Inland waterways and inland ports

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Policy context

- Significant investments effort required for rehabilitation and improvement of the Inland Waterways Network;

- Need to increase, through blending, the participation of private sector investment also in Inland Waterways infrastructure financing as an alternative or complement to the traditional grant funding;

- Opportunity for IWW infrastructure managers and inland port operators to attract finance, taking also advantage of EU supported financial instruments (EFSI)
Priorities for proposals under the Multi-Annual Work Programme in 2017

• Pre-identified projects on the core network corridors, Annex I, part I point 2 of the CEF Regulation (art 3.1.1)

• Pre-identified projects on the other sections of the core network, Annex I, part I point 3 of the CEF Regulation (art 3.1.2)

• Core inland ports as identified in Annex II point 2 of the TEN-T Guidelines.

"only works may be supported; studies will not be funded"
TEN-T requirements – Inland waterways network (Articles 15 and 39 of TEN-T Guidelines)

- Rivers, canals and lakes comply with the **minimum requirements for class IV waterways** as laid down in the ECMT classification of inland waterways and have **continuous bridge clearance**

- Rivers, canals and lakes are maintained so as to **preserve good navigation status**, while respecting the applicable environmental law;

- Rivers, canals and lakes are equipped with **RIS**;

- Availability of **alternative clean fuels**
Inland waterways
Priorities (works)

Better or more stable navigation conditions, more capacity

• Construction, upgrade, modernisation of:
  • Waterways
  • Locks
  • Infrastructure for mooring and waterborne operations
• Increase of under-bridge clearance
• Facilities for ice-breaking, hydrological services, capital and rehabilitation dredging to ensure year-round navigability
• Where relevant, interconnection between IWWs and other modes of transport, especially rail and maritime
Inland ports
Priorities (works)

• **Access and connections:**
  - Access to inland ports and connections between inland ports and rail and road Core Network sections
  - Connections to waterways
  - Road/rail access and connections within inland ports

• **Basic infrastructure** in inland ports

• **Waterside terminals/platforms infrastructure** such as storage and stacking areas, reception facilities

• **ICT applications** (single window, streamlining formalities...) ≠ RIS

• **Facilities** for loading/transhipment as well as ice-breaking, hydrological service, *capital or rehabilitation* dredging

• **Fixed infrastructure to supply alternative energy** (LNG bunkering, shore-side electricity...)

  *Open for use by all operators on a non-discriminatory basis*
Maximum EU contribution rates

*Inland ports*: 20%

*Inland waterways*: 20%

The funding may be increased to 40% for actions addressing bottlenecks and to 40% for actions concerning cross-border sections *(written agreement between the concerned countries required)*
More information on the calls...

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Thank you!