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### Economic Commission for Europe

#### Inland Transport Committee

#### Working Party on Inland Water Transport

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Item 4 of the provisional agenda

##### **Exchange of information on measures aimed at promoting transport by inland waterway**

### **Developments in the Inland Water Transport Policy in the European Union and the activities of the European Committee for drawing up Standards in the field of Inland Navigation (CESNI)**

**Transmitted by the European Commission and the European  
Committee for drawing up Standards in the field of Inland Navigation  
(CESNI)\***

#### **I. Mandate**

1. This document is submitted in line with Cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2016-2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee at its seventy-eighth session on 26 February 2016.
2. The Working Party on Inland Water Transport may wish to take note of the information from the European Commission (EC) and the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) as represented below.

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\* The present report was submitted after the deadline in order to reflect the most recent information.

## II. Inland Water Transport Policy of the European Union

### A. Economic context

3. The long-term transport strategy of the European Union (EU)<sup>1</sup> supports modal shift towards rail and waterborne transport solutions. The goal is to achieve a 50 per cent shift of medium-distance intercity passenger and freight journeys from road to rail and waterborne transport, all of which will contribute to a 60 per cent cut in transport emissions by the middle of the century.

4. The inland waterway transport sector is small in relative terms but makes, nevertheless, a considerable contribution to the EU transport system: in 2016, river transport represented goods transportation of almost 145 billion tonne kilometres, container transport by inland waterways reached 15 billion tonne-kilometres and passenger transport also continued its upward trajectory: 335 cruise vessels plying the Rhine, Danube, Seine, Elbe, the Rhone and other rivers carried a total of 1.36 million people.<sup>2</sup>

### B. The NAIADES II Policy Communication

5. The NAIADES II Communication sets out the EU programme for policy action in the field of inland waterway transport for 2014-2020. Actions are taken in the following key areas of intervention:

- (i) Infrastructure;
- (ii) Innovation;
- (iii) Functioning of the Single Market;
- (iv) Environmental performance;
- (v) Human factor, and
- (vi) Integration into multimodal logistics chains.

6. In the first key area, Infrastructure, the most important development is the adoption of an integrated approach for planning and implementation of inland waterway projects in the TEN-T<sup>3</sup> Core Network Corridors. The approach is supported by a dedicated funding and financing instrument, the Connecting Europe Facility (CEF)<sup>4</sup> as well as by the Structural and Cohesion Funds and the European Fund for Strategic Investments (EFSI).

7. NAIADES II calls upon the sector to take more ownership of research, development and innovation initiatives under the Horizon 2020 Programme. Priorities for the sector are: (a) the development of cleaner propulsion alternatives, (b) multi-modal integration based on digitalization, (c) advanced logistics options and (d) enhancement of human factor. An important development in this field is the introduction of advanced emission standards for new engines for inland navigation vessels in the horizon of 2019-2020.

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<sup>1</sup> Available at [https://ec.europa.eu/transport/themes/strategies/2011\\_white\\_paper\\_en](https://ec.europa.eu/transport/themes/strategies/2011_white_paper_en).

<sup>2</sup> The Market Observation is available at [www.ccr-zkr.org/files/documents/om/om17\\_II\\_en.pdf](http://www.ccr-zkr.org/files/documents/om/om17_II_en.pdf); more detailed information is given in ECE/TRANS/SC.3/2017/1.

<sup>3</sup> Trans-European Transport Network set out by Regulation (EU) No. 1315/2013 of the European Parliament and of the Council of 11 December 2013.

<sup>4</sup> <https://ec.europa.eu/inea/en/connecting-europe-facility>.

8. The inland waterway transport market is fully liberalized in the EU. However, certain rules are still set at the regional or member State level. Lack of harmonization in these areas may represent barriers for the functioning of the internal market. The adoption of Directive (EU) 1629/2016 consolidates the role of CESNI and represents an important progress in improving the situation.

9. The forthcoming adoption in 2017 of the new Directive on the recognition of professional qualifications in inland navigation will streamline, modernize and extend the recognition of skilled workers of the sector, thus contributing to a deeper and fairer internal market.

10. Focusing on the integration of information streams, EC intends to initiate an evaluation of the implementation of Directive 2005/44/EC on harmonized river information services (RIS) in order to take stock of progress in RIS deployment, identify further development orientations and examine how to facilitate the adaptation of technical standards to technical progress in a dynamic way.

### C. Implementation of the TEN-T network in 2014-2015

11. The progress report on implementing the TEN-T network in 2014-2015, that was submitted by EC to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions<sup>5</sup> states that, based on the TENtec Information System, the current state of implementation of TEN-T transport infrastructure in terms of compliance with the TEN-T Regulation requirements is between 75 and 100 per cent for half of the currently available indicators.

12. Inland waterways are almost fully compliant with the CEMT<sup>6</sup> requirement for class IV and to a good extent, also the implementation of RIS, whereas compliance with the criteria of permissible draught is still below 75 per cent. All seaports are connected to rail, but connection to inland waterways of CEMT class IV is far from compliant.

