



# Inland Navigation

## EU Policy Response to Structural Changes

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## Structural changes

**Accelerated since 1956/1964**

- **Exploitation of natural/mineral resources**
- **Industrial production patterns**
- **Competition from road – and rail**
- **Internal restructuring of sector**
- **EU response medium/long term**
- **Not only Mosel affected**

# Naiades

## 60 Ancient Water Nymphs

Crineaenae (Fountains)

Eleionomae (Marshes)

Limnades (Lakes)

Pegaeae (Springs)

Potameides (Rivers)



Mario Rutelli



## NAIADES II

Package adopted by the Commission on 10 September 2013 comprising:

- The NAIADES II Communication
- Accompanying staff working document on "Greening the fleet"
- Proposal for a Directive on technical requirements for inland waterway vessels repealing Directive 2006/87
- Proposal for amendment to Council Regulation (EC) No 718/1999 on a Community-fleet capacity policy to promote inland waterway transport



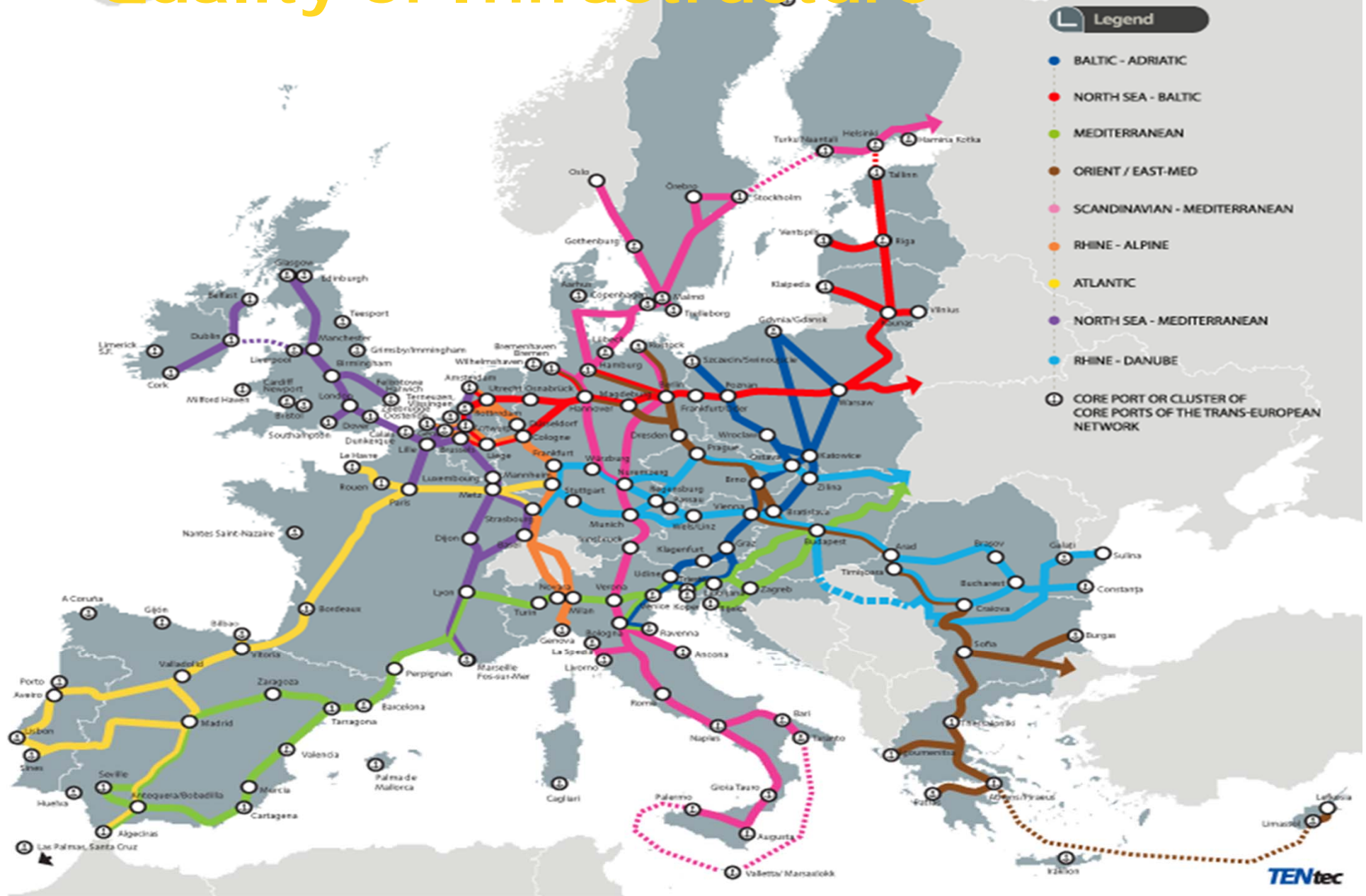
## NAIADES II (2014 – 2020)

