrality, promoting modal shift, including towards IWT;
- The “Rhône Development law” of 28 February 2022 enshrines a commitment to double the share of freight transport and to increase passenger transport by 30 % by 2030;
- The COP signed between the MOT and VNF on 30 April 2021 sets as an objective to make IWT a pillar of greening by 2030⁶⁴ and to increase the proportion of freight carried by IWT by 50% by 2030.⁶⁵

⁶³ Loi n° 2021-1104 du 22 août 2021 portant lutte contre le dérèglement climatique et renforcement de la résilience face à ses effets, <https://www.legifrance.gouv.fr/jorf/id/JORFTEXT000043956924> « *La France se fixe pour objectif de tendre vers le doublement de la part modale du fret ferroviaire et l'augmentation de moitié du trafic fluvial dans le transport intérieur de marchandises d'ici 2030, en mobilisant l'ensemble des acteurs publics et privés concernés* ».

⁶⁴ The COP contains the following commitments:

- infrastructure (VNF is endowed with 3 billion € to maintain, restore, modernise and create infrastructures)
- digitisation
- logistics development
- support to the workforce
- modernisation of the economic model.

⁶⁵ In 2020, just over 50 million tons were transported by inland waterways. It should reach 75 million tons by 2030.

3.1.1 Measures taken to achieve the policy objective

	Type of measures	Description of measure	Institution in charge
1.	Financing/funding		
1.1	Subsidies	to increase number of vessels (PAMI, PART C- to help acquire first vessel for newly established operators) ⁶⁶	A, F: MOT I: VNF
		to facilitate intermodality (PAMI, PART B- integrate IWT in supply chains) ⁶⁷	A, F: MOT I: VNF
		to promote container inland shipping and support combined transport (AMI - appel à manifestation d'intérêt) ⁶⁸	A, F: MOT I: VNF
		to promote modal shift (PARM) ⁶⁹	A, F: MOT I: VNF
1.2	Soft loans & interest relief	to create IWT undertakings in freight transport ⁷⁰	A: MOT F: VNF I: "Initiative France", a network of associations funded by MOT
1.3	Tax cuts & reduction of fees	tax exemption on fuel (TICPE) ⁷¹	A: MOT
		reduction of handling costs at IWT terminals ⁷²	A, I: private company, through negotiations with government
2.	Regulation		
3.	Information & advice		
3.1	Awareness	awareness campaigns to encourage modal shift from road to IWT, rail and maritime ("REMOVE")	F: Private funds obtained through public obligation (CEE) I: VNF

⁶⁶ <http://www.fluvial.developpement-durable.gouv.fr/aides-a-la-modernisation-a-l-innovation-et-la-r107.html>

⁶⁷ <http://www.fluvial.developpement-durable.gouv.fr/aides-a-la-modernisation-a-l-innovation-et-la-r107.html>

⁶⁸ <https://www.ecologie.gouv.fr/transport-combine>; adopted on the basis of the Statute n° 2009-967 of 3/8/2009 "de programmation relative à la mise en œuvre du Grenelle de l'environnement".

⁶⁹ <http://www.fluvial.developpement-durable.gouv.fr/le-plan-d-aide-au-report-modal-parm-2018-2022-a218.html>

⁷⁰ <https://www.initiative-france.fr/espace-info/liste-categories/17-presse/305-prefluviaal.html>

⁷¹ Since 2010 and extended to passenger IWT in 2021 (the finance law).

⁷² Handling costs to load and unload containers to/from a barge are higher than similar costs to/from lorries or trains. Through negotiations, MOT led a private company (CGA-CGM) to apply the same amount of handling costs for IWT in terminals of Le Havre and Fos-Marseille from 1 April 2022.

3.2	Training & tutoring		
3.3	Labels & awards		
4.	Knowledge Development	An agency created to coordinate actions Creation of a public agency (Agence de l'innovation pour les transports (AIT)), in charge of coordinating actions taken by various departments of the Ministry to support innovative projects launched by public or private actors, in order to identify and reference innovations and to support their scaling up in the territories**	A, F, I: MOT
5.	Infrastructure	Funding programmes to maintain and modernise the network ⁷³ Seine Nord project	A, F: MOT, EU I: VNF
6.	Other	Funding to digitise logistic chains (« Appel d'air »)	F: private funds obtained through public obligation (CEE) I: VNF

Table 10: Table summarising the measures taken to achieve the policy objective in France for intermodality/modal shift

*A = adoption of the measure, I = implementation of the measure, F = funding of the measure

**Measures depicted in grey are going beyond IWT

⁷³ 300 M € granted in 2021 through the "Plan de relance"

3.1.2 Detailed presentation of measures

a) Funding programme (PAMI)

PAMI “Plan d’aide à la modernisation et à l’innovation du transport fluvial »⁷⁴	
Policy objectives	Greening & modal shift through fleet modernisation and an innovation incentive programme
targets (quantified)	Adjust fleet to greening objectives and logistics needs
Type of policy measures	State aid/subsidies
Costs and financing	22.5 M € (2013-2017); 26,2 M € (2018-22)
Description	<p>PART A - Modernise the fleet and strengthen the environmental performance of IWT</p> <ul style="list-style-type: none"> • Reduce pollutant consumption and emissions (rate: 50 % (engine has to comply with NRMM/stage V specifications)); • Reduce and treat water or waste releases (rate: 30 %); • Adapt barges for better hydrodynamics (rate: 30%); • Optimize on-board energy management (rate: 30%). <p>PART B - integrate IWT in the supply chain</p> <ul style="list-style-type: none"> • Adapt boats to catch new businesses or secure existing traffic (rate: 30 %); • Build or acquire boats to catch new traffic (rate: 50 % for the studies / 20 % construction); • Build or adapt units to serve seaports (rate: 50 % for the studies / 20 % construction); • Acquisition of sailing assistance instruments or software (rate: 30 %). <p>PART C - attract new skippers & shipowners</p> <ul style="list-style-type: none"> • Purchase of the first boat. <p>PART D - encourage the uptake of innovation (open to non-freight barges operators, provided innovation may be transferred to freight units) Rate: 50 %, max. € 100 000</p> <ul style="list-style-type: none"> • Eligible projects may cover the following activities: <ul style="list-style-type: none"> o The experiment of a new or existing technology, not implemented in the IWT industry yet;

