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COMMISSION STAFF WORKING DOCUMENT

Towards "NAIADES II"
Promoting, greening and integrating inland waterway transport in the single EU transport area

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1. INTRODUCTION

The preparation of the new NAIADES II programme which started beginning of 2011 takes place against the background of an evolving policy context, with the White paper "A Roadmap to a single European Transport Area"[1], the Communication on a multi-annual financing framework[2] and the subsequent proposals for implementing instruments which have been adopted since.

Together with the feedback from the stakeholders following various rounds of consultation, this has led the Commission services to reorient the initial approach for the continuation of the NAIADES I programme, and to issue the present staff working document defining a number of orientations for and the stepping stones towards the adoption of the NAIADES II.

2. NAIADES POLICY EVALUATION

The NAIADES I action programme for the promotion of inland waterway transport covers the period from 2006 until 2013. The Mid-term progress report[3] for the NAIADES Action Programme adopted in April 2011 lists achievements in five essential areas identified in the NAIADES programme: market development, fleet modernisation, jobs and skills, awareness building and infrastructure.

The report concludes that **a large number of measures of NAIADES have been realised** and that other measures are on their way, but also that a **number of measures need to be re-assessed** in the light of new developments. The report further refers to the **support from EU funds for a number of activities of the NAIADES programme**, such as research and development, a limited number of infrastructure projects and River Information Services (RIS), but it recognises also that **the existing funds have not been fully exploited**, due to lack of sufficient mature projects, and points to the lack of own resources for NAIADES. The report highlights also the **interrelation** of inland waterway transport policy **with other policies** such as intermodality or the internalisation of external costs but emphasises above all **the need for continuity of the programme and its measures** and the need to address the current **complex organisational structure of the sector**.

The Commission restated in the report the importance of the social dialogue in the sector and took account of the negotiation of the social partners regarding working time as one of the main elements under "Jobs and Skills" chapter of NAIADES. Meanwhile, the social partners signed their European agreement concerning certain aspects of the organisation of working

[1] COM(2011)0144 final
[2] COM(2011)398 final
[3] SEC(2011)453 final

time in inland waterway transport on 15 February 2012. They requested the Commission that the agreement be implemented by a Council decision according to Article 155(2) TFEU.

The report also points to the key role of PLATINA[4] for the implementation of NAIADES. PLATINA is the platform for the implementation of NAIADES bringing together interested inland waterway transport stakeholders, Member States from 9 European countries, River commissions and industry representatives. It is funded through the 7th Research Framework Programme[5] (FP7).

This Mid-term progress report of NAIADES has been complemented by a broader assessment of the mid and long term perspectives for inland waterway transport in Europe. A study[6] contracted by the Commission characterises inland waterway transport by its low transport costs, high transport capacity, no congestion, low energy consumption and carbon footprint, low noise levels as well as safe and secure transport services. Given the outlook for increase of freight transport and of saturation of road and rail networks, it remains **necessary to make more use of inland waterways**.

However, contradictory to the desired development, the modal share of inland waterway transport has in the past decade been **gradually declining** and its medium term and long term **prospects with regard to modal share are negative as well.** Indeed, the road and rail transport modes are expected to grow faster than this mode of transport.

A second major concern brought up by the study is the **poor progress made on reducing air pollutant emissions of vessels** such as nitrogen oxides and particulate matter. Already today road freight transport uses more modern and cleaner engines than inland waterway transport. It is only due to its scale advantage over the road, that in many cases the emission per tonne km does not exceed that of road transport. It is however expected that, in 2020, due to the rapid modernisation of the fleet of trucks in Europe, the **emissions per tonne km for road haulage will in many cases also be better than for inland waterway transport**.

3. RATIONALE FOR EU POLICY SUPPORT FOR INLAND WATERWAY TRANSPORT

In the course of an average year, around 140 billion ton-kilometres of transport work is performed on inland waterways, transporting around 500 million tons of cargo. The inland waterway network in the EU includes about 37.000 km inland waterways in 20 Member States; 12 Member States are directly interconnected through inland waterways. Although this represents only a modest percentage of the overall EU transport network and activity, it remains a formidable volume of freight transported over a network with a huge spare capacity capable to alleviate the busiest parts of the EU road and rail network.

