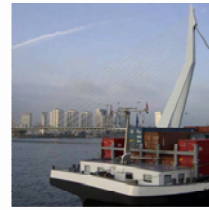


REGINA

reflection group on inland navigation



FINAL DRAFT – NOT FOR DISTRIBUTION UNTIL 18 MARCH 2010, 18 HRS

REGINA – reflection group on inland navigation

In October 2009 an informal reflection group was set up in the framework of the European PLATINA project, in order to start further deliberations on the future of inland waterway transport in Europe. The group identified European co-operation and co-ordination tasks, undertook an analysis of the existing NAIADES action programme and proposed a number of conclusions and recommendations. The reflection group included key experts from the inland navigation industry, public administrations and river commissions. The views and conclusions expressed in this report are those of the group of experts and cannot be considered as a formal statement or position of any Member State and/or organisation.

Brussels, March 2010

A strong case for inland waterway transport

A sustainable and efficient European transport system requires a strong inland navigation sector. Cost-effective waterborne logistics services significantly contribute to the competitiveness of the European industry. The European-wide promotion of Inland Waterway Transport (IWT) therefore is very much in line with the European strategy of strengthening Europe's economy, reducing congestion and accidents, improving efficient energy use and cutting greenhouse emissions in the transport sector. European rivers are a strong backbone for the European transport system and are valuable ecosystems at the same time. There is broad understanding that the better use of European rivers for transport must be in line with environmental interests.



In 2006 the European Commission initiated the **NIAIDES action programme**, the multi-annual action programme for the promotion of inland waterway transport, which is planned to end in 2013. The NIAIDES action programme is aimed at enhancing the use of inland navigation in order to ensure a sustainable, competitive and environmentally friendly European transport network. NIAIDES focuses on 5 strategic areas:

improving market conditions, modernising the fleet, developing human capital, strengthening the sector's image and improving the infrastructure. The programme addresses all stakeholders of inland waterway transport, the EU and its institutions, the sector as well as the Member States. The European Parliament and the Council of Ministers welcomed the initiative and endorsed the programme; the industry has expressed its broad consent.

The NIAIDES Communication (COM (2006)6) made a clear reference to the need to further develop the organisational and institutional framework for inland waterway transport in Europe. Different deliberations and proposals for such a new framework have been made in the last decade. In particular the EFIN report (2004) provided a detailed analysis and also made specific proposals for the improvement of the institutional setting.



As part of the NIAIDES initiative the European Commission organised a stakeholder consultation in 2006/2007 and delivered a corresponding impact assessment at the beginning of 2008. Both actions resulted in a wide-spread understanding that the shortcomings of the current situation shall be tackled through a much **closer co-operation and co-operation among all stakeholders, the European Commission, the River Commissions, the Member States and the inland navigation sector.**

The inland navigation sector is the most liberalised and international European transport sector. At the same, the economic crisis has severely affected the inland navigation sector since the end of 2008. Against this background, co-ordination becomes all the more important, be it in the field of technical requirements for vessels, education and qualification standards, research and development, implementation of technological innovations, etc.

However, European co-operation and co-ordination in the field of inland waterway transport is still characterised by short-term and partial solutions or ad-hoc initiatives. This situation also results in limited political attention and relatively limited human and financial resources. The current status does not match the political ambitions that are explicitly aimed at better using the potential of inland waterway transport.

REGINA - Reflection Group on Inland Navigation

Since June 2008 the FP7 project PLATINA has acted as a platform to support the implementation of NAIADES. The project brings together 22 partners from nine different countries, in order to carry out a selected number of actions defined to serve the NAIADES objectives.

As from autumn 2009 PLATINA has facilitated the creation and working of an informal expert group to deliberate on the improvement of European co-operation and co-ordination. This so-called European REflection Group on Inland NAVigation (REGINA) includes key experts from the industry, public administrations and river commissions as well as from public administrations who discussed tasks and activities which are considered to be decisive for a coherent and active future European inland waterway transport policy.



The expert group was set up on the following working principles:

- 🌀 The group has an **informal status**: just reflections, no formal mandate from the organisations to which the experts belong to
- 🌀 Experts from **different countries / organisations / thematic fields**
- 🌀 **Common interest in a strong European IWT sector**
- 🌀 Small number of experts allowing an **efficient workshop approach**

Based on these principles the expert group defined the following objectives:

- 🌀 Reflection on the status quo of the European IWT sector
- 🌀 Discussion about the tasks/activities necessary to improve the existing situation of the European IWT sector
- 🌀 Evaluation of the strengths and weaknesses of the NAIADES action programme
- 🌀 Elaboration of conclusions for the promotion and modernisation of the European IWT sector
- 🌀 Presentation of main findings of the expert group to the European Commission, Member States and stakeholders

The reflection group carried out three workshops from October 2009 to March 2010. As a main result the experts drafted this report, which contains a comprehensive "inventory of tasks" for European IWT activities as well as a SWOT analysis on the NAIADES action programme. Furthermore, the reflection group drafted a number of conclusions that shall provide a basis for further discussion among the involved stakeholders.