13. In the course of 2014-2016, the TEN-T Core Network Corridor studies identified a set of key performance indicators (KPIs) to measure the evolution of the corridors over time, and to monitor their compliance levels with the infrastructure quality standards set out in the TEN-T Regulation. KPIs in inland water transport are indicated in per cents in the table below (for freight traffic), as a percentage from the target value.

<i>KPI</i>	<i>Calculation</i>	<i>Target*</i>	<i>In 2015</i>
CEMT requirements for class IV	Length of inland waterways classified as at least class IV, as a percentage of the waterway network	100	95.4
Permissible draught (minimum 2.5 m)	Inland waterway network permitting a vessel of 2.5 m draught, as a percentage of the waterway section	100	68
Permissible height under bridges (minimum 5.25 m)	Inland waterway network with vertical clearance of at least 5.25 m under bridges as a percentage of the waterway section	100	Not applicable
RIS implementation	Inland waterway network on which the minimum technical requirements of the RIS directive are met, as a percentage of the waterway section	100	79.6

\* The deadline for the core network is 2030 and for the comprehensive network is 2050.

<sup>5</sup> Available at <https://ec.europa.eu/transport/sites/transport/files/com20170327-progress-report-tent-2014-2015.pdf>.

<sup>6</sup> European Conference of Ministers of Transport.

14. The infrastructure funding for inland waterway projects has been given a priority in the successive CEF calls for applications (calls 2014, 2015, 2016 and 2017). The supported projects aim to help connecting industrial regions to urban areas and linking them to ports, modernizing inland ports as the points of interconnection between inland waterways and other modes of transport, promoting RIS and related activities<sup>7</sup>.

15. The Structural and Investment Funds for Regional Development have also supported inland navigation projects. In that context, the European Strategy for the Danube Region supports the cross-border cooperation with neighbouring countries of the EU, such as the Interreg Danube Transnational Programme.<sup>8</sup>

16. The TEN-T Guidelines require that the waterways - parts of the TEN-T Core Network Corridors achieve and maintain the "good navigation status" (GNS) while respecting environmental standards. The Guidelines also pay particular attention to free-flowing rivers which are close to their natural site and, therefore, can be the subject of specific measures. The EC has launched a study on the GNS concept in view of providing practical guidance to authorities, infrastructure managers and stakeholders at large.<sup>9</sup>

#### **D. Horizon 2020: a draft programme for 2018-2020**

17. "Horizon 2020" is the largest EU research and innovation funding programme with a budget of nearly 80 billion euros available for 7 years (2014 to 2020). Horizon 2020 targets socioeconomic and behavioural research and trends and forward-looking activities for policy making. The aim is to support improved policymaking which would necessarily promote innovation, and meet the challenges raised by transport and the related societal needs.

18. The "Transport Challenge" allocates 6.339 billion euros for the period from 2014 to 2020 contributes to four key objectives, each supported by specific activities.

19. "Smart, Green and Integrated Transport" of the "Transport" subprogramme addresses three areas by three Calls for proposals: (a) mobility for growth; (b) green vehicles and (c) small business and fast track innovation for transport. Projects supported by Horizon 2020 in 2014-2017, include, for example, the "Prominent" project (Promoting Innovation in the Inland Waterways Transport Sector) which focuses on transition towards efficient and clean vessels, certification and monitoring of emission performance, harmonization and modernization of standards for professional qualifications.<sup>10</sup> The Work Programme 2018-2020 for "Horizon 2020" is pre-published<sup>11</sup> and will be adopted on 27 October 2017. It will include, in particular, calls for low carbon and sustainable transport, sustainable infrastructure and innovative vessels, the autonomous ship concept, etc.

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<sup>7</sup> List of CEF-supported projects is available at <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-transport-mode/water>.

<sup>8</sup> [www.interreg-danube.eu/](http://www.interreg-danube.eu/).

<sup>9</sup> ECE/TRANS/SC.3/2017/2.

<sup>10</sup> <https://ec.europa.eu/inea/en/horizon-2020/projects/h2020-transport/waterborne/prominent>.

<sup>11</sup> <https://ec.europa.eu/programmes/horizon2020/en/what-work-programme>;  
<https://ec.europa.eu/programmes/horizon2020/en/shaping-work-programme-2018-2020-societal-challenge-4-smart-green-and-integrated-transport>.

## E. Digitalization in inland navigation

20. To develop the digitalization in the sector, the EC has developed/maintained various tools and projects. Some of them are mentioned below.

21. The TENtec databases incorporate the data from EU member States and provides the EC with a means of identifying critical issues, transport “bottlenecks” and issues related to interoperability across borders. Three levels will be ensured by TENtec: the corridors, the core network and the comprehensive network. Current inland waterway data in TENtec is available only for core network corridors. To increase data quality and the input rate in TENtec, data collection studies were launched in 2015 and 2016 for results in 2017 and 2018. The TENtec GIS-based Private portal for policymaking (OMC) is currently being developed.