The Transport White paper sets the overall EU target to reduce transport related greenhouse gas emissions by 60% until 2050, while at the same time accommodating the expected increasing demand for mobility. It moreover recognises that this target can only be achieved if all modes of transport contribute to the best of their abilities to the sustainable, integrated transport system of the future.

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4 More information on the activities of PLATINA can be found on www.naiades.info

5 Decision 1982/2006/CE of the European Parliament and of the Council of 18/12/2006 concerning the Seventh Framework Programme of the European Community for Research, Technological Development and Demonstration (2007 – 2013), OJ L 412, 30.12.2006, p. 1–43

6 http://www.naiades.info/page.php?id=96&page_pos=11

Inland waterway transport definitely has potential in this respect: the preferred policy option of the White Paper anticipates that the modal share of inland waterway transport can improve by 2050 by more than 20% compared to the business as usual scenario. inland waterway transport remains the most energy-efficient and climate friendly of all modes of transport and its energy efficiency can still be further improved. Its emissions (and associated external costs) have moreover much more reduction potential than for the other modes of transport. Realising its potential is therefore a priority and a vital part of the EU's transport policy mix.

4. TOWARDS A NEW APPROACH FOR NAIADES II

The preparation of the NAIADES II programme so far includes – in addition to the above-mentioned policy evaluation actions, an Internet consultation and two stakeholder meetings which took place mid-2011 and beginning of 2012. Stakeholders broadly endorse the conclusions of the policy evaluation and stress the need for a successor programme for NAIADES. Stakeholders also consider that the broad range of NAIADES I actions need to refocus on those which contribute significantly to the key objective for inland waterway transport **to reverse the current trend of subdued performance of inland navigation in comparison to other transport modes with respect to volumes of freight transported and with respect to sustainability**.

Stakeholders also considered necessary to fully exploit the instruments of the Multi-annual Financial Framework 2014-2020 for inland waterway transport and to step up the policy ambition, including through further legislative measures in key priority areas.

The present staff working document sets out the broad orientations and concrete actions the Commission services will take in the further process of towards the NAIADES II Communication. It identifies what concrete preparatory actions would help realising the inland waterway transport's potential and reverse the current trends. These actions – summarised in Annex I – are organised in section 5 around the following themes: infrastructure, markets, fleet, jobs and skills, and information exchange and sharing. The staff working document concludes by specifying in point 6 how the Commission services intend to engage with the key stakeholders to achieve these actions and by indicating in point 7 how the EU's financial instruments in support of the future NAIADES II programme could be activated.

5. POSSIBLE MEASURES FOR NAIADES II AND PREPARATORY STEPS

Infrastructure

Infrastructure remains one of the key impediments for the unleashing inland navigation's potential. Many bottlenecks and missing links continue to exist, maintenance is sometimes neglected or insufficiently coordinated, connections to other transport modes or to key locations of industrial or commercial activity are lacking, etc. Investments are necessary to build missing links such as the Seine-Scheldt connection, to upgrade the capacity of rivers and to overcome bottlenecks. Better spatial development planning should stimulate manufacturing companies to locate close to the waterways and freight terminals and investment in RIS should improve the transparency of inland waterway transport, support its integration into the multi-modal logistic chain and help consolidating freight volumes.