Inventory of tasks

During the first and second meeting the reflection group discussed the main activities and tasks which are required at the European level in order to strengthen inland waterway transport. On this basis a consolidated so-called "inventory of tasks" has been elaborated, which is structured along the five thematic action pillars of NAIADES.



The inventory contains more than 60 IWT-related activities and tasks that need to be taken up and co-ordinated on a European level. The inventory provides an overview on the needs for additional actions, actions that need to be continued (either political, legislative or supportive) and on ongoing actions initiated under PLATINA that will have to be continued as well. The detailed "inventory of tasks" can be found in the annex to this document.

SWOT-Analysis of NAIADES

In the second workshop, the reflection group made a short evaluation of the European Action Programme NAIADES. The reflection group identified as **main strengths** of NAIADES its comprehensive and strategic approach, which made it the first-ever dedicated programme for the promotion of IWT at the European level. The broad consensus of all stakeholders, the well-structured objectives as well as the fact that the ongoing NAIADES action programme is delivering considerable tangible results are also considered as important strengths. The PLATINA project, as its implementation platform, has initiated and is pursuing concrete actions.

As **main weaknesses** the experts identified the comparatively weak positioning of inland navigation in the overall European transport policy, the lack of dedicated resources at the EC level fostering the implementation of NAIADES as well as the limited scope and time frame of PLATINA as well as the NAIADES programme itself. In this respect a principal paradox is discerned between the NAIADES action programme on the one hand, being limited in time by definition, and the necessary continuity of measures and tasks on the other hand. A significant number of the tasks must be considered as permanent and must be taken care of at the European level.

The reflection group furthermore identified a series of opportunities, but also threats related to NAIADES. A summary of the analysis is provided by the following SWOT analysis:

<ul style="list-style-type: none"> ○ First dedicated programme for IWT sector at European level ○ Strong cooperation between actors and integration of existing expertise ○ Result of broad consensus of all stakeholders (EC, MS, industry, river commissions) ○ Structured and operationalised display of goals ○ Alignment of EU policies (e.g. TEN, structural funds) ○ Pooling of resources to tackle common goals and open tasks ○ Concentration of implementation of many tasks via one project – PLATINA (full support of MS, full coverage of sector) ○ Many issues have been started successfully 	<ul style="list-style-type: none"> ○ Description of actions and responsibilities sometimes not precise enough ○ No own resources (budget) at EC level for implementation of NAIADES ○ Limited time frame of NAIADES (2007-2013) ○ Not sufficiently embedded in EU policies ○ Lack of instruments at EC level to enforce/enhance implementation of NAIADES at MS level (e.g. waterway infrastructure development) ○ Low visibility of results towards industry
<p style="text-align: center;">STRENGTHS</p> <p style="text-align: center;">OPPORTUNITIES</p> <ul style="list-style-type: none"> ○ Raise efficiency in IWT sector & contribute to economic growth and sustainable transport system ○ Increase of cost-effective IWT transport solutions and industrial development along European waterways ○ Climate change / CO2 / energy debate (2020 strategy of EC) 	<p style="text-align: center;">WEAKNESSES</p> <p style="text-align: center;">THREATS</p> <ul style="list-style-type: none"> ○ Insufficient policy support (EC and MS level) to continue work triggered by NAIADES ○ End of PLATINA project in 2012; necessary successive actions not yet secured ○ Current economic crisis overshadows importance/success of NAIADES and IWT in general

Conclusions

The reflection group stresses the need for a strong positioning of inland waterway transport in the European Transport Policy. This has to be achieved through comprehensive and concerted action of all involved stakeholders.

Against the background of the many and varied identified tasks the reflection group concluded that the following measures be necessary:

🌀 Intensified co-operation between institutions

Establish a permanent, structured and intensive co-operation between the competent institutions.

Inland waterway transport is the most liberalised and most international transport mode within the EU, but is still confronted with a heterogeneous organisational and institutional framework. In order to overcome the identified shortcomings an intensified co-operation between all stakeholders is required (European Commission, Member States, River Commissions, UNECE and navigation sector).

🌀 Permanent European IWT policy

Set up of a comprehensive European inland waterway transport strategy and programme as a permanent follow-up of the current NAIADES action programme.

NAIADES addressed for the first time comprehensive IWT co-ordination and co-operation tasks of the European Union in the period 2006-2013. NAIADES proved to be successful and should be continued through the elaboration of a European follow-up strategy and programme including permanent actions at the European level as part of the new common transport policy.

🌀 Financial and human resources

Provide the financial support at the Community level required to implement a permanent European inland waterway transport programme.

