Inland waterways and inland ports


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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*.
TEN-T requirements – Inland ports – comprehensive network (Article 15 of TEN-T Guidelines)

• **Inland ports are connected with the road or rail infrastructure.**

• **Inland ports offer at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.**
Policy context

- Significant investments effort required for **rehabilitation and improvement of the Inland Waterways Network** in Cohesion Member States;

- **Danube Ministerial Declaration of June 2016 (TEN-T Days)**, with a commitment to invest in the IWW network by all Riparian Member States;

- Urgent need to address **navigability conditions** in several sections of the waterways, preventing floods and lack of water situations and addressing environmental problems;

- Good potential of inland ports for **increasing IWW combined transport** with rail, addressing road congestion problems
Some examples from past calls:

2014-EU-TMC-0219-S and 2014-EU-TMC-0231-S
Global project in support of the *Fairway Rehabilitation and Maintenance Master Plan* of the Danube and its navigable tributaries.

2014-RO-TMC-0313-W
The Action aims to provide *access to the inland port of Giurgiu and its connections with rail, road and inland waterway* networks, upgrade the port basic's infrastructure and water-side terminal facilities.

2015-SK-TM-0151-W
*Upgrade the Gabcikovo locks to ensure good navigation status* in the Slovak part of the Danube and along the Rhine-Danube core network corridor.
Inland waterway/port projects: targeting the right call

**Multi-Annual Work Programme**
- **Cohesion** countries, FO 1
- Inland waterways and inland ports

**Annual Work Programme (3.1.1)**
- **Cohesion** countries, FO 1
- Inland waterways and inland ports (not in Part I of Annex I of CEF Reg.)

**Annual Work Programme (3.1.2)**
- **General envelope**, Member States (FO 1)
- Inland waterways /cross border only!
## Interventions Eligible for Funding
### INLAND WATERWAYS - Cohesion

<table>
<thead>
<tr>
<th>INLAND WATERWAYS</th>
<th>MAP – FO 1</th>
<th>AP (3.1.1)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pre-identified sections/projects</strong> *</td>
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<tr>
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<tr>
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<tr>
<td>Core network sections not included in Part I of Annex I of CEF Regulation</td>
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*Annex I - Reg 1316/2013*
## Interventions Eligible for Funding
### Inland ports - Cohesion

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<tr>
<td><strong>Core inland ports (Annex II point 2 of the TEN-T Guidelines)</strong></td>
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<td></td>
</tr>
<tr>
<td><strong>Core inland ports (Annex II point 2 of the TEN-T Guidelines) NOT LOCATED on sections of Part I of Annex I of the CEF Regulation</strong></td>
<td></td>
<td>✓</td>
</tr>
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<td><strong>Waterside infrastructure development of (comprehensive network) inland ports located on CNC sections</strong></td>
<td>✓</td>
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Inland waterways
Priorities Cohesion (studies & 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
• Only as part of a wider project:
  • Facilities for ice-breaking, hydrological services, capital and rehabilitation dredging to ensure year-round navigability
Inland ports
Priorities Cohesion (studies & works)

• Access:
  • Connections to rail and road Core Network sections and maritime transport
  • Connections to waterways
  • Connections within inland ports

• Basic infrastructure in inland ports
• Waterside terminal infrastructure and reception facilities
• ICT applications (single window, streamlining formalities...) ≠ RIS

• Only as part of a wider project:
  • Facilities for ice-breaking, hydrological service, capital or rehabilitation dredging (facilities for loading/transhipment not supported)
  • Fixed infrastructure to supply alternative energy (LNG bunkering, shore-side electricity...)

Open for use by all operators on a non-discriminatory basis
Inland waterways and ports
Cohesion

• Please note the restrictions introduced in the MAP and AP Calls for Proposals, for example:

• Infrastructure maintenance

• Superstructure such as warehouses, new passenger and freight terminals

• Mobile Infrastructure, such as cranes, fork lifts, vehicles, conveyors and other devices for moving freight

• Infrastructure and facilities for tourism

• Acquiring or constructing new vessels (unless for specific purpose of providing ice-breaking, hydrological and capital dredging services to a limited extent)
Inland waterways & Inland ports

Examples of 'ideal' proposals Cohesion

• Clear complementarity between the project and existing structures of coordination

• Integrating environmental protection measures

• Clear demonstration of EU added value

• No focus on the improvement of multimodal logistics platforms → to be submitted under the relevant priority
Annual Work Programme
General Envelope – Member States

3.1.2. Cross-border sections on railways, roads and inland waterways on the (comprehensive and) core network sections
   ➔ not included in Part I of Annex I of the CEF Regulation
   ➔ Studies only

Proposals will concern either
1) Technical, legal, financial or feasibility studies to assess the potential for PPP or other project finance schemes

OR

2) Preparation of tender documentation and permission procedures concerning projects

In this framework, priorities are broadly the same as those described in slide nr 9
More information on the calls...

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Thank you!