⁷⁴ Aid plan for fleet modernisation and innovation.

	o Research and development based upon new technologies to address specific issues in the IWT industry.
Geographic area	France
Time frame (years)	4-year programme started in 2013 (2013-2017) renewed in 2018 and 2022
Addressees, beneficiaries	vessel operators: - any natural or legal person belonging to a State of the European Union as long as they are trading inland waterway goods in France; - any legal person belonging to a State of the European Union having its registered office, branch or subsidiary in France as long as they carry transport goods by inland waterways on its territory
Assessment of policy measure	151 projects to green the fleet have been funded since June 2018, for a global amount of 8,1 M € ⁷⁵
Contact	http://www.fluvial.developpement-durable.gouv.fr/aides-a-la-modernisation-a-l-innovation-et-la-r107.html

Table 11: Description of the funding programme (PAMI)

⁷⁵ Rapport d'activité VNF 2020: <https://www.vnf.fr/vnf/brochure-et-lettress/rapport-dactivite-2020-de-voies-navigables-de-france/>

b) Funding programme (PARM)

PARM “ programme d’aide au report modal”	
Policy objectives	Modal shift
Type of policy measures	State aid/subsidies
Costs and financing	22.5 M €
Description	PART A - subsidies for logistics studies to use IWT Part B – to test IWT PART C – to finance loading/unloading equipment.
Time frame (years)	2018-2022
Addressees, beneficiaries	Shippers
Contact	http://www.fluvial.developpement-durable.gouv.fr/le-plan-d-aide-au-report-modal-parm-2018-2022-a218.html

Table 12: Description of the funding programme (PARM)

c) AMI Programme

AMI “ programme d’aide au report modal”	
Policy objectives	Modal shift
Type of policy measures	State Aid/subsidies
Costs and financing	47 M € in 2021
Description	<p>Conditions of eligibility provided in an annual “AMI” (appel à manifestation d’intérêt), compiling the combined transport operations carried during the year</p> <ul style="list-style-type: none"> - Lump sum granted by container - to combined transport operators - on an annual basis - for regular combined transport operations <p>compensating the extra trans-boarding costs, therewith warranting a competitive price offer for combined transport.</p>
Time frame (years)	Granted annually since 2013
Addressees & beneficiaries	Combined transport operators
Contact	https://www.ecologie.gouv.fr/transport-combine

Table 13: Description of the AMI Programme

3.2.3 Good practices

a) Funding programme (PAMI)

Name of good practice	
Policy objective(s)	Greening & modal shift through fleet modernisation and innovation incentive program
Policy measure	Subsidies to <ul style="list-style-type: none"> - modernise the fleet and strengthen the environmental performance of IWT - integrate IWT in the supply chain - attract new skippers & shipowners - encourage the uptake of innovation
Stage of policy life cycle	Policy implementation
Scope	France
Justification for being good practice	Presented by stakeholders (E2F, AUTF, MOT) as the most efficient incentive to greening and modal shift

Table 14: Example of good practice: Funding programme (PAMI)

b) CEE: a mandatory mechanism for private funding

Certificat d'économie d'énergie (CEE)	
Goal	find private funding to invest on policy objective
Description	<p>Energy providers and some public services are bound by law⁷⁶ to encourage their clients to reduce their consumption of energy; quantified targets are set by decree.</p> <p>When these targets are not met, high penalties are imposed on the energy provider. These penalties finance predefined programmes designed by the State to save energy. Energy providers receive in return a "CEE", equating to the reduction of energy required by law.</p> <p>These programmes are detailed in so-called "fiches" adopted by decree. The "fiche" specifies the entity receiving the funds and managing the programme.</p> <p>The money hence collected can be used to either fund programmes or invest in new/green technologies</p>
Where and when applied	Any programme aiming at reducing energy consumption
Why it can be considered a best practice	<p>finance public policies through private funds as opposed to State money. No prior authorisation by the European Commission needed as it is not State aid.</p> <p>CEE can be used to fund a great variety of programmes: towards digitisation ("Appel d'air"),⁷⁷ awareness campaigns and labels ("Remove")⁷⁸, or investment in innovative technologies⁷⁹ and infrastructures⁸⁰</p>

Table 15: Example of good practice: CEE: a mandatory mechanism for private funding

⁷⁶ Articles 14 to 17 of the Statute No. 2005-781 of 13 July 2005 setting orientations of the energy policy (loi de programme fixant les orientations de la politique énergétique - loi POPE)

⁷⁷ "Appel d'air" is managed by AI Cargo Foundation (Hub France IA) and represents a budget of 7 M €. Its purpose is to create digital tools and encourage professionals to switch from road to rail transport or IWT.

⁷⁸ "REMOVE" is managed by the ADEME agency and represents a budget of 38,5 M €. Its purpose is to accelerate the large-scale modal shift from road to IWT, maritime (cabotage) and rail transport via raising awareness and training in alternative modes to the road, as well as the development of an eco-label for multimodal logistics chains. Financial support for effective modal shift operations is also provided.

⁷⁹ "fiche" adopted by decree in March 2022 to fund the electric motorisation of barges. Programme managed by VNF.

⁸⁰ "fiche" adopted by decree in 2020 to fund the provision of electric power supply at quay. Programme managed by VNF.

3.2. GREENING

Short description of policy objective

achieve carbon neutrality by 2050 through fleet modernisation and alternative fuel supply infrastructures.

