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# **NAIADES III**

## **An inland waterway transport action plan for 2021 – 2027**

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European  
Commission



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**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL  
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**NAIADES III:**

**Boosting future-proof European inland waterway transport**

# Green Deal and the Sustainable and Smart Mobility Strategy



The European Green Deal called for decisive action to shift a substantial part of the freight transported by road (currently accounting for 75% of inland freight) to inland navigation and rail, namely through measures to increase the capacity of inland waterways from 2021. The green deal also calls for zero emission transport in 2050.

The Sustainable and Smart Mobility Strategy adopted on 9 December 2020, indicated that inland waterway transport and short-sea shipping should increase by 25% by 2030 and by 50% by 2050

# Background :a few facts



41,000 km of inland waterways flow through 25 EU MS

>15,000 km of TEN-T inland waterways

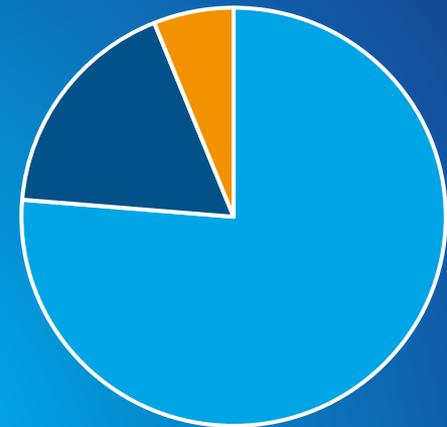
150 bn tkm of cargo every year

44,000 people work on inland vessels  
(60% goods, 40% passengers)

75% of inland waterway navigation takes place across borders

IWT modal share is 43% in NL, 28% in RO and 31% in BG

**Modal split: only 6% across EU**



□ Road □ Rail □ IWT

# Naiades III



- *This initiative aims to set an "Inland Navigation Action Plan 2021-2027", aligned to the new multi-annual financial framework to meet objectives of the green deal and strategy and will focused on:*

***(A) shifting more freight transport to inland waterways***

***(B) a irreversible path towards zero emission inland vessels***

- Both underpinned by a paradigm shift towards further digitalisation, as well as accompanying measures to support the current and future workforce.

# So what's in Naiades III?



European  
Commission

2 core  
objectives

8 policy  
flagships

35 action  
plan  
measures



# Relevant actions areas (1)

## Shifting more freight to inland waterways

- COM will help inland waterway managers to ensure a high level of service (Good Navigation Status) along EU inland waterway corridors by 31 December 2030 (primary through TEN-T policies, CEF and Horizon Europe).
- A dedicated cooperation framework for IWT will be considered as part of the TEN-T Regulation revision.
- The revision of the Combined Transport Directive will fully integrate inland waterways as an essential component of intermodal transport.
- COM will also establish an EU framework for measuring and report emissions from logistics and transport. This could increase demand for more sustainable options, including inland waterways where feasible.
- EU rules on market access in IWT will be reviewed as needed to improve harmonisation, maintain a level playing field and high safety (review of Directive 2016/1629 on requirements for IWT vessels).





## Relevant actions areas (2)

### Transition to zero-emission inland waterway transport

- COM will propose measures to encourage investment in zero-emission and zero-waste technologies for inland vessels and inland ports and will support research and innovation (including the new Zero-Emission Waterborne Partnership, and upcoming technical guidance on climate-proofing investments in transport infrastructure).
- EU energy index methodology for reporting and monitoring carbon intensity
- COM will assess how best to facilitate and speed up the safe testing and certification of innovative and low-emission vessels.
- The AFID revision should ensure that relevant infrastructure is available by 2030 for zero-emission vessels.
- Inclusion of inland waterway transport in the future revised railway guidelines

## Relevant actions areas (3)

### Smart inland waterway transport

- Digitalisation is key for improving the efficiency and reliability of navigation and traffic management, better integrating inland waterway transport in logistics processes and multimodal chains, and reducing the administrative burden and costs of regulatory compliance.
- Measures to help the inland waterway transport sector keep up with digital developments and improve competitiveness are included (including financing through CEF and Horizon Europe, and the revision of the River Information Services (RIS) Directive in 2022)
- Roadmap for digitalisation and automation of IWT