One of the identified weaknesses of the ongoing NAIADES programme is that it does not earmark dedicated financial resources for the implementation of the foreseen actions, in particular at the European Community level. Therefore, appropriate human and financial resources should be made available at Community level, both for the action programme and its implementation management.

🌀 Seamless transition

Secure continuity between present and future actions.

The ongoing NAIADES implementation platform PLATINA successfully set up activities where long-term European actions are required. However, after the end of the PLATINA project in May 2012 the continuation of these activities is not yet secured. Therefore, a seamless transition towards a new European IWT strategy and its implementation should be guaranteed.

Participants of the reflection group

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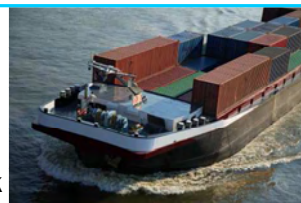
Annex:

**Inventory of tasks that require European
co-operation and co-ordination**

MARKETS - Attracting new markets, encourage and support entrepreneurship

Main objectives

- 🌀 Raise interconnectivity with other modes
- 🌀 Enhance knowledge on market situation and opportunities
- 🌀 Improve administrative and regulatory framework



Horizontal issues

Policy support - provide information, data and expertise for decisions w.r.t. IWT policy

Develop and promote modern European IWT law

Harmonise and provide IWT data and statistics to support decision-making

Tasks related to MARKETS

Remarks/references

Carry out regular market observation	Current co-operation between CCNR and EC
Improve legal framework with regard to market disturbance	Directive 96/75, Regulations 181/2008, 718/1999, 805/1999 and 169/2009
Develop and execute support programmes for start-up of new inland waterway transport services and support for co-modality	e.g. inputs for Marco Polo, support to state aid regulations and programmes
Support co-operation between operators	Primarily industry task; support via promotion and development centres
Support and develop co-operation models with other transport modes	e.g. Marco Polo; support via promotion and development centres
Detecting, monitoring and addressing administrative barriers that hinder development of new services	e.g. co-operation and co-ordination of national focal points, PLATINA monitoring group
Improve access to capital and funding	e.g. PLATINA online European funding database, make better use of expertise available at banks
State-aid guidelines for support schemes and <i>de minimis</i> rules	Reducing thresholds for support

FLEET - Boosting market introduction of core innovations in the IWT sector

Main objectives

- 🎯 Improve logistics efficiency
- 🎯 Raise environmental performance
- 🎯 Improve safety performance



Horizontal issues

Policy support - provide information, data and expertise for decisions w.r.t. IWT policy

Develop and promote modern European IWT law

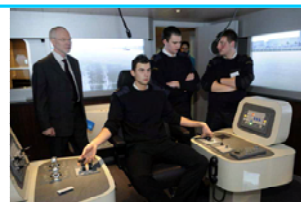
Harmonise and provide IWT data and statistics to support decision-making

Tasks related to FLEET	Remarks/references
Develop and implement technical requirements for vessels	e.g. Joint Working Group, RheinSchUO and Directive 2006/87 (ongoing)
Develop and implement regulations and recommendations for transport of dangerous goods	ADN Agreement (UNECE) and EC Directive on dangerous goods, ISGINTT (ongoing)
Harmonise and implement legislation regarding emissions to air, water and noise	e.g. RheinSchUO and Directive 2006/87 (water & noise)
Develop and implement requirements for fuel quality	Directive on fuel quality provides no specific norms for IWT (no reference to EN590)
Develop and implement requirements for waste disposal	e.g. CCNR Convention
Identify and promote promising innovations and technologies for inland navigation	e.g. PLATINA innovation database, strategic research agenda, WATERBORNE, also relation to climate change
Develop strategies and support pilot projects for de-carbonising IWT transport	e.g. reduce use of fossil fuels
Trigger and support dedicated R&D projects for inland navigation	e.g. 7th Framework Programme
Trigger and support market introduction of technological and organisational innovations	e.g. AIS introduction programmes
Operation and further development of the European Hull Database	Includes the hosting of the servers, technical support, extension of the functionality after amendments of underlying legislation, interconnection with additional national systems; Directive 2008/87/EC and 2005/44/EC, PLATINA pilot implementation

JOBS & SKILLS - Attracting qualified workforce by investing in human capital

Main objectives

- 🌀 Create clear set of rules and facilitating applicability/enforcement
- 🌀 Create education and training standards
- 🌀 Improve social conditions for workers



Horizontal issues

Policy support - provide information, data and expertise for decisions w.r.t. IWT policy