The Trans-European Transport Networks policy (TEN-T) provides the framework for addressing these issues. Proposals for the revised TEN-T Guidelines[7] and for the Connecting Europe Facility[8] (CEF)[9] were adopted by the Commission on 19 October 2011. They will contribute significantly to establishing a competitive and resource-efficient transport system and embrace both the existing and planned infrastructure. The main innovation is the dual-layer approach with the core network as the top layer, for which the Commission proposes a reinforced corridor approach for its implementation. These corridors would provide for greater modal integration, interoperability and coordinated development and management of infrastructure. The Member States concerned and the other public and private parties involved would work together under the auspices of a European coordinator who will facilitate the establishment of TEN-T corridor work plans – including TEN-T corridor investment plans - and will monitor their implementation, including the development of the TEN-T project pipeline. The Commission services envisage supporting this process through **guidance for integration of inland navigation and ports into the TEN-T multimodal corridors.** This guidance – a reference tool of an explanatory nature for the European Coordinators – would address all the transport modes and set out in more detail how to take account of the inland waterway transport potential when developing the multimodal corridors.

The CEF Proposal lists ten TEN-T corridors as part of the core network on which support should be focussed. Seven of these corridors have an important inland waterway component with substantial potential for minimising the corridor's environmental impacts, decreasing congestion and lowering operating and administrative costs of transport. For some of these corridors, realising this potential will require further improvement of infrastructure implying substantial investments amounting to several billion Euros.

Inland ports are key components of the multi-modal corridor infrastructure: a well-dimensioned network of inland ports is a necessary pre-condition to enhance the share of inland waterway transport as set forth in the White Paper. This implies a network of accessible inland ports with sufficient quality and capacity for transhipment and logistic facilities. Also sea ports play an important role in determining the modal choice of their hinterland connections. Today, infra and super-structure in seaports is often insufficiently adapted to service inland vessels. The TEN-T policy will actively promote **inland waterway-friendly seaport designs and operations** so as to improve the share of hinterland transport for inland navigation where opportunities for this mode of transport exist.

The future of inland waterways, as envisaged by the revised TEN-T policy, lies in their ability to be fully integrated into a resource-efficient and multimodal TEN-T network. This in turn would provide a stable outlook for the inland navigation sector and lead to confidence for future investment and growth. The Commission services intend to regularly assess progress with the implementation and assess whether specific initiatives are needed for achieving good navigation status.

Cleaner, safe and efficient inland navigation also needs **infrastructure-related investment in research and new technologies**. For instance, clean vessels will require infrastructure that bring clean fuels to the vessels. The Commission is preparing a **European alternative fuels strategy covering all modes of transport**, as announced in the Transport White Paper.

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7 COM(2011) 650 final/2

8 COM(2011) 665/3

9 All references to instruments proposed by the Commission under the multiannual financing framework 2014-2020 have to be understood as being without prejudice to the outcome of the on-going Council and Parliament negotiations on these instruments

The Commission services also intend to promote in the framework of the on-going TEN-T programme and the future TEN-T/CEF instruments the **provision of clean power supply for inland navigation**. Development and management of inland waterways needs to be pursued in a way which takes into account the various functions of inland waterways and which ensures full compliance with the relevant environmental legislation[10]. Sustainable, safe, secure and efficient inland waterway transport including calamity abatement will require further investment in infrastructure and related information systems.

Markets

A number of market failures continue to stand in the way of realising the full potential of inland waterway transport. Inland waterway transport loses out too often from other transport modes in particular where consolidation of freight volumes or integration of inland waterway transport into multimodal logistic chains is required. Barriers to innovation prevent their widespread uptake and awareness of inland waterway transport's potential is still lacking amongst key decision makers in transport and logistics.

The Commission services intend to seek ways, in particular through the existing MARCO POLO[11] and TEN-T programmes and, later, through the proposed CEF and COSME[12] instruments, to provide **market incentives**, e.g. by support to fleet modernisation, promotion and awareness campaigns, adoption of harmonised solutions, facilitating access to finance, permanent support to European co-ordination and measures which support the functioning of the market such as stimulating competitiveness and perspectives for growth for SMEs in the sector.

The Commission services also intend to strengthen the inland waterway promotion centres by supporting the setting up in 2012 a **pilot network of neutral logistic facilitators[13]** which will help to generate new transport flows on the inland waterway sections of the TEN-T core network by providing non-commercial logistic assistance for traffic generating entities (e.g. industries, logistic operators) not yet using inland waterways. If this pilot would be successful, it could become a permanent instrument to be supported under the umbrella of the future TEN-T/CEF.

