



PLATINA3

IWT policy platform

D5.2 – Report on policy implementation plan for IWT (roadmap and matrix)

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Table of Contents

1	Purpose of this document	6
2	Overview of NAIADES-III Actions	7
3	NAIADES-III Policy implementation matrix	10
4	Implementation status of NAIADES-III Actions	19
	SHIFTING MORE FREIGHT TRANSPORT TO INLAND WATERWAYS	19
	Action 1: Continued support for innovative infrastructure and deployment through Horizon Europe and CEF	19
	Action 2: Revision of the TEN-T Regulation – Inland waterway transport requirements and role of coordinators	21
	Action 3: Deployment of cross-disciplinary digital information and operation systems for water- and waterway management through CEF	23
	Action 4: Transport crisis contingency plan(s)	24
	Action 5: Review of the regulatory framework for intermodal transport, including the Combined Transport Directive	25
	Action 6: Issue guidelines for operators and platforms on informing users about the carbon footprint of their deliveries and on offering sustainable delivery choices	26
	Action 7: Review the inland waterway transport market access legislation	27
	Action 8: Evaluation of the Directive (EU) 2016/1629 on technical requirements for inland vessels	28
	TOWARDS ZERO-EMISSION INLAND WATERWAY TRANSPORT	29
	Action 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	29
	Action 10: Support through CEF for the deployment of zero-emission inland vessels	34
	Action 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	36
	Action 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	38
	Action 13: Analysis to assess the need for measures for promoting low carbon/zero-emission vessels	39
	Action 14: Revision of the railways State aid guidelines – possible inclusion of IWT and possible block exemption of aid for the coordination of transport	40
	Action 15: Revision of the State aid guidelines for environmental protection and energy, as well as the State aid Framework for research, development and innovation	41
	Action 16: Technical Guidance document on climate proofing on infrastructure in the period 2021-2027	44

Action 17: Study to support the greening of inland ports _____	45
Action 18: Revision of the Alternative Fuels Infrastructure Directive and a roll-out plan with funding opportunities and requirements _____	46
Action 19: Request the European Standardisation Organisation for harmonised standards for alternative fuels infrastructure for inland waterways and ports _____	48
Action 20: Continuous support for innovative and alternative fuels infrastructure and deployment through Horizon Europe and CEF _____	49
Action 21: An assessment of the needs of waste reception infrastructure and degassing facilities _____	50
Action 22: Revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services with inclusion of inland waterway transport _____	51
SMART INLAND WATERWAY TRANSPORT _____	52
Action 23: Revision of the Directive 2005/44/EC on Harmonised River Information Services _____	52
Action 24: Technical assistance for a permanent operational structure for a single point of access for the provision of RIS-based Corridor Information Services _____	54
Action 25: An integrated and operationalised vision for the digital transformation of the current traffic and transport related business models and processes in the sector _____	56
Action 26: CEF technical assistance project to strengthen public-private cooperation in inland waterway transport and facilitate implementation of the digitalisation vision _____	58
Action 27: Facilitate the Development, demonstration and the deployment of holistic Smart Shipping Concepts for the digital integration of inland waterway transport in the synchromodal supply chain, including RIS, through Horizon Europe and CEF _____	59
TOWARDS MORE ATTRACTIVE AND SUSTAINABLE JOBS IN INLAND WATERWAY TRANSPORT _____	61
Action 28: Regular information on the labour market structure through the inland waterway transport market observatory _____	61
Action 29: Evaluation of social legislation in the context of the market access fitness check _____	63
Action 30: Propose measures on digital tools for recording and exchanging information on inland crew and vessels _____	64
Action 31: Propose measures on EU crewing requirements for inland navigation _____	65
Action 32: Request development of standards for skills for alternative fuels' operations and for environment-friendly and efficient vessel operation (eco navigation) _____	67
FINANCING _____	68
Action 33: Facilitate the efforts of stakeholders and Member States to create a fund complementing EU and national financial instruments _____	68

GOVERNANCE _____ **70**

Action 34: Support the CESNI through the CEF technical assistance for the development of technical standards for inland waterway transport _____ 70

Action 35: Support the CCNR and the Danube Commission for ensuring, where appropriate, the coordination between EU policies and the policies of the respective international organisations _____ 72

1 Purpose of this document

The European Commission tabled in June 2021 a 35-point action plan¹ to boost the role of inland waterway transport (IWT) in our mobility and logistics systems. The core objectives are to shift more cargo over Europe's rivers and canals, and facilitate the transition to zero-emission vessels by 2050. This is in line with the European Green Deal and the Sustainable and Smart Mobility Strategy, which set the goal of increasing transport by inland waterways and short sea shipping by 25% by 2030, and by 50% by 2050.

