



Eighty-seventh session of the Danube Commission

Inland navigation developments in the EU 2016

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European Commission - DG MOVE



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EU – Danube Commission common interest in enhancing inland navigation

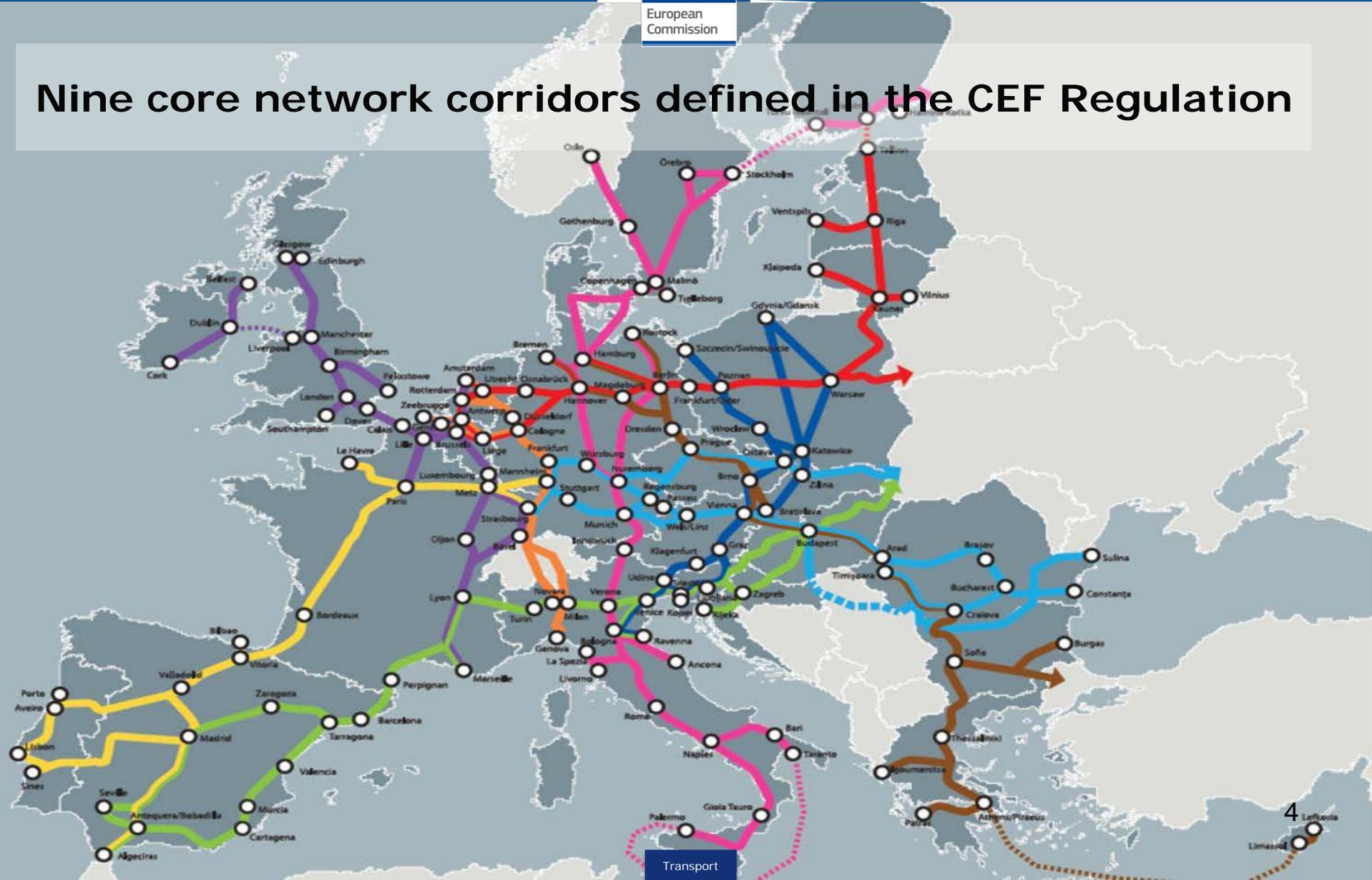
- Green transport mode that contributes to the goals of sustainable growth
- With the potential to support quality jobs occupied by a skilled workforce, contribute to sustainable economic growth and revitalize cities and regions
- With low noise levels that make it convenient for freight transport in the densely populated areas they transit in and service
- With IWW modern infrastructures contributing to environmental recovery of rivers, prevention of flooding and natural disaster and quality of life of citizens