Develop and promote modern European IWT law

Harmonise and provide IWT data and statistics to support decision-making

Tasks related to JOBS & SKILLS	Remarks/references
Harmonise manning requirements (crew number, composition and qualification)	e.g. service book (Schifferdienstbuch)
Harmonise working time regulations	e.g. to facilitate enforcement
Elaborate and harmonise health, safety and welfare strategies and measures	Social and working conditions, e.g. living space on board
Harmonise and establish clear social security rules in the European IWT labour market	Solve implementation problems Regulation 883/2004
Develop strategy to overcome language problems in IWT	e.g. also a safety and social issue
Develop and maintain e-learning and simulation tools for nautical education	Making use of new media
Create minimum standards for employment rules of third country citizens	e.g. to facilitate enforcement
Develop and maintain IWT learning modules for the use in general logistics education and training	e.g. EWITA, NELI projects
Develop and implement European recruitment campaign	Development recruitment strategy PLATINA; implementation through MS
Create, institutionalise and maintain educational standards	Standards of Training and Certification for Inland Navigation (STCIN)
Support network of European IWT schools	e.g. EDINNA network (Education in Inland Navigation), Leonardo da Vinci programme

IMAGE - Raising awareness of the potential of inland navigation

Main objectives

- 🌀 Raise public visibility, political awareness and image of IWT
- 🌀 Improve co-ordination of communication efforts



Horizontal issues

Policy support - provide information, data and expertise for decisions w.r.t. IWT policy

Harmonise and provide IWT data and statistics to support decision-making

Tasks related to IMAGE

Remarks/references

Better co-ordinate and carry out PR activities; raise logistical and political attention for IWT	e.g. addressing politicians, MEPs
Develop and co-ordinate dedicated strategic communication on IWT: Ensure visibility of IWT among potential user and interest groups	Co-ordinated communication strategy, co-ordinated campaign
Run and maintain dedicated information services on inland navigation	e.g. www.naiades.info
Promote and support national promotion centres and development agencies	DG-TREN Grant programme
Support network of promotion and development organisations; support exchange of know-how and experience	Inland Navigation Europe network (INE), PLATINA common work plan of promotion and development agencies
Collect and disseminate good practices in inland navigation	e.g. PLATINA Good Practice Manual
Ensure availability of good quality statistics on inland navigation	e.g. Commission Regulation (EC) 425/2007

INFRASTRUCTURE - Improve the waterway infrastructure and the related multimodal network and implement River Information Services

Main objectives

- 🌀 Facilitate co-modality
- 🌀 Improve fairway conditions and eliminate bottlenecks
- 🌀 Ensure balanced waterway planning process
- 🌀 Facilitate full integration in logistics information chains



Horizontal issues

Policy support - provide information, data and expertise for decisions w.r.t. IWT policy

Develop and promote modern European IWT law

Harmonise and provide IWT data and statistics to support decision-making

Tasks related to INFRASTRUCTURE	Remarks/references
Promote development of network of sea- and inland ports as nodal points for co-modality	Promote dedicated IWT infrastructure in ports and at transshipment sites e.g. TEN-T
Development and maintenance of adequate inland waterway network	Create effective approach to eliminate main bottlenecks and secure sufficient financial support; realise reliable fairway conditions e.g. TEN-T revision
Develop and maintain inland waterway infrastructure projects database	Keep an overview of the actual status and characteristics of various infrastructure projects; decision-support information
Support and facilitate interdisciplinary dialogue on sustainable waterway planning	Secure integrated planning addressing i.a. Water Framework Directive, Birds and Habitats Directives, SEA & EIA Directives; e.g. PIANC Working with Nature, Joint Statement, PLATINA Good Practice Manual
Develop climate change strategies for inland navigation	e.g. ECCONET, EWENT, KLIWAS projects
Develop strategy for internalisation of external costs	Greening of Transport package EC; develop position towards it
Develop and maintain RIS standards	Directive 2005/44/EC
Maintain the Inland ENC Register and the digital parts of the Inland ECDIS standard	Directive 2005/44/EC
Operate RIS support structure	Includes technical and organisational support to the RIS Expert Groups; Directive 2005/44/EC
Operate RIS Community Portal	Includes hosting Inland ENC distribution, Notices to Skippers distribution and hosting of ienc.openecdis.org website; Directive 2005/44/EC

INFRASTRUCTURE - Improve the waterway infrastructure and the related multimodal network and implement River Information Services

Tasks related to INFRASTRUCTURE	Remarks/references
Maintain RIS Reference Data and RIS Index	Includes obtaining the data from relevant national and international organisations, validating the data and providing harmonized data at the RIS Portal; Directive 2005/44/EC
Operation and further development of the European Position Information Service	Includes hosting of the servers, provision of support in case of technical errors, extension of the functionality e.g. in case of amendments of the underlying legislation, interconnection with additional national systems.
Develop and maintain legal agreements in relation to the European Hull Database and the European Position Information Service	Serving as depository, process the amendments to the legal agreement
Harmonise Police and traffic regulations	e.g. CEVNI