The market observation set up under NAIADES is crucial for business, policy-makers and authorities to assess trends and developments in the sector. It is currently organised through short term ad hoc arrangements which are renewed every two or three years. This approach needs to be replaced with a **stable structure for inland waterway transport market observation services** adapted to the needs of the sector and of the authorities responsible for inland waterway transport governance.

The **role of sea and inland ports** in the success of inland waterway transport has until now been insufficiently recognised. Sea port dues, terminal related transhipment costs and pre/post haulage contribute much more to the total cost of the inland waterway-based multi-modal

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10 Various guidance documents have been developed for the development of environmentally sustainable inland navigation and for a balanced and integrated planning process, such as the Commission's Guidance document on sustainable inland waterway development and management in the context of EU nature legislation, the Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin and the PLATINA project.

11 http://ec.europa.eu/transport/marcopolo/

12 COM(2011)834 final, Programme for the Competitiveness of enterprises and SMEs

13 Accompanying measure under the 2011 Marco Polo work programme (C(2011) 2063)

chains than in the case of short sea shipping or rail based multi-modal chains where goods are often carried over longer distances. As a consequence, the capacity, availability and quality of inland port services play a determining role in the uptake of inland navigation by the shippers and freight forwarders.

Urban inland ports face increasing pressure from real estate development projects. The Commission services are preparing a strategy for moving towards zero-emissions urban logistics, considering aspects of access to waterways and land planning which can help to optimise the potential use of transport by waterways.

Alongside the review of its seaports policy, the Commission services will examine the current situation in more detail with a view to uncover key strengths and weaknesses and to evaluate the need for an EU inland ports policy to improve the position of inland ports in the multi-modal TEN-T core transport network.

Fleet

Measures to foster inland waterway transport should go hand in hand with measures to improve its sustainability. Indeed, the inland waterway transport fleet is confronted with a number of key challenges. Large parts are over-aged due to the longevity of the vessel and are not adapted to today's logistics requirements. There are significant fleet innovation needs for instance in the fields of emission reduction, adaptation to variable water levels (including those due to climate change), energy efficiency and the introduction of new technologies for vessel power supply, but even if developments for instance in relation to alternative propulsion technologies are taking place, the small new vessel market remains a barrier for innovation and for coming to price-competitive solutions.

Inland waterway transport firmly leads on other modes of transport in areas such as congestion, noise emissions, land take, energy consumption and carbon footprint and safety and security. However, as regards emissions to the air – an important component of the external costs of transport – road and rail transport have made significantly more progress in reducing emissions than this transport mode.

As a result, the lead of inland waterway transport compared to road and rail transportation in terms of overall environmental friendliness is decreasing quickly as shown in the external cost coefficients of the MARCO POLO calculator published in the framework of the 2011 MARCO POLO[14] call for proposals.

Contrary to road transporters, barge operators have no strong economic or regulatory incentives to reduce inland waterway transport emissions. The Commission services are therefore preparing new measures for inland waterway transport to catch up. For the medium term, a proposal amending Directive 97/68/EC on emissions from non-road mobile machinery could introduce Stage IV emission limits for new engines used in Inland waterway vessels. A longer term framework for improvement of the environmental performance of the fleet is however needed including innovative propulsion systems and in particular with more stringent measures which are also applicable to the existing fleet. Such a stable framework would support the modernisation of the fleet, reduce its dependency upon increasingly expensive fossil fuels and make it more energy-efficient. The framework may also include flanking measures to help the transition to the new to be proposed standards, implemented at

[14] http://ec.europa.eu/transport/marcopolo/getting-funds/call-for-proposals/2011/index_en.htm

Member State and European level and supported by the MARCO POLO and the future CEF programmes, for instance in support of the retrofitting of existing vessels. The Commission services will review the business as usual scenario and investigate options **for achieving by 2020 an overall performance regarding emissions levels for inland waterway transport that is better or at least comparable to the performance of road transport.**

The Commission services intend for this purpose to set up **a Common expert group on emission reduction for inland waterway transport** based upon existing structures such as the Group of Experts on Machinery Emission and open to key stakeholders and international bodies and bringing together the extensive experience which already exists in this domain.