EU action in the inland navigation sector

- I. Promotion of IWWs in the context of the Trans-European Transport Networks and Connecting Europe Facility; **the "Rhine-Danube Corridor"**
- II. Establishment of a regulatory framework for inland navigation based on EU internal market principles (fair level playing field, open market access, respect of social and environmental rules); promotion of IWWs, **the "NAIADES II Action Plan"**
- III. Cooperation with International Institutions (e.g. River Commissions) and Neighbouring Countries, promoting convergence to internationally agreed standards. **Cooperation with the Danube Commission**

Nine core network corridors defined in the CEF Regulation





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The inland navigation "layer" (to be seen as *combined* with seaports, inland ports, railways, motorways and logistic centres)



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Danube River: the core element of the EU Rhine-Danube Core Network Corridor

- **Rhine-Danube Corridor:** *"with the Main and Danube waterway as its backbone, connects the central regions around Strasbourg and Frankfurt via Southern Germany to Vienna, Bratislava, Budapest and finally the Black Sea, with an important branch from Munich to Prague, Zilina, Kosice and the Ukrainian border"*
- **Economic significance:** *"the corridor plays a crucial role for the Internal Market, connecting Europe's industrial heartland with the Black Sea region serving the economic development needs of a macro-region with extremely high growth potential"*