This policy objective is set out in the Statute of 17/8/2015 « transition énergétique pour la croissance verte » and the Statute of 8/11/2019 on energy and climate,⁸¹ which enshrines a « Plan for climate » intended to implement the Paris agreement.

Relevant national Statements and Documents

Policy measures adopted in order to achieve the objective are contained in the following documents:

- the “SNBC” is a roadmap to achieve carbon neutrality by 2050 in all modes of transport
- the “Rhône Development law” of February 28, 2022, commits to carbon neutrality on the Rhône by 2050.
- the ECV is a non-binding Roadmap agreement towards greening of IWT, signed between the MOT, the Ministry of economy & finance, other public actors and stakeholders of IWT on 6 July 2021. The roadmap contains mutual, quantified, commitments to be reached within a specified timeframe.

3.2.1 Table summarising the measures taken to achieve the policy objective

	Type of measure	Description of measure	Institution in charge
1.	Financing/funding		
1.1	Subsidies	Funding programme to improve the fleet’s environmental performance (PAMI, part A)	A, F: MOT I: VNF
1.2	Soft loans & interest relief		
1.3	Tax cuts	Tax reduction on power supply at the quay (based on Energy Taxation Directive)	
		Tax deduction on acquisition of clean equipment ⁸²	
1.4	Bonuses & other incentives		
2	Regulation	To clarify legal status of charging and energy supply infrastructure operators (LOM, art 67)	
3	Information & advice		

⁸¹ Loi n°2019-1147 relative à l’énergie et au climat.

⁸² Art. 39 decies Code général des impôts, [https://www.legifrance.gouv.fr/codes/article_lc/LEGIARTI000046196234#:~:text=Les%20sanctions%20p%C3%A9cuniaires%20et%20p%C3%A9nalit%C3%A9s,b%C3%A9n%C3%A9fices%20soumis%20%C3%A0%20l'imp%C3%B4t. .](https://www.legifrance.gouv.fr/codes/article_lc/LEGIARTI000046196234#:~:text=Les%20sanctions%20p%C3%A9cuniaires%20et%20p%C3%A9nalit%C3%A9s,b%C3%A9n%C3%A9fices%20soumis%20%C3%A0%20l'imp%C3%B4t.)

3.1	Awareness		
3.2	Training & tutoring	webinars to help green IWT (“vert le fluvial”)	I: VNF
		Training for environmentally friendly driving	I: Fluvia, training school
3.3	Label & awards	develop an IWT-specific label (“REMOVE”)	F: private funds obtained through public obligation (CEE)
4	Knowledge development	Creation of a public agency (Agence de l’innovation pour les transports (AIT)), in charge of coordinating actions taken by various departments of the Ministry, to support innovative projects launched by public or private actors, in order to identify and reference innovations and to support their scaling up in the territories**	A, F, I: MOT
5.	Infrastructure	invest on electric power supply at quay	A: LOM, Lfin20&21 F: VNF, Haropa, European Commission, private funds obtained through public obligation (CEE) I: VNF
6	Other	Funding programme for the electric motorisation of barges	F: private funds obtained through public obligation (CEE) I: VNF

Table 16: Table summarising the measures taken to achieve the policy objective in France for greening

*A = adoption of the measure, I = implementation of the measure, F = funding of the measure

**Measures depicted in grey are going beyond IWT

3.1.2 Detailed presentation of measures

See 3.1.2

3.2.3 Good practices

See 3.1.3

ANNEX 6 – Case Study: GERMANY

1. Brief presentation of IWT in Germany

“The network of the German Federal Waterways (Bundeswasserstraßen) has a length of about 7,300 km of inland waterways and also includes about 17,800 square kilometres of sea waterways. Of this, about 6,550 km are inland waterways and about 690 km are maritime waterways (excluding the outer areas of the seaward approaches). About 34 % of the network length are free-flowing or regulated river stretches, 42 % are dam-regulated river stretches and 24 % are artificial waterways (canals). ... According to the European classification system for inland waterways, 70 % of German waterways are of international importance, 17 % are of national importance only. 13 % are not classified or do not serve general traffic.”⁸³ Information on the classification of individual waterways is provided by the Waterways- and Shipping Administration (Wasserstraßen- und Schifffahrtsverwaltung des Bundes – WSV)⁸⁴.

The Federal Government spends roughly 1.5 billion € annually on the Federal Waterways (inland and maritime⁸⁵), which represents 0.25% of the entire federal budget and 3.48% of the budget of the Federal Ministry for Digital and Transport (Bundesministerium für Digitales und Verkehr – BMDV)⁸⁶. Half of the budget for the Federal Waterways is foreseen for investments on the infrastructure, including replacement, expansion and new built.⁸⁷ The other half is dedicated to the maintenance of the waterways, the WSV, which builds, maintains and operates the waterways, and to other activities related to the waterways.

Around 200 million tonnes of goods per year are carried on Germany's rivers and canals. The transport performance is around 50 billion tonne-kilometres, both showing a downward trend.⁸⁸ The Rhine is by far the most important and busiest inland waterway in Europe. In Germany, around 70 % of the goods traffic in inland navigation takes place on this international main route. The second most important inland waterways in Germany are the West German canals, with a share of some 15%.

The German IWT fleet consist of some 2500 cargo vessels and about 1000 passenger vessels. These vessels are operated by some 700 companies, employing some 6000 people, and having a yearly turnover of some 1.5 billion €. ⁸⁹

Almost all of the above data is taken from “Daten & Fakten 2020-2021”. This is a brochure published every year by Bundesverband der Deutschen Binnenschifffahrt e.V. (BDB), providing data and facts about IWT in Germany. See https://www.binnenschiff.de/wp-content/uploads/2021/11/211104-Broschuere-Daten-Fakten_2020-21.pdf

Additional information is provided by the “Verkehrsbericht 2020”. This is a report published every year by WSV, providing information on the German Federal Waterways, in particular data on traffic and transport. See

https://www.gdws.wsv.bund.de/SharedDocs/Downloads/DE/Verkehrsberichte/Verkehrsbericht_2020.pdf;jsessionid=F80FB962BD70D216ED811F1F84689699.live11294?_blob=publicationFile&v=2

⁸³ <https://www.binnenschiff.de/system-wasserstrasse/wasserstrasse/>

⁸⁴ https://www.gdws.wsv.bund.de/DE/wasserstrassen/01_bundeswasserstrassen/bundeswasserstrassen-node.html

⁸⁵ It is practically impossible to determine the share of the budget benefitting solely or mostly the inland waterways.

