



**PUBLIC CONSULTATION ON A FOLLOW-UP TO THE 2006-2013 NAIADES ACTION
PROGRAMME
EXECUTIVE SUMMARY**

I. General Information

The NAIADES communication COM(2006)6 established the framework and defined the principles for an integrated inland waterway transport policy in the European Union, while the NAIADES Action Programme defined the actions necessary to implement the policy. The current Programme will end in 2013 and in view of the new White Paper on a Single European Transport Area a follow-up has to be considered.

In order to encourage all interested parties and stakeholders to give their view on what policy measure will have to be taken in order to adequately respond to the future challenges of the inland waterway transport (IWT) sector, the Commission launched a public online consultation on 10 June 2011. The consultation period originally should have expired on 22 July, but was extended until 1 September 2011.

II. Statistics

The questionnaire consisted of 22 optional and compulsory questions, which were structured as follows:

- Respondent information
- General questions on issues in inland waterway transport
- Possible actions to be taken
- Potential impact of the measures
- Implementation

By the end of the consultation period, the Commission received 55 responses, out of which 42 participants (76.4 %) replied for their respective organisation. 13 (23.6%) replied on their own behalf.

The by far biggest group of specified respondents¹ were the ship owners/operators (11 respondents or 20%), followed by waterway management authorities, port authorities,

¹ This means that the category "Others" is not counted

educational/training/research organisations and NGOs (4 respondents or 7.3% each). 3 National or regional authorities responded to the questionnaire, giving this group a share of 5.5%

The other specified groups had a share of up to 3.6%. Port service providers, rail/truck operators, cargo handlers and ship construction/equipment producers did not react.

III. General Questions on Issues in Inland Waterway Transport

Issue	Very Important	Important	Not Important	No Opinion	Total
Insufficient capacity of the inland water-way network in general	26 (47.3 %)	21 (38.2%)	8 (14.5%)	0	55 (100%)
Insufficient capacity of the inland waterway network due to bottlenecks	36 (65.5%)	15 (27.3%)	4 (7.3%)	0	55 (100%)
Insufficient capacity at inland ports / interfaces at ports to other transport modes	22 (40%)	26 (47.3 %)	6 (10.9%)	1 (1.8%)	55 (100%)
Insufficient integration of inland waterway transport in end-to-end co-modal logistic chain	35 (63.6%)	17 (30.9%)	2 (3.6%)	1 (1.8%)	55 (100%)
Shippers, retailers etc. are not aware of opportunities of transport by inland waterways	31 (56.4%)	16 (29.1%)	8 (14.5%)	0	55 (100%)
Slow introduction of technological innovations	26 (47.3 %)	19 (34.5%)	7 (12.7%)	3 (5.5%)	55 (100%)
Complex / overlapping administrative procedures	20 (36.4%)	24 (43.6%)	7 (12.7%)	4 (7.3%)	55 (100%)
Need to act in order to maintain highest safety levels	16 (29.1%)	23 (41.8%)	10 (18.2%)	6 (10.9%)	55 (100%)
Insufficient economic performance of inland waterway transport	21 (38.2%)	23 (41.8%)	10 (18.2%)	1 (1.8%)	55 (100%)
Insufficient fleet modernisation	30 (54.5%)	20 (36.4%)	2 (3.6%)	3 (5.5%)	55 (100%)
Increasing shortage of qualified human resources	30 (54.5%)	19 (34.5%)	2 (3.6%)	4 (7.3%)	55 (100%)

The table above shows that among the topics listed in the questionnaire, the issues concerning the general state and capacity of the inland waterway network (including port facilities), integration into the co-modal logistic chain, fleet modernisation and education and training of human resources were considered to be the most important points (very important + important) to be addressed by the follow-up of the NAIADES Action Programme.

Some respondents have also mentioned the problem of a lack of awareness of logistics professionals about the possibilities offered by IWT.

IV. Possible Actions to be taken

Most respondents considered the maintenance and improvement of infrastructure including ports, alongside fleet modernization and innovation to be the most pressing issue.

Furthermore, they considered as important the reduction of administrative burden, a better integration of IWT into the multi-modal transport chain and the deployment of ITS and interoperability. This should be accompanied by improved governance and awareness raising and recruitment campaigns.

One respondent pointed out that the measures concerned would lead to an increase of the market share of IWT, thereby contributing to the achievement of the emission reduction goals of the EU 2020 strategy.