Within the PLATINA3 project², the objective of Task 5.2 of work package 5 (Roadmaps and Stakeholder engagement) is to prepare the policy implementation plan for IWT (roadmap and matrix)".

This document is the result of the execution of PLATINA3 Task 5.2. It contains a systematic overview of all 35 NAIADES-III actions and describes their implementation status as well as possible critical issues. The main purposes of this document are to:

1. **Monitor:** Provide a topical overview of the implementation status of all planned NAIADES-III Actions;
2. **Alert:** Allow for early identification of critical issues of common interest and the identification of implementation gaps;
3. **Consolidate:** Coordinate the technical inputs from WP1 to 4 which feed in the 35 actions;
4. **Coordinate:** Facilitate a structured policy dialogue (between European Commission, EU Member States, third countries, River Commissions and IWT Industry) and support policy coordination within the Commission Expert Group on Inland Waterway Transport (NAIADES Implementation Group);
5. **Remedy:** jointly identify the need for additional policy activities and/or define remedial actions to overcome identified issues and risks.

The current document includes activities taken at the European level, in order to implement the 35 NAIADES-III Actions as well as received input from Member States and River Commissions.

The first version of this document was prepared after the publication of the NAIADES III Communication in June 2021. Several versions of this document were shared and discussed with the NAIADES Implementation Expert Group during the project lifetime of PLATINA3 (January 2021 – June 2023). Therefore, during the past two years, the version has been further extended and updated by means of inputs from PLATINA3 partners as well as further inputs from the European Commission, EU Member States, third countries, River Commissions and IWT Industry on the ongoing and planned national policy activities related to the NAIADES-III objectives.

Seen the end of the PLATINA3 project by June 2023, this document is therefore the final version of this PLATINA3 deliverable. This final version presents the status on the date of **10th of May 2023** as regards policy implementation.

It is proposed to the European Commission to continue the monitoring and updating process of this document during the planned successor of PLATINA3. A project proposal was made for "PLATINA4Action", a successor of PLATINA3 answering to the call for proposals in Horizon Europe "*Towards the implementation of the inland navigation action programme with a focus on Green and Connected Inland Waterway Transport*"³. The PLATINA4Action project is expected to start in January 2024 with a duration of 36 months (until December 2026).

¹ See for more information: https://transport.ec.europa.eu/transport-modes/inland-waterways/promotion-inland-waterway-transport/naiades-iii-action-plan_en

² See for more information www.platina3.eu

³ See for more information: <https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-cl5-2023-d5-01-17>

2 Overview of NAIADES-III Actions

The NAIADES II Communication differentiates between the following areas:

- Shifting more freight to inland waterways
- Transition to zero-emission inland waterway transport
- Smart inland waterway transport
- More attractive and sustainable jobs in inland waterway transport

In addition, also actions are planned under the headers “Financing” and “Governance”. In total they add up to 35 actions. In chapter 4 of this document, the 35 actions are described in more detail.

The following tables present the listed actions for the specific areas. These tables can be found in the Annex of the official NAIADES III communication document⁴.

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

⁴ Official document, see: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52021DC0324>

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 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

SMART INLAND WATERWAY TRANSPORT	
23. Revision of the Directive 2005/44/EC on Harmonised River Information Services	2022
24. Technical assistance for a permanent operational structure for a single point of access for the provision of RIS-based Corridor Information Services	2024
25. An integrated and operationalised vision for the digital transformation of the current traffic and transport related business models and processes in the sector	2023
26. CEF technical assistance project to strengthen public-private cooperation in inland waterway transport and facilitate implementation of the digitalisation vision	2023
27. Facilitate the Development, demonstration and the deployment of holistic Smart Shipping Concepts for the digital integration of inland waterway transport in the synchromodal supply chain, including RIS, through Horizon Europe and CEF	From 2022