⁸⁶ <https://bmdv.bund.de/>

⁸⁷ <https://www.bundeshaushalt.de/DE/Bundeshaushalt-digital/bundeshaushalt-digital.html>

⁸⁸ Responses received in interviews conducted for this report and in informal exchanges with IWT policy experts indicate, that the current IWT policies, measures and budgets are not sufficient to reverse this trend.

⁸⁹ The Bundesverband der Deutschen Binnenschifffahrt e.V. (BDB) publishes every year a brochure with facts and data about IWT in Germany. The edition 2020/2021 is the source for the information presented in the two paragraphs. See https://www.binnenschiff.de/wp-content/uploads/2021/11/211104-Broschuere-Daten-Fakten_2020-21.pdf

Information on IWT in Germany within a European context is provided by the Market Observation - Annual Report 2021. See <https://www.ccr-zkr.org/13020800-fr.html>

2. Institutional structure to adopt and implement policies

2.1 Structure

In Germany, waterways and shipping are basically a matter of federal competence. Only small waterways of little economic importance and ports (inland and maritime) are owned and governed by state or local bodies. With regards to navigation and waterways, Germany's federal administration is essentially divided between the WSV and the BMDV.

a) BMDV

The BMDV⁹⁰ comprises a general directorate devoted to waterways and shipping (Abteilung Wasserstraße, Schifffahrt)⁹¹. This general directorate deals, predominantly on a political level, with all aspects directly related to inland and maritime shipping as well as the Federal Waterways. The relevant tasks are performed by 11 units (Referate) with some 100 employees in total. The department also supervises the WSV (see below). The ministry prepares amendments to the laws governing IWT in Germany and essentially issues amendments to the large number of ordinances / degrees (Rechtsverordnungen)⁹², within the legal competences assigned to the ministry by the laws governing IWT in Germany (see below). Thus, the BMDV has the most important role in all stages of the life-cycle of policies and measures related to IWT.

b) WSV

The Federal Waterways and Shipping Administration (WSV) is responsible for ensuring safe, smooth-running and thus economical shipping traffic. Its tasks include the maintenance, operation, expansion and new construction of federal waterways, including locks, weirs, bridges and ship lifts. The WSV also assists the ministry with administrative tasks, such as the management of subsidy programmes. In general, the WSV has an important role in the implementation of IWT policies and measures in Germany through the General Directorate for Waterways and Shipping (Generaldirektion Binnenschifffahrt und Wasserstraßen – GDWS)⁹³.

c) Federal Parliament (Bundestag)

Many public policy objectives and measures are enshrined in legislation and particularly in laws. However, IWT in Germany is governed in principle by only 3 laws, namely the Inland Navigation Tasks Act (Binnenschifffahrtsgesetz – BinSchAufgG)⁹⁴, the Federal Waterways Act, (Bundeswasserstraßengesetz – WaStrG)⁹⁵ and the Federal Waterways Expansion Act (Bundeswasserstraßenausbaugesetz – WaStrAbG)⁹⁶. These laws provide a very stable framework for IWT in Germany. Besides these dedicated laws, the law on the federal budget is of paramount importance for the development of IWT in Germany, as it provides the funds for the operation, maintenance and development of the Federal Waterways, for the federal administration, for financial support for the IWT industry and for IWT related research. The federal budget law in force is the one

⁹⁰ <https://bmdv.bund.de/>

⁹¹ https://www.bmvi.de/SharedDocs/DE/Anlage/Z/organigramm.pdf?__blob=publicationFile

⁹² <https://www.elwis.de/DE/Schifffahrtsrecht/Verzeichnis-Rechtsverordnungen-Gesetze-Richtlinien/Verzeichnis-Rechtsverordnungen-Gesetze-Richtlinien-node.html>

⁹³ https://de.wikipedia.org/wiki/Generaldirektion_Wasserstra%C3%9Fen_und_Schifffahrt

⁹⁴ <https://www.gesetze-im-internet.de/binschg/BJNR203170956.html>

⁹⁵ <https://www.gesetze-im-internet.de/wastrg/BJNR201730968.html>

⁹⁶ <https://www.gesetze-im-internet.de/wastrabg/BJNR322410016.html>. See also <https://www.elwis.de/DE/Schifffahrtsrecht/Allgemeine-Informationen/Allgemeine-Informationen-node.html>

for the budget of 2021 (Gesetz über die Feststellung des Bundeshaushaltsplans für das Haushaltsjahr 2021)⁹⁷ as the one for 2022 is delayed.

2.2 Processes

The coalition agreement⁹⁸ of the Federal Government can be seen as the basis of the Federal Government's inland navigation policy. The federal ministries take the agreement as a guideline for their work, in particular for the formation, adoption and implementation of policies and policy measures.

The policy measures currently being implemented result largely from the 2018 coalition agreement of the previous Federal Government⁹⁹. It stated: "Together with the industry, we will develop a "Master Plan Inland Navigation" (Masterplan Binnenschifffahrt). Important components will be the modernisation and environmental friendliness of the fleet, incentive systems and infrastructure/logistics. We want to present a concept of a scale of charges to promote a modern and sustainable fleet." In 2019, the then Federal Ministry for Transport and Digital Infrastructure (Bundesministerium für Verkehr und digitale Infrastruktur – BMVI) presented the Masterplan Inland Navigation¹⁰⁰. It is probably the Federal Government's most important policy instrument for inland navigation, as it brings together the majority of policy measures for inland navigation. Accordingly, almost all policy measures presented in the following are taken from the Master Plan.