22. The Digital Inland Waterways Activity (DINA) initiative was launched by EC in 2015 to digitize information flows in inland water transport, thus allowing seamless integration into multimodal logistic chains. DINA and the Digital Multimodal Nodes (DMN) would allow the creation of a single digital market for inland navigation. The following step is an EU initiative for digital tools for inland water transport.

23. Digital Transport and Logistics Forum (DTLF) is an expert group set up by EC on 1 July 2015 as a consultative platform for coordination and cooperation in further digitalizing freight transport and logistics, in order to formulate opinions or recommendations, and to support EC in formulating a strategy/road map. DTLF envisages, in particular:

- Definition and acceptance of e-transport documents;
- Optimization of cargo flows through better use and exchange of data;
- Languages and/or standards for seamless data exchange;
- Social aspects of digitalization and education and training requirements.

## F. New Expert Groups

24. An EC expert group (Commission expert group) is a consultative body set up by EC or its departments to provide them with advice and expertise in the policy-making process (preparation of legislative proposals and policy initiatives, implementation of EU legislation, programmes and policies, etc.).<sup>12</sup>

25. In 2017, EC established three Expert Groups with the engagement of the River Commissions and UNECE:

(a) The Commission Expert Group on inland waterway transport (NAIADES II implementation group): the first meeting (26 June 2017, Brussels) considered the main developments in EU policy in 2016-2017 and the priorities for 2018-2020. Issues covered the quality infrastructure, innovations, the smooth functioning of inland water transport, the draft directive on professional qualifications, and the integration of inland waterway transport into the multimodal logistics chain;

(b) The Commission Expert Group on social issues in inland navigation: the first meeting (7 September 2017, Brussels) considered the future EU Directive on the recognition of professional qualifications in inland navigation, including the preparation of

<sup>12</sup> The Register can be consulted at <http://ec.europa.eu/transparency/regexpert/index.cfm>.

CESNI standards for delegated acts and the preparation of the delegated act for the European Crew Qualifications Database. An EU concept on digital tools for facilitating and ensuring enforcement of legislation in inland water transport was presented;

(c) The Commission Expert Group on technical requirements for inland waterway vessels: the first meeting will take place in Brussels on 13 October 2017. The draft agenda foresees the presentation of ongoing work related to the implementation of Directive (EU) 2016/1629, including the delegated and implementing acts on technical requirements for inland navigation vessels.

26. There is the intention to establish the fourth Commission Expert Group for DINA before the end of 2017. As explained above, the DINA initiative fits under the EC strategy for Digital Single Market and aims to promote the digitalization of inland waterway transport, including its interconnection with other transport modes, thereby contributing to its improved competitiveness in the multimodal supply chain.

### **III. The European Committee for drawing up Standards in the field of Inland Navigation**

27. In 2017, CESNI held two meetings: on 23 March 2017 and on 6 July 2017 in Strasbourg, France. The second meeting saw the adoption of:

(a) A new European standard laying down technical requirements for inland navigation vessels — ES-TRIN 2017, which replaced the 2015 edition;

(b) The test standard for Inland AIS<sup>13</sup> 2017/2.0, which defines the minimum operational and performance requirements, the methods of testing and the required test results for Inland AIS equipment.

28. At the second meeting, observer status was granted to Serbia. At its third meeting on 18 October 2017, CESNI will examine the request of Ukraine to be granted the status of observer State (Ukraine already participates in CESNI's meetings since 2016 according to a provisional status).

29. Meetings of the CESNI Working Group on Professional Qualifications were held in Strasbourg on 2 February, in Budapest on 11 May and in Brussels on 6 September 2017. The participants:

(a) took note of the proposal for defining the professional *competence* of tomorrow's boatmen, boatmasters and holders of certificates of competence for various specific operations (experts in the field of liquefied natural gas (LNG) and passenger navigation experts) and specific authorizations for boatmasters (sailing with the aid of the radar, sailing on inland waterways with maritime character and on craft using LNG as fuel), of the foreseen medical criteria and the draft standards for the use of simulators;

(b) exchanged views on the draft EU Directive on the recognition of professional inland navigation qualifications in European river basins, and

(c) held a discussion on ongoing and envisaged projects in this field, in particular, the Danube Skills and Sector Skills Alliance projects.

30. Meetings of the CESNI Working Group on technical requirements were held in Strasbourg on 21 and 22 February 2017, from 27 to 29 June 2017, and from 26 to 28 September 2017. In the beginning of 2017, the Working Group concentrated on priority

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<sup>13</sup> Automatic Identification System.

issues to allow the adoption of ES-TRIN 2017, in particular, on engine emissions, electrical installations, traditional vessels, adjustable-height wheelhouses and the moratorium on certain transitional provisions. In June and September, the Working Group continued its activities on the moratorium on transitional provisions, automated external defibrillators, electrical propulsion systems (Chapter 11 of ES-TRIN), fire-fighting systems using a dry aerosol-forming extinguishing agent, and the examination of innovative projects with vessels using fuel-cell propulsion systems. On 27 June and on 26 September 2017, the Working Group held two ad hoc meetings on electronic systems and emissions from inland navigation for existing engines, respectively.

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