TOWARDS MORE ATTRACTIVE AND SUSTAINABLE JOBS IN INLAND WATERWAY TRANSPORT	
28. Regular information on the labour market structure through the inland waterway transport market observatory	From 2022
29. Evaluation of social legislation in the context of the market access fitness check	2023
30. Propose measures on digital tools for recording and exchanging information on inland crew and vessels	2021
31. Propose measures on EU crewing requirements for inland navigation	2024
32. Request development of standards for skills for alternative fuels' operations and for environment-friendly and efficient vessel operation (eco navigation)	2022

FINANCING	
33. Facilitate the efforts of stakeholders and Member States to create a fund complementing EU and national financial instruments	2024

GOVERNANCE	
34. Support the CESNI through the CEF technical assistance for the development of technical standards for inland waterway transport	2022
35. Support the CCNR and the Danube Commission for ensuring, where appropriate, the coordination between EU policies and the policies of the respective international organisations	From 2022

3 NAIADES-III Policy implementation matrix

1. Technical user guidance

The policy implementation matrix gives a compact overview, in dashboard format, on the implementation status of the 35 NAIADES III actions. A snapshot of the matrix is included below, it should be read as follows:

- The first column (“**ELAPSED TIME UNTIL DEADLINE OF ACTION**”) displays – compared to 10th of May 2023 – the elapsed time in relation to the deadline of the action, that is, the end date for each action that is listed in the NAIADES Action Plan. It shows how much time is left for the implementation of the individual action.
- The second column (“**ACTUAL IMPLEMENTATION PROGRESS COMPARED TO TIMELINE**”) gives a subjective estimation of actual progress (as a percentage). It is coloured **green** if actual implementation progress is by and large in line with the elapsed time for the action (first column). It is coloured **red** if the percentage of elapsed time is larger than the actual implementation progress.
- The third column (“**CRITICAL IMPLEMENTATION ISSUES**“) highlights whether critical issues in the achievement of policy objectives have been identified. This could be a delay in the start of activities, insufficient funding opportunities for specific actions, conditions for inland waterway transport in revised regulations or directives developing unfavourably, etcetera.
- The fourth column (“**CRITICAL PERSONNEL RESSOURCES ISSUES**“) turns **red** if insufficient personnel resources were identified at the side of the policy makers or implementers. The implementation of the particular action by the set deadline would be endangered if this lack of personnel resources were to be continued.



D5.2
POLICY IMPLEMENTATION MATRIX (NAIADES-III)

Today's Date:

ACTION	ELAPSED TIME UNTIL DEADLINE OF ACTION	ACTUAL IMPLEMENTATION PROGRESS COMPARED TO TIMELINE	CRITICAL IMPLEMENTATION ISSUES	CRITICAL PERSONNEL RESSOURCES ISSUES
SHIFTING FREIGHT	78%	61%	low risk	low risk
Action 1 - Support innovative infrastructure HE/CEF	48%	40%	medium risk	low risk
Action 2 - Revision TEN-T Regulation	100%	90%	medium risk	low risk
Action 3 - Deployment cross-disciplinary information systems for waterway management	35%	25%	low risk	low risk
Action 4 - Transport crisis contingency plans	100%	100%	low risk	low risk
Action 5 - Review Combined Transport Directive	100%	75%	medium risk	low risk
Action 6 - Guidelines on carbon footprint information	39%	50%	medium risk	low risk
Action 7 - Review IWT market access legislation	100%	95%	low risk	low risk
Action 8 - Evaluation Directive (EU) 2016/1629	100%	10%	medium risk	low risk
ZERO-EMISSION	69%	58%	low risk	low risk
Action 9 - Actions arising from Mission Healthy Oceans, Seas, Coastal and Inland Waters	48%	40%	medium risk	low risk
Action 10 - CEF Support zero-emission inland vessels	48%	40%	medium risk	low risk
Action 11 - EU energy index methodology IWT	100%	95%	medium risk	low risk
Action 12 - Evaluate derogations Directive (EU) 2016 /1629 for zero-emission vessels	39%	0%	medium risk	low risk
Action 13 - Assess need promotion zero-emission vessels	0%	10%	low risk	low risk
Action 14 - Revision railways State-aid guidelines	81%	70%	low risk	low risk
Action 15 - Revision State-aid guideline environ. protection	100%	100%	high risk	low risk
Action 16 - Technical guidance climate proofing	100%	100%	high risk	low risk
Action 17 - Study greening inland ports	100%	40%	low risk	low risk
Action 18 - Revision AFID	100%	100%	medium risk	low risk
Action 19 - Harmonised standards for alt. fuel infrastructure	100%	100%	medium risk	low risk
Action 20 - Support alt. fuels infrastructure through HE/CEF	48%	50%	low risk	low risk
Action 21 - Assess waste reception infrastructure	0%	20%	medium risk	low risk
Action 22 - Revision Del. Regulation (EU) 2017/1926	100%	50%	medium risk	low risk
SMART IWT	42%	28%	low risk	low risk
Action 23 - Revision Directive 2005/44/EC (RIS)	100%	75%	medium risk	low risk
Action 24 - TA for permanent operational structure RIS corridor	0%	0%	low risk	low risk
Action 25 - Vision for digital transformation IWT sector	39%	40%	low risk	low risk
Action 26 - CEF TA public-private cooperation on digitalisation	39%	0%	medium risk	low risk
Action 27 - Facilitate Smart Shipping Concepts through HE/CEF	35%	25%	low risk	low risk
SUSTAINABLE JOBS	55%	30%	low risk	low risk
Action 28 - Labour market observatory	35%	25%	medium risk	low risk
Action 29 - Evaluate social legislation in frame of market access fitness check	39%	50%	low risk	low risk
Action 30 - Digital tools for crew information	100%	50%	medium risk	medium risk
Action 31 - EU crewing requirements	0%	0%	low risk	low risk
Action 32 - Develop standards for skills for alt. fuel operations	100%	25%	medium risk	low risk
FINANCING	0%	50%	low risk	low risk
Action 33 - Creat fund complementing EU and nat. funding	0%	50%	high risk	low risk
GOVERNANCE	67%	38%	low risk	low risk
Action 34 - CEF TA to support CESNI	100%	50%	low risk	low risk
Action 35 - Support CCNR and DC to ensure coordination of policies	35%	25%	low risk	low risk

2. Executive summary

By the end of April 2023, the majority of activities to implement NAIADES-III actions are being implemented according to plan. For most actions, concrete activities have been initiated by the different Commission Services and/or other stakeholders. Most actions are therefore coloured **green** in the policy matrix. Some of the actions are also already completed, such as:

- Action 4: Transport crisis contingency plan(s)
- Action 15: Revision of the State aid guidelines for environmental protection and energy, as well as the State aid Framework for research, development and innovation
- Action 16: Technical Guidance document on climate proofing on infrastructure in the period 2021-2027
- Action 18: Revision of the Alternative Fuels Infrastructure Directive and a roll-out plan with funding opportunities and requirements
- Action 19: Request the European Standardisation Organisation for harmonised standards for alternative fuels infrastructure for inland waterways and ports

Other NAIADES-III actions are in a quite advanced state:

- Action 2: Revision of the TEN-T Regulation – Inland waterway transport requirements and role of coordinators
- Action 5: Review of the regulatory framework for intermodal transport, including the Combined Transport Directive
- Action 7: Review the inland waterway transport market access legislation
- Action 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
- Action 14: Revision of the railways State aid guidelines – possible inclusion of IWT and possible block exemption of aid for the coordination of transport

In the course of Winter 2022/2023, the PLATINA3 consortium invited Member States to provide inputs regarding national policy initiatives as well as on possible critical issues in the implementation of specific NAIADES-III actions. Based on this, the more elaborated analysis of ongoing policy activities (see next chapters) identified some possible risks and issues regarding the implementation status of several NAIADES-III actions. Actions which are deemed to have highest risk value are marked in **red** throughout this document, these are:

- **Action 15: Revision of the State aid guidelines for environmental protection and energy, as well as the State aid Framework for research, development and innovation**
- **Action 16: Technical Guidance document on climate proofing on infrastructure in the period 2021-2027**
- **Action 33: Facilitate the efforts of stakeholders and Member States to create a fund complementing EU and national financial instruments**

3. Overview of implementation issues identified

The identified (critical) issues regarding the implementation of each of the 35 NAIADES-III actions, if any, are described below:

Action 1: Continued support for innovative infrastructure and deployment through Horizon Europe and CEF

Identified issues:

- Dedicated topics dealing with innovative IWT infrastructure are lacking within draft Horizon Work Programme 2023-2024.
- Discuss the need for a specific climate resilience-related topic for IWT in future work programme, as extreme water conditions require further research (see recommendations PLATINA3 Deliverable 2.2 on climate resilient vessels).
- Belgium raises the importance of investments for flood protection to be in the scope of CEF2, in view of the reliability of transport by inland waterways.