## Relevant actions areas (4)

### More attractive and sustainable jobs in inland waterway transport

- The inland waterways sector relies on a skilled workforce. The proposed actions will ensure smart and flexible EU crewing rules (need for legislation to be assessed) and provide inland vessel crews with the right skills to deal with the green and digital transitions, cyber-security, synchromodality and the automation of vessels and infrastructure.
- The new IWT Market Observatory will support the collection and dissemination of information on the labour market structure.
- CESNI will be requested to develop standards for skills for eco navigation (incl. alternative fuels operations, efficient vessel operation).

## Relevant actions areas (5)

### Financing

- In addition to the existing EU funding instruments such as CEF2 (EUR 21.8bn for transport), Horizon Europe, RRF (EUR 672.5bn), InvestEU (EUR 26.2bn guarantee, incl. the Sustainable Infrastructure Window), the LIFE programme, etc., COM will facilitate efforts by stakeholders and Member States to create a fund to complement EU and national financial instruments for the deployment of zero-emissions vessels.
- The key is to support that smaller vessel operators can combine their projects to receive attractive financing conditions.



## Relevant actions areas (6)

### Governance

- Work will continue with the Central Commission for Navigation on the Rhine (CCNR), the Danube Commission and the Permanent Secretariat of the Transport Community to coordinate policies and indicate the possibilities for support through CEF.
- COM will also continue supporting CESNI (European committee for drawing up standards in the field of inland navigation) through the CEF to develop harmonised EU technical standards for IWT.



**ANNEX: ACTION PLAN**

SHIFTING MORE FREIGHT TRANSPORT TO INLAND WATERWAYS	
1. Continued support for innovative infrastructure and deployment through Horizon Europe and CEF	From 2021
2. Revision of the TEN-T Regulation – Inland waterway transport requirements and role of coordinators	2021
3. Deployment of cross-disciplinary digital information and operation systems for water- and waterway management through CEF	From 2022
4. Transport crisis contingency plan(s)	2022
5. Review of the regulatory framework for intermodal transport, including the Combined Transport Directive	2022
6. Issue guidelines for operators and platforms on informing users about the carbon footprint of their deliveries and on offering sustainable delivery choices	2023
7. Review the inland waterway transport market access legislation	2022
8. Evaluation of the Directive (EU) 2016/1629 on technical requirements for inland vessels	2022
TOWARDS ZERO-EMISSION INLAND WATERWAY TRANSPORT	
9. Specific actions arising from the Mission on Healthy Oceans, Seas, Coastal and Inland Waters and from the Zero-Emission Waterborne Transport Partnership/Green Hydrogen partnership	From 2021
10. Support through CEF for the deployment of zero-emission inland vessels	From 2021
11. Facilitate through the H2020 Platina III project the elaboration of an EU energy index methodology for assessing carbon intensity levels of inland waterways vessels	2022
12. Evaluate the procedure for allowing derogations in the context of Directive (EU) 2016/1629 for encouraging the navigation of zero-emission vessels on EU waterways	2023
13. Analysis to assess the need for measures for promoting low carbon/zero-emission vessels.	2025
14. Revision of the railways State aid guidelines – possible inclusion of IWT and possible block exemption of aid for the coordination of transport	From 2021 to 2023
15. Revision of the State aid guidelines for environmental protection and energy, as well as the State aid Framework for research, development and innovation	2021
16. Technical Guidance document on climate proofing on infrastructure in the period 2021-2027	2021
17. Study to support the greening of inland ports	2021
18. Revision of the Alternative Fuels Infrastructure Directive and a roll-out plan with funding opportunities and requirements	2021
19. Request the European Standardisation Organisation for harmonised standards for alternative fuels infrastructure for inland waterways and ports	2021
20. Continuous support for innovative and alternative fuels infrastructure and deployment through Horizon Europe and CEF	From 2021
21. An assessment of the needs of waste reception infrastructure and degassing facilities	2024
22. Revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services with inclusion of inland waterway transport	2022

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# Thank you for your attention!



Courtesy of Vlaamse Waterweg