In detail, the statistics of the results are as follows:

Issue	Very Important	Important	Not Important	No Opinion	Total
Promotion and recruitment campaigns	32 (58.2%)	18 (32.7%)	3 (5.5%)	2 (3.6%)	55 (100%)
Fleet modernisation and innovation	34 (61.8%)	20 (36.4%)	0	1 (1.8%)	55 (100%)
Land infrastructure planning and modernisation (ports, hinterland connections)	38 (69.1%)	16 (29.1%)	1 (1.8%)	0	55 (100%)
Support to implementation of legislation	22 (40%)	21 (38.2%)	10 (18.2%)	2 (3.6%)	55 (100%)
ITS deployment and interoperability	20 (36.4%)	27 (49.1%)	3 (5.5%)	5 (9.1%)	55 (100%)
Compliance monitoring of the existing legal framework	20 (36.4%)	23 (41.8%)	7 (12.7%)	5 (9.1%)	55 (100%)
Reduction of administrative burdens	25 (45.5%)	24 (43.6%)	5 (9.1%)	1 (1.8%)	55 (100%)
Preparation of new rules and standards	18 (32.7%)	20 (36.4%)	12 (21.8%)	5 (9.1%)	55 (100%)
Development and operation of technical and statistical databases	17 (30.9%)	24 (43.6%)	11 (20%)	3 (5.5%)	55 (100%)
Better co-operation between all EU-stakeholders and administrations	29 (52.7%)	23 (41.8%)	2 (3.6%)	1 (1.8%)	55 (100%)
Support to EU-wide thematic networks and expert groups	27 (49.1%)	21 (38.2%)	3 (5.5%)	4 (7.3%)	55 (100%)

V. Potential Impact of measures

A vast majority of respondents expect either a positive or even very positive effect of a possible follow-up of NAIADES on the different aspects of the inquiry under the consultation. In detail, the statistical distribution of the replies is as follows:

Issue	Very Positive	Positive	No Impact	Negative	Very Negative	Total
Impact on better modal share	34 (61.8%)	19 (34.5%)	2 (3.6%)	0	0	55 (100%)
Impact on efficiency of the inland waterway transport sector	38 (69.1%)	16 (29.1%)	1 (1.8%)	0	0	55 (100%)
Impact on reduction of administrative burden	18 (32.7%)	27 (49.1%)	10 (18.2%)	0	0	55 (100%)
Impact on safety, security and environmental protection	23 (41.8%)	26 (47.3 %)	5 (9.1%)	1 (1.8%)	0	55 (100%)
Impact on job quality in your sector	22 (40%)	22 (40%)	11 (20%)	0	0	55 (100%)

VI. Implementation

In general, the return on this question was very low. Concrete answers to the question, where (financial) support by a possible follow-up of NAIADES could be of use were the following:

- *Infrastructure:* Support of new TEN-T guidelines; ensure that inland waterway infrastructure is duly considered.
- *Research and Innovation:* Financial support of research into green and safety technology, such as emission control devices, retrofitting of existing vessels, new vessel designs and materials, hybrid propulsion (diesel-electric and LNG-diesel) for larger vessels, batteries for small vessels, advanced navigation support and design.
- *Education and Training:* Financial support should be given to intermodal training in order to better integrate IWT in the logistics education and also to training of personnel in order to ensure a comparable and high level of education.

VII. Conclusions

The online consultation shows that a follow-up of the NAIADES Action Programme is welcomed by the respondents. The biggest concerns to be addressed in the future are perceived to be infrastructure (removal of bottlenecks, maintenance, ports), promotion of intermodality, training and education and fleet modernisation and innovation.

With regard to infrastructure, the recently proposed TEN-T Guidelines and the associated Connecting Europe Facility (CEF) as the funding counterpart for infrastructure development are key policy pillars for delivering accessible and cost-effective inland waterway transportation. ITS systems should contribute to reduce administrative burden and help integrating inland navigation into the co-modal logistic chains.

The views expressed on training and education support the necessity of the further initiatives of the Commission in this field, building upon the work of the joint working group on professional competencies consisting of representatives of the CCNR, EDINNA, European Transport Workers' Federation, European Barge Union, European Skippers Organisation, Danube Commission and the Sava Commission, which was set up within the framework of PLATINA. Concerns on the shortage and qualification of human resources can be addressed by the harmonisation of education and training curricula and by establishing across the EU harmonised manning requirements on board inland navigation vessels with respect to the minimum crew qualifications and numbers.

With regard to modernisation and innovation of the fleet, the contributions of the online consultation give additional drive to the Commission's efforts in this field. In addition to the ongoing work on the review of Directive 97/68/EC on Non-road Mobile Machinery, forceful action should be taken to make the existing fleet more energy efficient and less polluting, in order to allow inland navigation to maintain its position as the most environmentally friendly mode of transport.

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