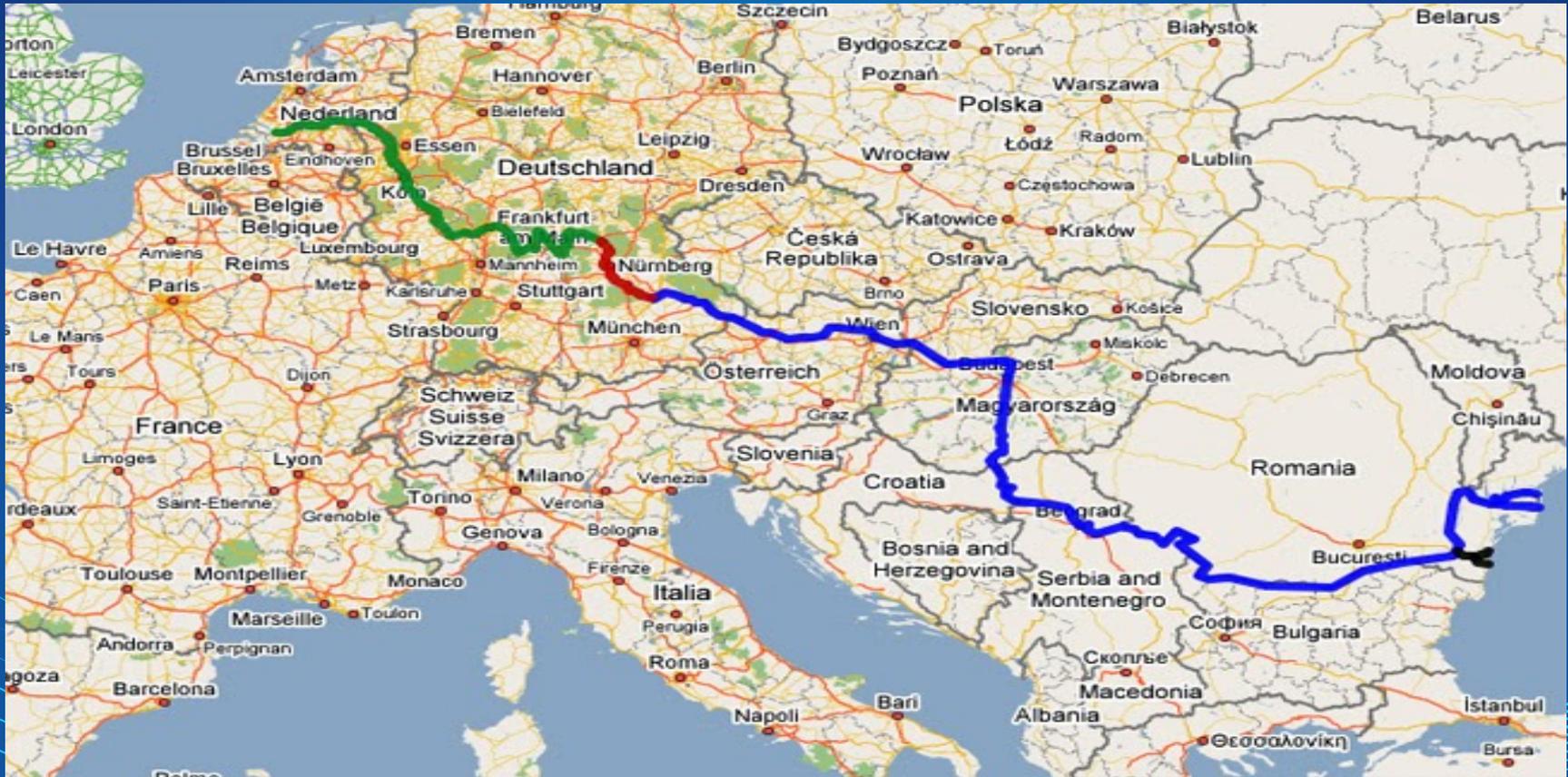


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Rhine-Danube Core Network Corridor





Main outputs so far

- **European Coordinator for the Rhine-Danube Corridor, Ms Karla Peijs**
- **Corridor study** with detailed analysis of the corridor, including a multi-modal transport market study
- **TENtec maps** illustrating compliance of corridor infrastructure with TEN-T standards (TEN-T Days 2016 Rotterdam)
- **List of projects** planned to be implemented along the corridor by 2030

...which led to:

- A **corridor work plan** presented by the European Coordinator and unanimously approved by all Member States in May 2015, and updated in June 2016 (next update 2018)





Corridor Work Plan: Agreed Priorities

- Improving **compliance with TEN-T requirements**, mostly for rail and IWT
- Implementing the large **rail cross-border projects**
- Investing in **ERTMS** along the corridor (currently 12% rate of deployment)
- Reduce **external effects of transport**, in particular rail noise pollution
- Promote **innovative solutions** (RIS, ITS, deployment of LNG infrastructure)
- Finally, **maintain existing infrastructure in good condition**, in particular road and inland waterways



Danube River contribution to the Corridor (initial assessment)

- Freight transport on the Danube is only 10%-20% of that on the Rhine
- However, the river basin has much potential for sustainable inland navigation, and the river is central
- Improving water management will help to improve navigation conditions, address risks of flooding and achieve also good ecological status



Danube River contribution to the Corridor (initial assessment)

- Physical capacity of the Danube and its tributaries should be improved, and existing bottlenecks removed, to ensure the proper level of navigability
- There is need for greater multi-modality, better interconnection with other river basins
- Improvements also required in management, equipment and availability of qualified staff.
- Need to address environmental issues with an smart approach: "good navigation status" and "good ecological status"
- Road, rail and air infrastructure is often inefficient or simply missing, especially cross-border connections.



EU Danube Strategy: concrete IWWs goals

- “Increase the cargo transport on the river by 20% by 2020 compared to 2010”.
- “Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management”
- “Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020”.



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EU Danube Strategy: concrete IWWs goals

- "Implement harmonized River Information Services (RIS) on the Danube and its navigable tributaries; prepare the next stage to the Digital Inland Navigation Area (DINA)"
- "Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures"



Planning 2017 – 2018

- Organisation of two **Forum meetings** in 2017 and three in 2018 for the second revision of the work plan
- Further work on the **project list**: missing projects to complete corridor, identification of projects for innovative financial instr. and blending
- Deepening of **corridor study**, reassessing **market analysis** with new data
- Plan for the **removal** of physical, technical and administrative **barriers**
- Analysis of the **nodes**
- Analysis for the potential for **innovation deployment, climate change**
- **2nd update in 2018: Full corridor work plan** (Art. 47.1 of TEN-T Reg)



Funding and financing of IWW projects (1)

Grants from the Connecting Europe Facility (CEF)

- Priority for projects identified in the annex of the TEN-T Regulation
- No call for classic TEN-T projects outside Cohesion MS before 2018 (pending on MFP review)
- Projects concerning capacity increase not likely to be TEN-T priority for future calls
- For vessels: pilot projects for alternative fuels and innovation => limited

European Fund for Strategic Investments (EFSI) – Financial Instruments

- For transport infrastructure and equipment
- TEN-T projects, but also beyond TEN-T

CEF grants can be used for preparatory studies, including analysis of financial options



Funding and financing of IWW projects (2)

Connecting Europe Facility: grants

Budget of €22.5bn for 2014 -2020, with 11.3bn reserved for Cohesion MS

1st call in 2014 (€13bn),

2nd call in November 2015 (€7.5bn)

3rd call in October 2016 (€ 1.9bn)

3rd call CEF October 2016: priority for Cohesion Member States (€ 1.1 bn)

