



Inland waterway transport - European policy framework and challenges

**Joint Statement on Inland Navigation and
Environmental Sustainability in the Danube
River Basin**

Kick-off meeting, Orth an der Donau, Austria, 25 April 2007



Directorate-General for Energy and Transport



Overview

- © European Transport Policy:
Sustainable mobility for our continent
- © The EU's policy to promote inland waterway transport – “NAIADES”
- © Inland Navigation and
Environmental Sustainability
- © TEN-T Priority Project No. 18
- © Towards an integrated approach





Sustainable mobility

© EU Transport Policy Objectives:

- o A high level of mobility;
- o Protection – environment, energy security, labour standards, passengers and citizens;
- o Innovation – new technologies, efficiency and sustainability concepts;
- o International connections – sustainable mobility, protection and innovation in Europe and worldwide





The importance of Waterborne Transport for Europe

© >35.000 km of waterways connect hundreds of cities and industrial regions

© 18 out of 27 Member States have inland waterways





Assets of inland waterway transport

- ⊙ Energy consumption per ton-kilometre of transported goods 1/6 of the consumption on the road and 1/2 of that of rail transport.
- ⊙ Total external costs (accidents, congestion, noise emissions, air pollution and other environmental impacts) 7 times lower than road transport.
- ⊙ High degree of safety, in particular when it comes to the transport of dangerous goods.
- ⊙ Constant improvement of environmental performance.





The EU's policy to promote inland waterway transport

Integrated Action Programme “NAIADES” 2006-2013 ■ Actors: EU-MS-sector-others

5 interdependent areas of action

1. Create favourable conditions for services
2. Stimulate fleet modernisation and innovation
3. Promote jobs and skills
4. Improve image and co-operation
5. Provide adequate infrastructure





Trans-European Transport Networks (TEN-T) policy

- © Build missing links and remove bottlenecks in the EU's transport infrastructure
- © 30 priority projects – Rhine-Main-Danube axis = major route connecting North Sea to Black Sea
- © Objective: allow passing of vessels of up to 3.000-t + achieve minimum draught of 2.5 m
- © Completion of the TEN-T network should reduce transport-generated CO₂ emissions by 6.3 million tonnes a year by 2020





Inland Navigation and Environmental Sustainability

Continuous innovation needed to maintain IWT's relatively environmentally friendly position

- © Improve environmental performance of the fleet (research, support, legislation – engine emissions, fuel quality, dangerous goods)
- © Develop waterway infrastructure in a coordinated and integrated way:
“European Development Plan” for waterway and transshipment infrastructures: reconcile environmental protection and sustainable mobility at planning and programming level





Inland Navigation and Environmental Sustainability

But also:

- © Compare what is comparable; take into account economy of scale (e.g. emissions per ton-km, not “vehicle/vessel-km”)
- © Better organisation of transport and logistics
- © Hinterland operation of Seaports (“COLD” Study – Container Liner Service Danube)
- © River Information Services – travel planning, logistics and environmental performance





TEN-T Priority Project No. 18

Understanding the TEN-T Priority Project No. 18

What's in a map?





TEN-T Priority Project No. 18

- ◎ National transport infrastructure development plans
- ◎ River Information Services – European Master Plan “IRIS”
- ◎ Studies on cost-effectiveness, environmental impact assessment, flood risk – in progress
 - Austria: EIA 2006 (?)
 - Hungary / Slovakia: joint guidelines for common section
 - Romania: comprehensive study in preparation (75% EU funded - ISPA)





TEN-T Priority Project No. 18

EU funding for the TEN-T Priority Project No. 18

Priority section	Type of work/status	Distance (km)	Timetable	Total cost as of end 2004 (million EUR)	Investment up to 31.12.2004 (million EUR)	TEN-T contribution, including studies, up to 31.12.2004 (million EUR)
Rhine–Meuse	Improve navigability	140	2005–19	428	0	0
Lanaken lock	New lock	n.a.	2006–11	76	1.1	1
Vilshofen–Straubing	Improve navigability	70	2008–13	128	0	0
Vienna–Bratislava	Improve navigability	47	2006–15	180	2	0
Palkovicovo–Mohács	Improve navigability	358	2007–14	300	0.6	1.1
Bottlenecks in Romania and Bulgaria	Improve navigability	927 (26 in Bulgaria)	2002–11	777	140	0
TOTAL		1 542		1 889	143.7	2.1





TEN-T Priority Project No. 18

EU funding for TEN-T Priority Project No. 18 (Danube)

Priority section	Year	Type of project	TEN-T contribution until end 2006
Vienna-Bratislava	2002-2005	Preparatory studies	2.200.000 €
Palcovicovo-Mohács	2004	Preparatory studies	1.100.000 €
Austria	2001	Feasibility study RIS implement.	1.500.000 €
Austria	1999	Improvement of Krems port	500.000 €
TOTAL			5.300.000 €





Towards an integrated approach (1)

- © Commission Communication: Towards an integrated approach to trans-European transport, energy and telecommunications networks (21/03/2007)
 - o Group of 7 Commissioners
(Transport, Energy, Information society, Environment, Budget, Economic Policy, Regional Policy)
 - o Objective: explore synergies between networks, ways of reconciling their development with respect for the environment, and improved financing methods
 - o Compatibility of TEN with sustainable development = one of the Commission's main concerns





Towards an integrated approach (2)

- ◎ Environmental impact assessment at project level (MS responsibility)
- ◎ “Modus operandi” between relevant services of the European Commission (DGs TREN and ENV)
 - to assist in the evaluation process of applications for funding from the TEN-T budget
 - to help identify and tackle at an early stage any potential log jam that may arise between the particular circumstances of each investment project and the need to comply with environmental legislation
- ◎ European Coordinator for TEN-T inland waterway projects – to be nominated shortly



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