Jobs and skills

In a number of Member States, a lack of personnel in the inland waterway transport workforce is looming, due also to the aging workforce. Despite the need for increased labour mobility to help addressing this issue, shortcomings persist in terms of mutual recognition of professional and equivalent qualifications. As no European minimum standards for inland waterway transport education have been defined, education and training for inland navigation personnel is organised at national level and differs quite strongly between Member States.

Within PLATINA a joint working group on professional competencies is making important groundwork for the step-by-step development of future European Standards of Training and Certification in Inland Navigation, which may become the starting point for a possible **new initiative on professional training and certification**, going beyond the Directive[15] on boat master's certificates. In a second phase, **manning requirements** with respect to the minimum number of crew members on board inland navigation vessels may also need to be addressed.

The Commission services intend to set up a **Common Expert Group on professional training and certification for inland waterway transport** open to the professional organisations, social partners, Member States, River Commissions and relevant international bodies. The objective of this working group is to develop and further elaborate standards for training and certification for the inland navigation sector, similar to those in maritime transport (STCW).

Information exchange and sharing

Inland waterway transport policy development and support would be significantly improved if data and information could be exchanged and shared more efficiently. Today, information is scattered across a range of systems and information sources, with significant gaps to be filled. There is also no central source from which information on inland infrastructure can be drawn. River information services[16] (RIS) play a key role however, implementation is uneven across the EU, interoperability is not yet ensured and the potential benefits are not fully exploited yet. The first European data exchange services have developed within the PLATINA project but they should be put on a more stable footing for example with support of the future CEF.

The Commission services have taken the first steps towards **a RIS implementation survey and policy evaluation** which will gather information on the efforts required to complete the

[15] Council Directive 96/50/EC on the harmonization of the conditions for obtaining national boat masters' certificates for the carriage of goods and passengers by inland waterway in the Community, as amended.

[16] Pursuant to Directive 2005/44/EC.

implementation of the RIS Directive and on the opportunities of reaping the wider benefits of the investments already made.

A **RIS joint steering platform,** chaired by the European Commission with the support of TEN-T EA and composed of representatives of the Member States, stakeholders, River Commissions and the UN/ECE will be set up for this purpose with the following tasks:

- to follow the **RIS policy evaluation** and to act upon its recommendations;
- to elaborate a **joint RIS implementation strategy**, setting out cooperation mechanisms for streamlined governance and implementation monitoring mechanisms;
- to monitor the **international data exchange systems** and to provide guidance for their further development;
- to elaborate a **strategic RIS investment perspective 2014-2020** which will be updated on a yearly basis and which should feed into the CEF instruments;
- to discuss **annual work programmes for RIS expert groups** and to provide strategic orientation.

Based upon the RIS policy evaluation, the Commission services intend to engage – together with the TEN-T EA – in a reflection on how to better organise exchange and sharing of information in relation to inland waterway transport. It may for instance be desirable to integrate relevant information in a possible future **shared information capability for inland waterway transport, bringing together data on infrastructure, fleet, operations and market.** Together with information from other transport modes, this could lead to e-freight-enabled truly intermodal infrastructure information systems.

6. INLAND WATERWAY TRANSPORT GOVERNANCE – EUROPEAN AND INTERNATIONAL LEVEL

In the inland waterway transport sector, a variety of organisations at national, EU and international level (River Commissions, UN/ECE, European Commission, TEN-T EA) are dealing within their sphere of competence often with similar matters using the same limited number of experts from the respective Member States. This leads to parallel initiatives, and, if not properly coordinated, to the risk of overlaps and conflicts.

