

Transport sector hands over increased EU budget Manifesto to DG MOVE's Director General, Magda Kopczyńska



During the closing ceremony of Connecting Europe Days 2024, representatives from 45 European transport organisations, handed over the manifesto of the “More EU budget for transport” campaign to Director General of DG MOVE, Magda Kopczyńska.



More **EU budget**
for **transport**

The best Investment
Plan for Europe

The organizations, representing the key spectrum of Europe's transport network, are again joining forces in a campaign to urge the Council and the European Parliament to increase the Connecting Europe Facility (CEF) budget for transport in the upcoming review of the Multi-Annual Financial Framework.

The transport sector is of strategic importance in responding to Europe's geostrategic, environmental and capacity challenges. Recent and ongoing crises have proven once again that only with a strong, adaptable and innovative transport sector at its core, Europe will be able to respond effectively to massive disruptions and safeguard its supply chain sovereignty. **If Europe is to strengthen its resilience, be a leader in the shift to net-zero and finally complete the Trans-European Transport Network, it must translate its words into deeds and reflect these ambitions in the new EU budget for transport.**

The massive oversubscriptions of the current CEF transport budget underline once again that the ambitions and challenges of the transport sector are high yet are not met with the necessary EU support. The take-away for European leaders and policymakers should be clear: this is the moment for Europe to reverse the trend of continued underfunding of the transport sector and set the bar high. A strong CEF instrument for transport is the best guarantee to deliver high EU added value, foster a level playing field across Europe and enable no regret investments.



Inland waterways pivotal to supply European industry and consumers

Inland waterways transport has a huge modal shift potential with free capacities on the network of European waterways. However, neglected waterway maintenance in the past years or even decades, together with the increasing impact of climate change on water levels endanger the reliability of inland waterway services. This calls for immediate action to address the current shortcomings and to prepare the infrastructure for the future. With small investments huge results can be realised by an effective rehabilitation of the waterways, leading to an efficient and resilient waterway network in the future.

The IWT sector urges the responsible public authorities to sufficiently invest in the effective rehabilitation and maintenance of waterways and the elimination of bottlenecks to make inland waterways resilient and future proof.

Major industries and consumers are dependent on a well-functioning waterway network. This has been demonstrated during the COVID period where all essential goods including pharmaceutical raw materials have been carried smoothly on inland waterways. More recently, the Danube river has demonstrated to play a pivotal role in the export of grain and essential raw materials from Ukraine as part of the Solidarity Lanes. Besides, in July the river Seine will be in the full picture of the world when the opening of the Olympic games will take place entirely on inland vessels”
Theresia Hacksteiner, Secretary General of the European Barge Union and Executive Director of the IWT Platform emphasised.

In preparation of the next Multifinancial Framework we already at this stage call upon the Ministers of Finance of the Member States to allocate sufficient financial means for transport, which is the backbone of industry.

The leaflet of the transport campaign for the review of the next EU budget is available below.

The leaflet of the transport campaign for the review of the next EU budget is [available here](#).

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THAT IS WHY MORE EU BUDGET FOR CLEAN TRANSPORT
IS THE BEST INVESTMENT PLAN FOR EUROPE!

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About the signatories:

EBU

The European Barge Union (EBU) represents the inlandnavigation industry in Europe. Its members are the national associations of barge owners and barge operators of 9 European inland navigation countries (Austria, Belgium, Czech Republic, France, Germany, Luxemburg, Netherlands, Romania and Switzerland). www.ebu-uenf.org

ESO

The European Skippers Organisation is the voice of the independent Inland Waterway Transport entrepreneurs. ESO looks after the interests of the barge owners at European level with representatives from six European countries (Belgium, France, Germany, Netherlands, UK and Poland) www.eso-oeb.org

European IWT platform

As an executive body of EBU and ESO, the European IWT platform aims at a stronger positioning of Inland Navigation in European and national transport policies by an intensified contribution to various governing bodies, working parties and standard setting committees like CESNI and ADN. www.inlandwaterwaytransport.eu