Deadline for submission of proposals - 7 February 2017

Results of the 2016 CEF Transport calls by Summer 2017

CEF funded projects: some examples

For the inland navigation sector, the CEF calls for applications supported a number of important projects including, among others:

- the "**Fairway Danube**" project, involving cooperation of 7 Danube Member States identification of physical bottlenecks to inland navigation;
- the new bridge in the cross-border section between Hungary (**Komarom**) and Slovakia (**Komárno**); the master plan and feasibility study for the port of Komárno
- the "**SWIM**" project, aimed to carry out pilot capital dredging works to reinstate a good navigation status along the most critical Romanian-Bulgarian common sector;
- the upgrade of the **Gabčíkovo locks** in Slovakia in proximity of the Hungarian border.

The complete list can be consulted at:

<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-transport-mode/water>





Mixed Environment Transport External Expert Team (METEET)

- **Support to cooperation between ICPDR and Danube Commission foreseen in the grant agreement**
- Important to promote conciliation of navigation and environmental requirements: good navigation status and good ecological status (WFD)
- Needed in terms of "capacity building": knowledge of applicable environmental rules, identification of best practices, creation of expertise and know-how for all stakeholders involved
- Starts as a "pilot project", for 1-year duration: important to show the added value of the initiative
- DC, ICPDR and partners to structure their cooperation (as agreed in the MoU); DC Sec remains in control of administrative procedures, in line with grant agreement conditions
- European Commission, DGs MOVE, REGIO and ENV to contribute to the capacity building effort



NAIADES: European Inland Navigation Policy

NAIADES II (2013) A high-quality transport mode

- Infrastructure
- Innovation
- Smooth functioning of the market
- Environmental performance through low emissions
- Skilled workforce and quality jobs
- Integration into the multimodal logistics chain
 - Digital Inland Navigation Area
- A new European IWT governance



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Priorities under the Naiades II programme

- a) **Waterways:** Improving the navigability of inland waterways of European importance
- b) **Fleet modernisation:** advanced design, IT-driven, clean & energy efficient vessels, adapted to multimodality and efficient cargo-handling technology
- c) **Port development:** ports adapted both to the sea-river and to the land (road & railways) interfaces; support adaptation into modern tri-modal terminals
- d) **Training of skilled nautical personnel:** training adapted to technological development, opening up opportunities to young people and life-long careers in the sea-rivers industry and services clusters
- e) **Improving the image of inland navigation in the Danube and all other rivers: IWW contribute to improved environmental status: good navigation status and good ecological status (both EU requirements) go hand in hand**



Important IWW legislative developments in 2016

- **Approval and entry into force in October 2016 of the new EU Directive 1629/2016 on Technical Standards of Inland Navigation Vessels;**
 - The new rules are intended to improve legal certainty, avoid differing safety levels, and reduce administrative burdens for the sector.
 - Rules based on best technological expertise (CESNI)
 - They will also help to avoid distorting competition and make it easier and quicker to introduce innovations across Europe.
 - Member States have to adopt now implementing measures in their national laws;
 - Industry has to take account and adapt to technological progress (safety standards, innovation, engine emissions....)



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Important IWW legislative developments in 2016

- **Advanced state of discussion by European Parliament and Council of the new Directive on IWT Professional Qualifications:**
 - It sets up a common system of certificates for the entire crew, from apprentices to boat-masters.
 - Holders of such a certificate will be able to practice their profession on inland waterways across Europe
 - To ensure a high level of safety, the initiative bases the recognition of the professional qualifications on the competences, which are needed for the operation of the vessels
 - The new Directive could come into force early 2017. EU Member States will proceed then to approve the implementing measures under national law by mid-2018



CESNI: Already in two directives

- Directive 2016/1629 laying down technical requirements for inland waterway vessels
 - Annex II (the actual minimum technical requirements – 500 pages!) is just one line, a reference to technical standard CESNI ES-TRIN 2015/1
 - Both EU and CCNR law point to the same text – no "slight" modifications possible → uniform standard throughout Europe, advantages for the sector in terms of safety and economy!
- Idem, the proposal for a directive on the professional qualifications of IW vessel crew, boatmen and boatmasters, (under discussion in Council and European Parliament) the core of the directive contains the essential requirements
 - All technical details will be adopted by means of delegated and implementing acts pointing to CESNI standards, again advantages for the sector in terms of labour mobility!