The programming of investments in the IWT infrastructure is part of the Federal Transport Infrastructure Plan (Bundesverkehrswegeplan – BVWP). In this sense, the BVWP can be seen as the counterpart to the Master Plan Inland Navigation. „The Federal Transport Infrastructure Plan (BVWP) is a cross-sectoral framework programme of the Federal Government in the sense of an integrated transport policy. It is an important planning instrument, but not a financing plan and does not have the character of a law. The Federal Transport Infrastructure Plan 2030 is currently in force. The Federal Transport Infrastructure Plan covers all federal investments in its transport infrastructure, not only new construction and expansion, but also maintenance and renewal. It is not a financing plan or programme for the construction of new transport routes (transport planning). Integrated planning across all modes of transport is prepared within the framework of overall transport concepts and is reflected in Federal Transport Infrastructure Plans (BVWP), each of which is drawn up by the Federal Ministry of Transport for a foreseeable period of approximately 10 to 15 years and adopted by the Federal Cabinet. The BVWP forms the basis for the expansion laws for federal trunk roads, federal railways and federal waterways with the respective requirement plans.”¹⁰¹

Of lesser importance is the Low Water Action Plan (Aktionsplan Niedrigwasser)¹⁰². Nevertheless, beyond its content, this still has a special significance for German inland navigation, as it was established as a joint agreement between the then BMVI and representatives of large industrial companies in the Rhine catchment area as well as the IWT sector and public inland ports.

⁹⁷ https://www.gesetze-im-internet.de/hg_2021/

⁹⁸ In multi-party States, like Germany, a coalition agreement is an agreement negotiated between the parties that form a coalition government. It codifies the most important shared goals and objectives of the cabinet. A coalition agreement is concluded between two or more parties to regulate the medium- to long-term cooperation of a joint coalition government during the upcoming legislative period. It usually provides an overview of the government programme and the most important plans of the future government resulting from the coalition. In it, the parties involved contractually agree on personnel and factual conditions under which they are willing to form a coalition together. However, coalition agreements are not legally binding contracts in the strict sense, but ultimately merely political declarations of intent or a memorandum of understanding.

⁹⁹ <https://www.bundesregierung.de/breg-de/themen/koalitionsvertrag-zwischen-cdu-csu-und-spd-195906>

¹⁰⁰ https://bmdv.bund.de/SharedDocs/DE/Anlage/WS/masterplan-binnenschifffahrt-en.pdf?__blob=publicationFile

¹⁰¹ <https://www.bmvi.de/DE/Themen/Mobilitaet/Infrastrukturplanung-Investitionen/Bundesverkehrswegeplan-2030/bundesverkehrswegeplan-2030.html>

¹⁰² <https://bmdv.bund.de/SharedDocs/DE/Artikel/WS/gemeinsame-erklaerung-acht-punkte-plan-niedrigwasser-rhein.html>

The Federal Government provides subsidies for IWT through its support programmes. The department “Waterways, Shipping” (Wasserstraßen, Schifffahrt – WS) of the BMDV counts 14 programmes providing funding for waterborne transport as well as the use of the waterways for leisure. These programmes often support several policy objectives simultaneously. Eight of these programmes concern IWT. Of these eight programmes three concern the policy objective of greening, six the promotion of intermodality and modal shift, four the support of digitalisation and automation, and one the support of the current and future workforce. The respective programmes are mentioned and further described in the following tables. Also other, not IWT specific funding programmes of the BMDV or other ministries are mentioned as long as they are of major importance for IWT.

3. Description of policies adopted and measures taken

The Federal Transport Infrastructure Plan 2030 provides for extensive investments in the maintenance and expansion of Germany's waterway infrastructure. A large part of these investments will benefit the competitiveness of inland navigation, in particular by increasing the water depth or the clearance under bridges. Increasing water depth will also support greening, as greater water depth generally reduces energy consumption and emissions from inland vessels. However, the investments foreseen in the Federal Transport Infrastructure Plan 2030 are not included in the following tables, as none of them seem to be specifically targeted at promoting modal shift or greening. Moreover, the envisaged Inland Waterway Policy Observatory should include a specific section on the development of inland waterway infrastructure anyway.

As the Masterplan Inland Navigation brings together the majority of policy measures for inland navigation, almost all policy measures in the following tables are taken from the Master Plan, implementation status February 2022¹⁰³.

3.1. PROMOTION OF INTERMODALITY AND MODAL SHIFT

The coalition agreement of the current Federal Government from 2021¹⁰⁴ contains the following agreements with regard to modal shift: “We want to increase the share of shipping in freight transport and also strengthen hinterland connections for this purpose.”

The policy measures currently being implemented result largely from the 2018 coalition agreement of the previous Federal Government. Among other things, this states the following for inland navigation: “In order to strengthen the competitiveness of inland navigation, we want to abolish the tolls for the use of inland waterways (with the exception of the Kiel Canal - NOK). We want to continue and expand the support programme “Sustainable Modernisation of Inland Waterway Vessels”.

