

## EBU POSITION

### ON THE TEN-T GUIDELINES AND THE CONNECTING EUROPE FACILITY CEF

#### INLAND WATERWAYS – A VITAL PART OF THE CORE NETWORK

*EBU welcomes the Commission's proposal for new TEN-T guidelines together with the related financial instrument, the Connecting Europe Facility (CEF) and the ambitious plans as set out in them. The aim to remove major bottlenecks and barriers in key areas of transport infrastructure as Inland waterway transport (IWT) is expected to contribute to quality waterway infrastructure. EBU shares the Commission's view that a future approach has to concentrate on projects that benefit the entire transport system in economical and ecological terms. Significantly increasing IWT's modal share will lead to a major contribution to the de-carbonisation goal of the European policy.*

The principles as set out in the guidelines in general seem to be adequate and practicable. EBU advocates a number of preconditions to be met when it comes to the future TEN-T implementation:

1. Building largely on the existing infrastructure and making use of existing potential will lead to an efficient transport system. Together with prioritisation and rebalance of cargo flows this must lead to a better use of the existing resources in a more efficient and effective way. A concentration on projects that benefit the entire transport policy deserves support (*network optimisation*).
2. The environmental challenges as expressed in the overall European policy can be much better addressed by making full use of environmentally friendly modes and potentials such as inland waterway transport (*de-carbonisation*).
3. The future approach has to concentrate on the **interconnectivity** of modes within the transport and logistic chain. For a better integration of modes **ports** are estimated to play a major role in the TEN-T policy. Both the seaports and inland ports will increasingly contribute to the distribution of the cargo flows and the interconnectivity (*enhance overall effectiveness of the network*).

#### METHODOLOGY, LEGAL INSTRUMENT AND GOVERNANCE

EBU welcome the chosen methodology and legal instrument which presumes the commitment by the Member States in the realisation of the TEN-T. A realisation of the networks within the timeframe foreseen is crucial to guarantee European mobility. The dual layer approach, comprising a core network and a comprehensive network seems appropriate to realise the aims as set out in the guidelines.

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The establishment of core network corridors and corridor platforms as an instrument to facilitate the coordinated implementation of the core network needs to guarantee a coordinated approach. It is however also considered as a huge challenge to bridge the gap between the scarcity of financial means available and the number of priority infrastructure projects. In this context we underline the importance of the coordinators to guarantee the coordinated and **multimodal implementation** of the core network corridors. To facilitate Member States involvement the administrative burdens for co-financing procedures must be revised.

**Proposed amendments of the TEN-T regulation:**

Article 16: Infrastructure components:

To add:

***h) dedicated freight and passenger terminals and logistic platforms for the transshipment of goods and passengers within the waterway mode and between inland navigation and other modes.***

Article 17: Transport infrastructure requirements:

To add:

***New c) Rivers, canals and lakes shall guarantee good navigation status through close coordination and standards on minimum service levels as regards the navigation function and waterway infrastructure maintenance and safety across waterways.***

Article 18: Framework for priority infrastructure development:

To add:

***In d) connecting inland port infrastructure to railway and road transport infrastructure***  
***e) promoting Inland Waterway Transport***

Article 39: New technologies and innovation:

To add under e):

***e) promote and implement measures .....***

Article 47: Nodes of the core network:

To add under 2):

***2) Maritime ports ....shall be connected with the railway, road and where possible inland waterway infrastructure.....***

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### 3. FUNDING FRAMEWORK

The “Connecting Europe Facility” which is intended as new instrument to finance the priority will allocate 21,7 billion EURO to transport infrastructure in Europe. Additional financial instruments out of the Cohesion Fund for related transport infrastructure are expected to support this facility by 10 billion EURO for the period 2014-2020.

Given the scarcity of the financial sources support must be provided to infrastructure that meets best the principles of de-carbonisation, network optimisation and enhancing the overall effectiveness of the network. Taking into account the very positive cost-benefit relation waterway infrastructure projects we expect that these projects are supported with substantial financial means to remove the existing bottlenecks and to realise the missing links in the European waterway system.

#### ***Proposed amendments of the CEF- regulation:***

Article 7: eligibility and conditions for financial assistance:

To add:

***f) actions to reduce the carbon footprint of inland navigation by green propulsion technology .***

Article 9: conditions for participation:

To change in existing paragraph:

3) Proposals submitted by natural persons ~~shall not be~~ are eligible.

Article 10: Funding rates:

To add under existing paragraph:

2. (b) (ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, ***actions to reduce the carbon footprint of inland navigation by green propulsion technology*** , as well as .....

2. (c) (i) the European Rail Traffic Management System (ERTMS) ***and River Information Services (RIS) .....***

### 4. CONCLUSION

The navigable waterways in Europe, which mostly are existing natural rivers, dispose over capacity to absorb a much higher volume of transports. In connection with the positive effects in terms of external costs and energy efficiency a switch to inland navigation offers huge advantages. Given the scarcity of free infrastructure and the de-carbonisation goals, choices of transport modes in the future will be based more upon energy efficiency, reliability, capacity and flexibility.

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We expect that in this concept Inland Waterways as major part of the core network which are linking East and West, old and new Member States will be sufficiently supported to benefit from its positive effects. To guarantee quality infrastructure and the reliability of the waterways at least 20 % of the TEN-T budget should be dedicated to the navigable waterway network.

The chosen funding framework, which is considered to boost projects and lead to a huge return in investment, can contribute to coordinate both the European and the national resources. It must however be based upon solid and fair calculation methods and principals taking into account the best cost-benefit relations. Within this concept the administrative burdens in the co-financing procedures must be cut down.

Although there is a clear need for more precision with regard to the implementation of the proposed guidelines EBU considers the legal and institutional framework as set out as appropriate basis for the future development of the TEN-T.

We therefore call upon the Member States and the Parliament to support this approach in the benefit of the entire European transport system.

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The European Barge Union (EBU) represents the majority of the inland navigation industry in Europe. Its members are the national associations of barge owners and barge operators of meanwhile 9 leading European inland navigation countries.

EBU's main objective is to represent the interests of the inland shipping industry at a European and international level and to contribute to the development of a sustainable and efficient European transport system.

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