Good navigation status

- Substantiate the concept of "**Good Navigation Status**" referred to in article 15 paragraph 3(b) of Regulation 1315/2013:
- "*Rivers, canals and lakes are maintained so as to preserve Good Navigation Status while respecting the applicable environmental law*"
- Article 38: For inland navigation infrastructure within the **TEN-T core network, Good Navigation Status has to be achieved (and thereafter preserved) by 31 December 2030**
- Study on support measures for the implementation of the TEN-T core network related to seaports, inland ports and inland waterway transport
Jan 2016 – Dec 2017, cost 500 k €, workshops, reports
- Main challenge is to develop a broadly accepted concept, most likely with goal based standards and a common methodology that allows for a sufficient level of differentiation to the various corridors and specific demand requirements and transport characteristics



DINA: Digital Inland Navigation Area

- Objectives:
 - Create a digital space for inland waterway transport, supporting new digital-driven innovations for Inland Waterway Transport (IWT)
 - More efficient fleet management and navigation for barge operators
 - Improve the management of waterway infrastructure (traffic, lock operations)
 - Reduce administrative burden
 - Link existing tools and applications into an interlinked digital system
- Tools to include (mostly from RIS):
 - Digital maps of the waterways (Inland ECDIS)
 - European Hull Database – EHDB (on the vessels) and European Reference Data Management System – ERDMS (on infrastructure)
 - Notices to skippers (operations)
 - (In a conceptual development) electronic tools for Service Record Books (eSRB) and logbooks (eLBK) (on social aspects).
- IWT: A European issue





International governance

- Several bodies in Europe with overlapping competences:
 - CCNR (Rhine)
 - Danube Commission (and navigable tributaries)
 - UN-ECE Inland waterway transport committee
 - European Union
- Creation of **CESNI**
(Comité Européen pour des Standards en Navigation Intérieure)
- Major shift in governance, already enshrined in two EU directives
 - Vessel construction
 - Professional qualifications
- Fruit of excellent cooperation between European Commission, CCNR, Danube, Sava and Mosel river commissions over the past few years
- Enormous potential for integration and simplification





Danube Commission and DG MOVE (1)

- Cooperation based on a **strong and genuine common interest in enhancing the Danube as a sustainable and integral part of the European transportation system**
- Taking full account of the Convention regarding the regime of navigation on the Danube, which was set up to preserve free navigation "***in order to strengthen the economic and cultural relations of the Danubian States among themselves and with other nations***"
- Danube Commission and its Secretariat play an important role for the purposes of achieving a sustainable transport system for the EU and for all neighboring countries
- Work based on full respect of Institutional Framework, with strong focus on convergence towards internationally agreed IWW standards and conventions (e.g. UN-ECE)

Danube Commission and DG MOVE (2)

- **Administrative Arrangement:** Establishes a mechanism of information and coordination on matters of common interest, aims to ensure that Danube specific matters are taken into account in the EU-policy making process at an early stage.
- **Grant Agreement January 2016-June 2019:** provides support to key actions undertaken by the DC Secretariat, inter alia:
 - Co-chairing and input to the *Good Navigation Status* project
 - Put into service of the new *Danube hydro-meteorological database*
 - Pre-validation of Danube data in the *TENtec Database*
 - Correspondence group for *Danube expertise in CESNI*
 - Support to environmental expertise, *cooperation with ICPDR*
 - Elaboration of Danube Market Observatory and *cooperation with CCNR*





Final remarks: need to unlock the "hidden market potential of the Danube... (1)

- Large loading capacity compared to trucks and railway wagons. Better environmental performance
- No time restrictions (no weekend driving ban, traffic jams, accidents)
- No costly transit permits in international transport
- No complex route planning (traffic lights, tunnels, bridges)
- Sustainable transport mode: EU supports achievement of "*Good Navigation Status*" and "*Good Ecological Status*" (TEN-T Guidelines, Water Framework Directive)



...and because... (2)

- The Danube has to become again an "engine of growth" for all Riparian countries; it has significant impact for regional development, for small and medium enterprises and for a large cluster of activities (yards, ports, maintenance, cargo-handling, tourism...)
- With a relatively modest amount of investments it is possible to recover the potential of the Danube as hotbed for river activities providing sustainable transport solutions
- Promising markets: High and Heavy Cargoes, renewable resources and recycling products
- Reliable partners in Danube navigation with many years of experience in transport, trans-shipment and storage of these products
- High loading capacity of Danube vessels; High density of Danube ports with efficient handling and storage facilities
- Positive socio-economic impact for people, villages and cities all over the Danube region



Thank you for your attention

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