3.1.1 Table summarising the measures taken to achieve the policy objective

	Type of measure	Description of measure	Institution in charge*
1	Financing / funding		
1.1	Subsidies	Funding guideline (programme) sustainable modernisation of inland navigation	A, F: BMDV, I: GDWS

¹⁰³ https://bmdv.bund.de/SharedDocs/DE/Anlage/WS/statusbericht-masterplan-binnenschifffahrt.pdf?__blob=publicationFile

¹⁰⁴ <https://www.bundesregierung.de/breg-de/service/gesetzesvorhaben/koalitionsvertrag-2021-1990800>

		Funding guideline for the promotion of combined transport ^{105**}	BMDV and others
		Development of instruments to improve the handling of inland navigation vessels in seaports	BMDV and others
		Funding programme digital test sites in ports ¹⁰⁶	A, F: BMDV, I: TÜV Rheinland Consulting ¹⁰⁷
		Funding programme digital test sites at waterways ¹⁰⁸	A, F: BMDV, I: BAV ¹⁰⁹
		Funding programme establishment of regular heavy cargo liner services on the waterway	A, F: BMDV
1.2	Soft loans & interest relief		
1.3	Tax cuts & reduction of fees	Abolition of navigation fees ¹¹⁰	A: BMDV, I: GDWS
1.4	Bonuses & other incentives		
2	Regulation		
3	Information & advice		
3.1	Awareness	Provision of knowledge and advice to the private sector to support modal shift	SPC ¹¹¹
		Provision of information to facilitate the use of inland navigation for the transport of oversized / heavy cargo	BMDV and others
3.2	Training & tutoring		
3.3	Labels & awards		
4	Knowledge development	Study on smaller and limited draught inland navigation vessels	A, F: BMDV
		Study on increasing the permissible total weight of HGVs, in the pre- and onward carriage to/from inland ports	A, F: BMDV

¹⁰⁵ <https://www.bmvi.de/SharedDocs/DE/Artikel/G/umschlaganlagen-foerderrichtlinie.html>

¹⁰⁶ <https://www.digitest-hafen.de/>

¹⁰⁷ <https://consulting.tuv.com/>

¹⁰⁸ <https://digitale-testfelder-wasserstrassen.bund.de/>

¹⁰⁹ https://www.bav.bund.de/DE/4_Foerderprogramme/991_Digitale_Testfelder_an_Wasserstrassen/Digitale_Wasserstrassen_node.html

¹¹⁰ https://www.gdws.wsv.bund.de/SharedDocs/Kurzmeldungen/DE/2019/20190408_Stundungskosten.html;jsessionid=AECA204D9D549BD85E1CE4C7B26FB238.live21322?nn=1213576

¹¹¹ ShortSeaShipping Inland Waterway Promotion Center – SPC <https://www.shortseashipping.de/>

		R&D programme on modern and efficient transshipment facilities in inland ports ¹¹²	A, F: BMDV, I: TÜV Rheinland Consulting
5	Infrastructure		
6	Other measures		

Table 17: Table summarizing the measures taken to achieve the policy objective in Germany for intermodality and modal shift

*A = adoption of the measure, I = implementation of the measure, F = funding of the measure

**Measures depicted in grey are going beyond IWT

¹¹² <https://www.innovativehafentechnologien.de/>

3.1.2 Detailed presentation of measure

The funding guideline (programme) sustainable modernisation of inland navigation relevant seems to be the most important and successful policy measure for the modernisation of the German inland navigation fleet. Therefore, it is presented in detail.

Funding guideline (programme) sustainable modernisation of inland navigation	
Policy objective(s)	Promotion of intermodality and modal shift; greening; supporting digitalisation and automation
Type of policy measure	Subsidy
Targets (quantified)	NA
Costs and financing	Federal budget; 2021: 30 Mio. €; 2022: 30 Mio. €; 2023: 50 Mio. €; 2024: 46 Mio.
Description	<p>The aim of the programme is to</p> <ul style="list-style-type: none"> • permanently increase the competitiveness, efficiency and safety of vessels, even during periods of low water, and to reduce the risk of shipping accidents by quantitatively and qualitatively improving the efficiency-boosting and safety-related equipment on board with digital information technology, assistance systems and systems for automated or (partially) autonomous sailing, • increase the sustainability of vessels by reducing the negative impacts of inland navigation vessels on the environment and climate by equipping and retrofitting vessels with new, environmentally friendly and lower-emission engines, alternative propulsion systems and exhaust gas aftertreatment systems to such an extent that IWT can contribute to achieving the clean air and climate protection targets of the transport sector. <p>Subsidies of up to 80 % of the investment cost, depending on the size of the enterprise and the type of equipment</p>
Geographic area	See addresses
Time frame (years)	2021 – 2023 (open for submissions)
Addressees, beneficiaries	Any company (natural or legal person) under private law with its registered office or independent branch in Germany and which is the owner of an inland waterway vessel registered in a German inland waterway vessel register is eligible to apply
Assessment of policy measure	Very successful, first calls are oversubscribed
Implementing organisation	GDWS

Contact	https://www.elwis.de/DE/Service/Foerderprogramme/Nachhaltige-Modernisierung-von-Binnenschiffen/Nachhaltige-Modernisierung-von-Binnenschiffen-page.html
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Table 18: Table with the detailed description of the funding guideline "sustainable modernisation of inland navigation"

3.1.3 Good practices

Funding guideline (programme) sustainable modernisation of inland navigation	
Policy objective(s)	Promotion of intermodality and modal shift; greening; supporting digitalisation and automation
Policy measure	<p>The aim of the programme is to</p> <ul style="list-style-type: none"> • permanently increase the competitiveness, efficiency and safety of vessels, even during periods of low water, and to reduce the risk of shipping accidents by quantitatively and qualitatively improving the efficiency-boosting and safety-related equipment on board with digital information technology, assistance systems and systems for automated or (partially) autonomous sailing, • increase the sustainability of vessels by reducing the negative impacts of inland navigation vessels on the environment and climate by equipping and retrofitting vessels with new, environmentally friendly and lower-emission engines, alternative propulsion systems and exhaust gas aftertreatment systems to such an extent that IWT can contribute to achieving the clean air and climate protection targets of the transport sector. <p>Subsidies of up to 80 % of the investment cost, depending on the size of the enterprise and the type of equipment</p>
Stage of policy life cycle	Policy formation
Scope	Germany, 2021 – 2023
Justification for being good practice	<p>First calls oversubscribed, which point to an efficient realizing of the goals of this. The broad acceptances could be contributed to</p> <ul style="list-style-type: none"> • one programme for different policy objectives • high subsidy rates • large overall budget • availability of eligible technical solutions on the market. <p>In particular, the many applications for electrification of the propulsion of day-trip passenger vessels could lead to kickstarting the transformation of this important segment of the German IWT fleet.</p>

