



EU Policy on inland waterway transport

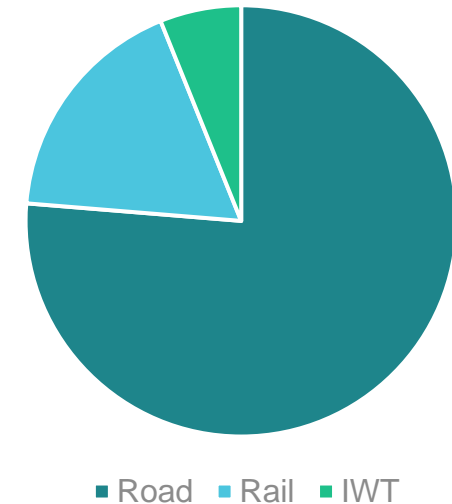
Joint meeting of the inspection bodies,
Zagreb, September 2023

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Background – Inland waterway Transport

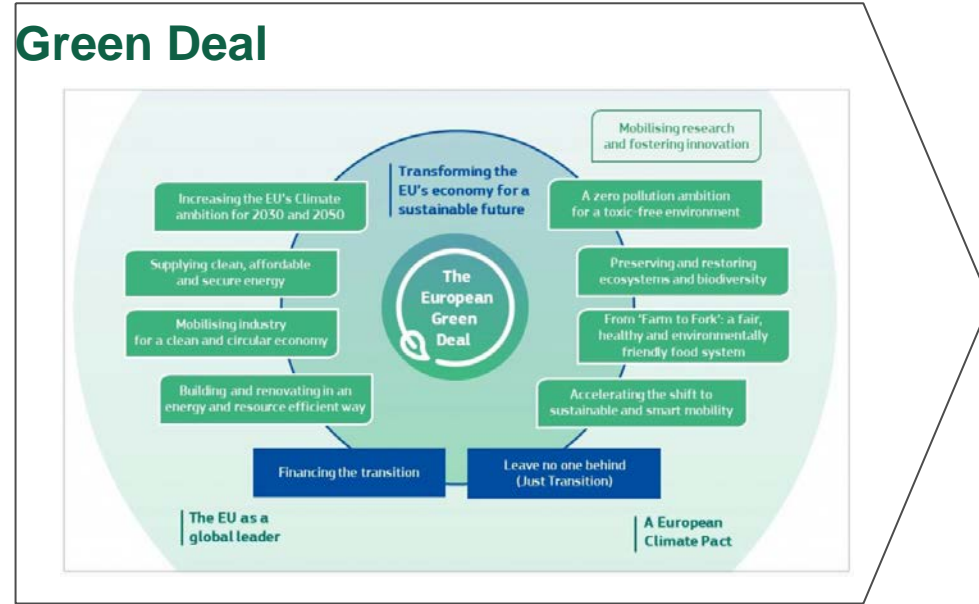
- 41,000 km of inland waterways flow through 25 EU MS
- >15,000 km of TEN-T inland waterways
- Secondary network also important for regional transport +/- 26,000 km
- 150 bn tkm of cargo every year
- 44,000 people work on inland vessels (60% goods, 40% passengers)
- 15,000 vessels
- 75% of inland waterway navigation takes place across borders
- IWT modal share is 43% in NL, 28% in RO and 31% in BG in 2019*

**Modal split: only 6%
across EU**



*Source: CCNR Market Observation Report 2021 <https://inland-navigation-market.org/>

Context of EU policy for IWT



European Green Deal:

-> called for decisive action to shift a substantial part of the freight transported by road (currently accounting for 75% of inland freight) to inland navigation and rail -> measures to increase the capacity of inland waterways from 2021

Sustainable and Smart Mobility Strategy:

-> inland waterway transport and short-sea shipping to increase by 25% by 2030 and by 50% by 2050

NAIADES III Action Plan 2021-2027



Brussels, 24.6.2021
COM(2021) 324 final

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

NAIADES III:

Boosting future-proof European inland waterway transport

2 core
objectives

8 policy
flagships

35 action
plan
measures

[https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52021DC0324R\(01\)](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52021DC0324R(01))

NAIADES III Action Plan 2021-2027: 2 core objectives

This initiative aims to set an “Inland Navigation Action Plan 2021-2027”, aligned to the new multi-annual financial framework to meet objectives of the green deal and strategy and will focus on:

(A) shifting more freight transport to inland waterways

(B) a irreversible path towards zero emission inland vessels

Both underpinned by a paradigm shift towards further digitalisation, as well as accompanying measures to support the current and future workforce.