The Commission services do not intend to change the current institutional landscape. However, further discussion with the various international bodies and their Member States is required in order to come to a clearer division of tasks between the various international bodies dealing with inland waterway transport building upon the respective strengths of each organisation. For instance, the Commission services consider that new approaches could be envisaged to better harness the expertise of the Central Commission for the Navigation of the Rhine (CCNR) in the field of the minimum technical requirements applicable to vessels on inland waterways and in the field of market observation.

Furthermore, the implementation of existing, well established inland waterway transport-related policies could benefit from the establishment of broader "**joint implementation**

strategies", with multilevel governance and more oversight of the implementation activities, interlinking where appropriate with the governance of the TEN-T corridors. The Commission services propose to "test" such a joint implementation strategy for the RIS policy implementation as outlined above under point 5.

Conversely, for new or emerging policies, it may be more efficient to identify a single international body which uses its institutions and decision-making processes to define new policy initiatives of which the substance is discussed in consultation with the other international bodies. Once the policies have been adopted under the procedures of the reference institution, other bodies can complement the process with their decision-making processes. This approach has the advantage of less complexity, shorter policy-making cycles and coherence of approach if all the bodies align with this approach. This model has already proven to be effective in the field of inland waterway transport of dangerous substances[17]. For new or emerging policies, the Commission services therefore consider that dedicated open structures – **common expert groups** – should be set up. As indicated above, the Commission services intend to put in place such groups for two emerging priority areas: 1) professional qualifications and certification and 2) fleet emission standards. The expert groups should involve the key stakeholders and also key international bodies will be invited to participate.

7. EXPLOITATION OF FINANCING POSSIBILITIES OFFERED BY EU FINANCING INSTRUMENTS

Opportunities under the current financing framework

The opportunity to support inland waterway transport through the existing and upcoming EU financial instruments is significant, but needs to be seized. During the current phase of the design and preparation of the financial instruments under the multi-annual financing framework 2014-2020, it is particularly important to refine today the analysis of required investments for achieving good navigation status for inland waterway transport infrastructure, for developing a well-dimensioned network of accessible and efficient inland ports with sufficient capacity and to refine the needs for research and innovation.

The opportunities that will arise under the new multi-annual financial framework (see below) should be seized today and the Commission services therefore intend to bring together, with the support of the TEN-T Coordinators, the TEN-T Executive Agency and the European Investment Bank, the inland waterway transport investments needs identified for the TEN-T corridors in the context of strategic **TEN-T Corridor investment plans** for each corridor. There is also a need for regular monitoring of potential inland waterway transport projects, about which strategic information is to be integrated into a "**TEN-T project pipeline dashboard"**. The project pipeline developed in the framework of this European strategic TEN-T investment plan would feed into the (multi-)annual work programmes of the Connecting Europe Facility.

Member States and inland waterway transport stakeholders are invited to fully exploit the possibilities of the on-going 2011 TEN-T annual call to prepare for the implementation of the CEF instrument. Mid-2012, the Commission will assess again the progress with the implementation of the current TEN-T multi-annual programme and will on that basis decide

[17] European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)

on the prospect and size of a further TEN-T multi-annual call in 2012. This may represent a further opportunity in particular for the inland waterways that are part of priority projects 18 and 30 and for RIS. Stakeholders are invited to prepare **roadmaps for the integration of inland waterway transport into the future multimodal TEN-T corridors** which should also prepare for the take up of future CEF instruments – including innovate financing instruments – to promote investment in inland waterways and inland ports.

Implementation support for NAIADES[18] beyond 2012 will be provided through the FP7 programme for the R&D aspects and through an accompanying measure under the Marco Polo programme for the operational aspects of the implementation of NAIADES. This should allow the evolution of the Strategic Research Agenda for inland waterway transport developed under NAIADES I into a **Strategic Research and Innovation Framework for inland waterway transport**. This framework could be integrated into the existing Waterborne Technology Platform developed under the 7th FP but could also feed directly into the programming of the future HORIZON 2020 instrument. MARCO POLO will also continue to provide funding opportunities for inland waterway transport until 2013 through its annual calls for proposal.