Table 19: Good practice: funding guideline "sustainable modernisation of inland navigation"

3.2. GREENING

The coalition agreement of the current Federal Government from 2021 contains the following about climate protection: “Achieving the Paris climate protection goals is our top priority.” And more specifically for IWT: “We will promote shore-side electricity and alternative drives and fuels. We will adapt the fleet renewal programme for climate-friendly inland navigation. We want to keep the overall burden on shipping in mind when designing Fit for 55.” The Federal Climate Change Act (Bundes-Klimaschutzgesetz)¹¹³ specifies the emission reduction targets over time for individual sectors, whereby for transport no differentiation is foreseen between different modes of transport.

The policy measures currently being implemented result largely from the 2018 coalition agreement of the previous Federal Government. Among other things, this states the following for inland navigation: “We want to continue and expand the support programme “Sustainable Modernisation of Inland Waterway Vessels”. We also want to promote alternative propulsion systems in maritime and inland navigation as well as pilot projects for alternative propulsion concepts and fuels.”

3.2.1 Table summarising the measures taken to achieve the policy objective

	Type of measure	Description of measure	Institution in charge*
1	Financing / funding		
1.1	Subsidies	Funding guideline (programme) sustainable modernisation of inland navigation	A, F: BMDV, I: GDWS
		Subsidy programme for retrofitting freight motor vessels with lower-emission diesel engines ¹¹⁴	A, F: BMDV, I: GDWS
		Financial support pilot project for shore-side charging stations	A, F: BMDV, I: GDWS
		Market activation of alternative technologies for environmentally friendly on-board and mobile shore power supply for seagoing and inland vessels ¹¹⁵	A, F: BMDV, I: BVA ¹¹⁶
1.2	Soft loans & interest relief	KfW Environmental Programme - Loan 240/241 ¹¹⁷	A: BMWK ¹¹⁸ , I: KfW ¹¹⁹
1.3	Tax cuts & reduction of fees		
1.4	Bonuses & other incentives		

¹¹³ https://www.gesetze-im-internet.de/englisch_ksg/index.html

¹¹⁴ <https://www.elwis.de/DE/Service/Foerderprogramme/Foerderung-Austausch-Dieselmotoren-Guetermotorschiffe/Foerderung-Austausch-Dieselmotoren-Guetermotorschiffe-node.html>

¹¹⁵ https://www.bav.bund.de/DE/4_Foerderprogramme/98_Foerderung_Bordstrom/Foerderung_Bordstrom_node.html

¹¹⁶ https://www.bav.bund.de/DE/Home/home_node.html;jsessionid=DAB064F5BDF373C74E46703CFBD1669D.live11312

¹¹⁷ [https://www.kfw.de/inlandsfoerderung/Unternehmen/Energie-und-Umwelt/F%C3%B6rderprodukte/Umweltprogramm-\(240-241\)/](https://www.kfw.de/inlandsfoerderung/Unternehmen/Energie-und-Umwelt/F%C3%B6rderprodukte/Umweltprogramm-(240-241)/)

¹¹⁸ <https://www.bmwk.de/Navigation/EN/Home/home.html>

¹¹⁹ <https://www.kfw.de/kfw.de-2.html>

2	Regulation	Initiatives on the international level to develop regulations required for the use of alternative energy sources in inland navigation ¹²⁰¹²¹	BMDV, CCNR, CESNI
3	Information & advice		
3.1	Awareness		
3.2	Training & tutoring		
3.3	Labels & awards	Studies on energy efficiency indices for inland navigation	A, F: BMDV
4	Knowledge development	Maritime Research Programme - Research, Development and Innovation ¹²²	A, F: BMWK, I: Project Management Jülich ¹²³
		Provision of vessels of the WSV for tests of alternative propulsion systems	GDWS
		Study to determine and assess air pollutant emissions and immissions from shipping on federal waterways	A, F: BMDV, I: BfG ¹²⁴
5	Infrastructure		
6	Other measures	Establishment of a shore-side electricity register	GDWS

Table 20: Table summarising the measures taken to achieve the policy objective in Germany for greening

*A = adoption of the measure, I = implementation of the measure, F = funding of the measure

**Measures depicted in grey are going beyond IWT

¹²⁰ https://www.ccr-zkr.org/files/programtravail/Resolution2021-II-8_RP_de.pdf

¹²¹ https://www.cesni.eu/wp-content/uploads/2021/12/CESNI_work_prog_22_24_EN.pdf

¹²² <https://www.ptj.de/projektfoerderung/maritime-forschungsstrategie-2025/maritimes-forschungsprogramm>

¹²³ <https://www.ptj.de/en/landing-page>

¹²⁴ https://www.bafg.de/EN/Home/homepage_en_node.html;jsessionid=B33296017F7B6BE4F56D6830CC488F91.live11312

ANNEX 7 – Suggested core information and main information provided by the PO

Information provided by PO and external sources								
Information related to policy objectives						Additional information		
Country / international organisation	<i>Fit-for-purpose infrastructure</i>	<i>Greening the fleet</i>	<i>Promote inter-modality and modal shift to IWT</i>	<i>Support digitalisation and automation</i>	<i>Support the current and future workforce</i>			
Country a	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	brief presentation of IWT in country	PO research notes	reports from EU research projects
Country ...								
IO a	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	policy measures; PO research and summary notes; policy lifecycle information; reports from EU research projects	brief presentation of international organisation	PO research notes	reports from EU research projects
IO ...								