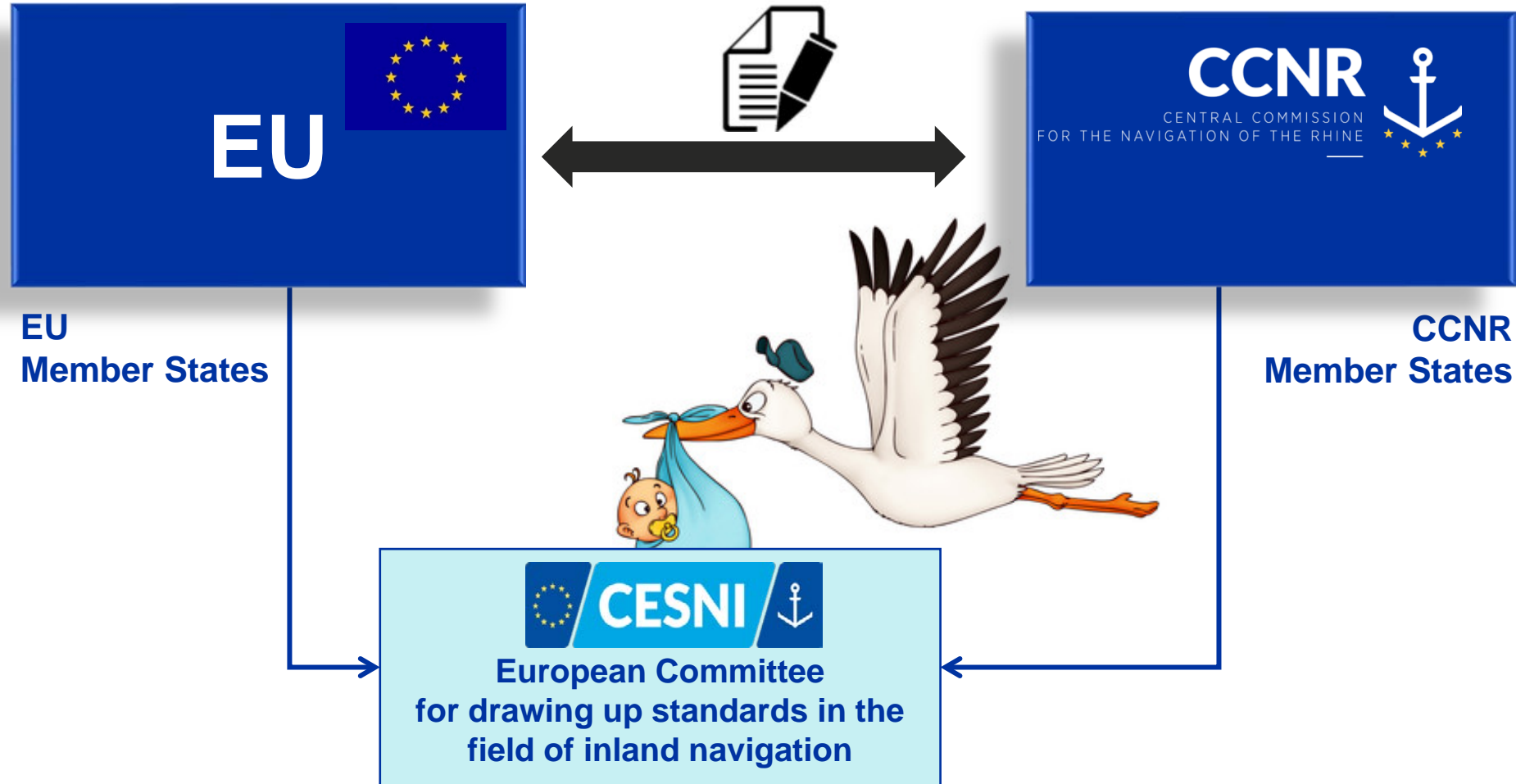
Transition to zero-emission inland waterway transport

Challenges for inspection bodies !!!

- New solutions for inland waterway vessels (propulsion)
- Pilot projects
- New provisions (ES-TRIN)
- Common inspections regime

An appropriate regulatory framework

Role of CESNI



Harmonisation of rules



Major shift in governance, already enshrined in two EU directives:

- **Directive (EU) 2016/1629 on technical requirements for inland waterway vessels (ES-TRIN)**
- **Directive (EU) 2017/2397 on professional qualifications in inland navigation (ES-QIN)**

RIS Directive 2005/44 (ES-RIS) - planned

Fruit of excellent cooperation between European Commission, CCNR and other river commissions over the past few years



Thank You!

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