Under the current Regulation on the Reserve Fund[19], it has not been possible to put this fund to use in support of the inland waterway transport sector because of the varying interests of the stakeholders and of the stringent conditions to activate the crisis mechanism of the Regulation. The Commission services will engage with the sector to discuss a possible **new approach for activating the Reserve Fund** which may allow the fund to further leverage the support offered by the future CEF for efficient and sustainable inland waterway transport freight transport services.

The Transport White Paper foresees to examine mandatory application of internalisation charges on all inland transport modes on EU territory in the period 2016-2020. Hence, under the new financial framework, increasing emphasis will be put on complementing public financial resources with user revenues. A review of the Member State's infrastructure charging policies for inland waterways will feed into the broader reflection on how to establish a level playing field across all modes of transport with respect to internalisation charges. Furthermore, the resulting monetary streams from user charges can also help to finance inland waterway maintenance costs. The Commission services plan to launch **a consultation process on the use of infrastructure charging for inland waterway transport.**

Opportunities under the multi-annual financial framework 2014-2020

The future TEN-T/CEF is expected to support the completion by 2030 of the TEN-T inland waterway core network including its connection to other transport modes and will promote deployment of innovation in particular to promote efficient and sustainable inland waterway freight transport services.

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18 Implementation support is currently provided by the 7th Research Framework Programme (FP7) project PLATINA which terminates in 2012

19 Commission Regulation (EC) No 805/1999 of 16 April 1999 laying down certain measures for implementing Council Regulation (EC) No 718/1999 on a Community fleet capacity policy to promote inland waterway transport

The proposed HORIZON 2020 instrument, the Framework programme for research and Innovation[20] will be utilised to boost research and innovation in the inland waterway transport sector.

The proposed **Programme for the Competitiveness of enterprises and SMEs** (COSME)[21] will support the competitiveness of the inland waterway transport sector and its access to finance.

The future **Common strategic framework for Cohesion funding**[22] complement the above instruments and will support the deployment of the comprehensive network. Finally the European Neighbourhood Instrument and the Instrument for Pre-Accession Assistance will provide support for accession countries to integrate into the TEN-T network.

Any funding foreseen under these programmes mentioned will come within the envelopes of these programmes set for the whole programming period.

8. TIMING AND TRANSITION FROM NAIADES I TO NAIADES II

The Commission services intend to come forward in 2013 with a NAIADES II policy package comprising a Communication which may be associated with the first legislative proposal on emission limits for inland navigation. An impact assessment will provide further evidence on the impacts of the actions considered, before any decision is taken to integrate them into or associate them with the NAIADES II Communication. This timing allows a smooth transition from NAIADES I which expires at the end of 2013.

[20] COM(2011)808-812 final
[21] COM(2011)834 final
[22] COM(2011)612 final

Annex I. Indicative planning towards NAIADES II

Summer 2012: Establish **common Expert group on emission reduction for inland waterway transport**

Summer 2012: Establish **RIS joint steering platform**

Autumn 2012: Establish **common Expert Group on professional training and certification for inland waterway transport**

Mid 2012: Promotion of **clean power supply to inland navigation** in the framework of the on-going TEN-T programme

End of 2012: Establishment of a **pilot network of logistic facilitators**

End of 2012: **Strategic Research and Innovation Framework for inland waterway transport**

2013: Planned **NAIADES II Communication** and impact assessment

2013: Possible Commission proposal(s) for **emission limits** for existing and new inland barges' engines

2013: **RIS implementation survey and policy review**

2013: **Joint RIS Implementation Strategy**

2013: Start of the consultation process **on the use of infrastructure charging to help achieving internalisation of external costs in inland waterway transport**

2014: Establish a **stable structure for inland waterway transport market observation services**

2014: Roadmap towards a **shared information system for inland waterway transport**