Table 21: Information provided by the PO and external sources

ANNEX 8 – Overview on suggested information provided by the PO for each country/international organisation

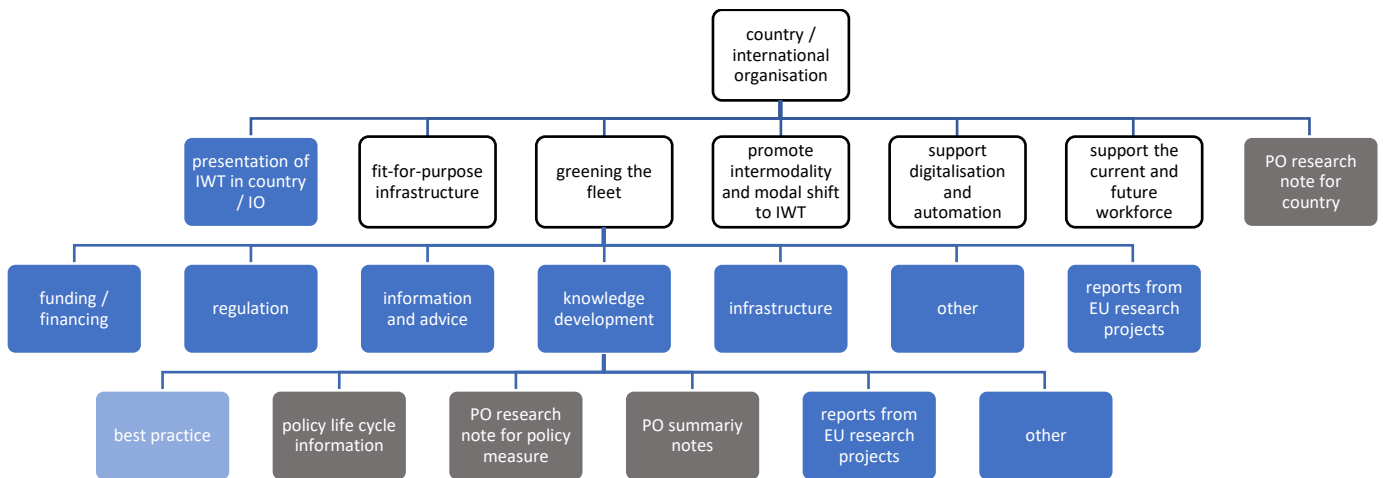


Figure 3: information provided for each country/international organisation

Non-coloured boxes indicate elements, which do not provide information specific to a country/international organisation but structure the provision of information.

Blue-coloured boxes indicate elements, which are restricted to the presentation of information.

Light-blue-coloured boxes indicate elements, which go beyond the presentation of information and contain an evaluation by the PO.

Grey-coloured boxes indicate elements, which provide information added in later phases of the PO.

ANNEX 9 – Estimate of update needs

Phase 1

Item	Character	Revision ¹²⁵	No of pages ¹²⁶	No of links
<i>for each country</i>				
IWT information sheet	stable	annually	1	5
Institutional structures and processes	stable	every 5 years	1	10
Main policy documents	Stable	every 2 years	1	10
<i>for each international organization</i>				
Short description	stable	every 5 years	1	3
Institutional structures and processes	stable	every 5 years	1	3
Main policy documents	stable	every 5 years	1	10
<i>general information</i>				
Short description policy objectives	stable	every 5 years	1	5
Short description policy measures	stable	every 5 years	1	0
<i>for each country / international organisation and each policy objective</i>				
Summary of all policy measures	dynamic	annually	1 ... 2	10
Description of each policy measure	dynamic	annually	1	2
Description of good practices	dynamic	annually	0,5	0

Table 22: Estimation of update needs - phase 1

Phase 2

Item	Character	Revision	No of pages	No of links
<i>for each country / international organization and each policy objective</i>				
Reporting on policy measures' lifecycle	dynamic	annually	1	2
<i>EU policies and measures going beyond IWT</i>				
Summary / description of impact on IWT	dynamic	annually	3	3

Table 23: Estimation on update needs - phase 2

Phase 3

¹²⁵ Revision means to verify and decide, whether the information provided can remain unchanged or needs to be revised. Experience suggests that policy measures change in average every three years.

¹²⁶ If the item concerns policies or measures, the number of pages refers to an individual policy or an individual measure.

Item	Character	Revision	No of pages	No of links
Research notes, summaries, thematic reports, discussion platform, hotline	no estimate possible, limits set by available resources			

Table 24: Estimation of update needs - phase 3

ANNEX 10 – Estimate of translation costs

Content to be translated ¹²⁷	No of pages per content ¹²⁸	No of policy objectives ¹²⁹	No of international organisations / Member States	Total number of pages ¹³⁰	Translation cost for total number of pages (€) ¹³¹
General info on the PO	4			4	120
General info on international organisations	3		3	9	270
General info on Member States	3		13	39	1170
Policy measures	6	4	13	312	9360
Total amount per language					10920

Table 25: Estimation of translation costs

The table above depicts the cost for the initial translation of the PO as set up in phase 1 for **one language**. The maintenance of the PO and its enlargement in phase 2 require much less translation. However, translation of research notes and easy to understand summaries as foreseen in phase 3 require again substantial translation costs. Moreover, updates of information may generate further translation costs.

¹²⁷ Based on the PO's concept as presented in Section 3.

¹²⁸ Based on the case studies for France and Germany, as presented in Section 3. However, it is assumed that most Member States have less developed IWT policies than France and Germany. Therefore, the number of pages chosen is smaller than that in the case studies for these countries.

¹²⁹ The PO's concept foresees considering 5 policy objectives. However, it is assumed that Member States address in average only 4 of those 5 policy objectives.

¹³⁰ The total number of pages is the product of the numbers left of this column.

¹³¹ Based on Information from a specialist translator, it is assumed that the translation of 1 page costs 30€.

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