„Towards quality inland waterway transport “

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

**NAIADES Implementation Matrix**  
**PLATINA II**

# Quality of Infrastructure





## The Mosel “TEN-T Paradox”

**In TEN-T core (Class Vb) but not on a corridor!**

- **Corridor analysis includes Mosel (and Neckar)**
- **Works eligible even though not in CEF Annex**
- **Works already funded**
- **Role of Mosel Commission**



## Quality Infrastructure

- €26bn in CEF for transport
- Corridor Implementation already in full swing
- Guidance, “project pipeline” also for inland ports and terminals
- Definition of “good navigability status”
- Good practice manual on waterway maintenance





# Quality through Innovation

- **Horizon2020 funding (€8bn)**
- **Roadmap for Innovation**
  - Infrastructure
  - Environment
  - Logistics
  - Fleet
  - Jobs & Skills



# Smooth functioning of the market

- **Revision of fleet capacity regulation**  
Use of Reserve Fund
- **(also as) Response to “crisis”**  
Market observation, costs and transparency, cooperatives, revision of market functioning, transitional provisions
- **Review technical requirements/unique standards (“CESNI” Committee)**



# Environmental performance

- **Sector needs to catch up**  
Pollutants!
- **Adapt NRMM directive**  
Non-Road Mobile Machinery (new engines)
- **New propulsion methods**  
Technical solutions, alternative fuels, LNG
- **Smart steaming**  
Smart waterway operations
- **Funding!**



## Quality jobs and training

- **New legal framework for modernisation and harmonisation of professional qualifications**

Facilitate entry into sector

Entrepreneurial skills

Standards for simulators

Electronic service record book and logbook

Facilitate enforcement

- **Proposal in 2015**



# Integration in logistics chains

- **Safety → Operations → Logistics**
- **RIS Policy Review**
  - Conclude evaluation, report, modify framework directive, operation of essential services (databases)
  - Open defined datasets to operators
  - Integrate with other modes in **e-Freight**
- **Funding of actions**
  - Inland Ports Platform, Logistics Advisory Network, conferences (e.g. Barge-2-Business)



## Quality of Governance

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



# 21<sup>st</sup> Century Governance

- **Beyond “competences”**
- **Into real substance**
- **Every one according to their competences**
- **First domain of application:**
  - Technical standards  
(in the wider sense)
- **Why different standards?**
- **Involving all River Commissions**
  - And the UN-ECE
- **A Pan-European technical committee (CESNI)**



# Committee for Technical Standards

- **Vessel and personnel standards**  
For the moment
- **Composed of all European States**
- **Hosted by CCNR**  
With EU financial support
- **Elaborates the standards at expert level**
- **River Commissions adopt according to their procedures**
- **Also EU adopts by means of delegated acts**
- **Standards culminate at UN-ECE continental level**





# Committee for Danube navigability

- **Danube infrastructure!**
- **Serious navigability issues**
  - Maintenance
  - New works
- **“Lost clients” difficult to gain back**
- **Implementation of “Luxembourg Resolution”**
- **EU commitment to the Danube**
  - Danube Strategy
  - TEN-T
- **In the future?**



# Role of the Mosel Commission

- **Particularity: All 3 members are EU MS**
- **Focus on navigability issues**
  - Maintenance
  - New works
- **Coordination**
- **Best practice for other EU Member States**
- **Participation in all other European commissions**



# Advantages of Common Standards

(not only technical)

- **A continent-wide Single Space for Inland Waterway Transport**
- **Interoperability**
- **Equal opportunities**
- **Flexibility**
- **Less administrative burden**  
Experts overloaded
- **Growth!**



# NAIADES II Implementation

- **Europe needs to deliver**
- **All actors need to act to deliver NAIADES II**
  - NAIADES Implementation Matrix
- **Independently of the type of actor**
  - EU
  - River Commissions
  - Member States
  - Stakeholders
  - Private sector



***THANK YOU  
FOR YOUR ATTENTION!***

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**NAIADES II**  
*[http://ec.europa.eu/transport/modes/inland/promotion/naiades2\\_en.htm](http://ec.europa.eu/transport/modes/inland/promotion/naiades2_en.htm)*