Action 2: Revision of the TEN-T Regulation – Inland waterway transport requirements and role of coordinators

Identified issues:

- Both the Netherlands and Switzerland have been advocating to retain current competencies of Member States, especially when it comes to establishing reference water levels for free-flowing rivers by means of implementing acts. The compromise that has been reached in the Transport Council on 5th December 2022 states that the reference water levels established by the EC will have to correspond to those set up by Member States. Moreover, minimum waterway requirements would not have been lowered compared to the existing TEN-T Regulation.
- Belgium stresses the importance to have stringent minimum requirements in the TEN-T for ensuring Good Navigation Status of waterways. According to Belgium, personnel shortage among infrastructure managers is a problem as well. Workplans for the corridors need to address the needs of IWT to ensure priority to these investments in CEF.
- As for requirements for environmental performance of vessels (in particular, the initial proposal of the EC to oblige setting up of degassing installations in every TEN-T inland port), the accepted Dutch proposal - instead of a strict implementation obligation, degassing installations are now referred to as merely an example of measures that can contribute to improving environmental performance – leaves investments decisions to the market where the degassing installations should best be installed.
- The current proposal does not put inland waterways at the same level of priority setting as railways with regard to tasks by the Coordinator in setting investment priorities.

Action 5: Review of the regulatory framework for intermodal transport, including the Combined Transport Directive

Identified issues:

- Belgium raises attention for the definition of ‘Combined Transport’ and has the recommendation that it shall not necessarily be a combination with road haulage, but could be open for any transport modality.
- EBU stresses the need to create a level playing field in the framework of the revision, so that IWT is treated equally compared to the road/rail leg of the supply chain.

Action 6: Issue guidelines for operators and platforms on informing users about the carbon footprint of their deliveries and on offering sustainable delivery choices

Identified issues:

- Comparing greenhouse gas emissions (GHG) across different modes of transport can be challenging. In the past IWT values have not always been specified appropriately in carbon calculators. It is imperative calculators reflect IWT external costs adequately.
- Expertise on IWT emission levels for different vessel types and transport chains should be ensured, and the conclusions and recommendations from PLATINA3 Deliverable 2.6 shall be considered.

Action 8: Evaluation of the Directive (EU) 2016/1629 on technical requirements for inland vessels

Identified issues:

- Switzerland states that the CCNR has already sent descriptions of issues and possible solutions. The reference system to the same standard (ES-TRIN) must be preserved. Switzerland as a Member State of the CCNR has still no access to the European Hull Database (EHDB).

Action 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

Identified issues:

- Innovations for Inland waterway transport in some cases significantly differ from those in the maritime transport and require a completely different innovation approach. Regulations, engine types and fuels used significantly differ. Moreover, the potential market for innovations is smaller for IWT than for maritime transport.
- Within the co-programmed European Partnership “Zero Emission Waterborne Transport” (ZEWT) inland waterway transport should voice up more and thereby raise funding opportunities for innovation projects and take into account the conclusions and recommendations from the PLATINA3 Deliverable D2.1.
- Real-life demonstrators are requested in several cases, but in general the co-funding contribution by Horizon Europe is very limited for hardware costs (depreciation rule during project lifetime).

Action 10: Support through CEF for the deployment of zero-emission inland vessels

Identified issues:

- Number of submitted IWT projects or IWT project under preparation is unknown and should be monitored.
- Funding rates provided by CEF (e.g. CEF-AFIF) are too low to make a business case. Business cases can therefore only be determined on a case-by-case basis and do depend on availability of co-funding for deployment on national level. The required synchronisation of funding between the CEF and national schemes is complex for private companies and creates a barrier for applicants.
- Technology bias to only zero-emission tailpipe is a barrier for roll-out of other innovative technologies and fuels as identified in recent research work and policy documents (e.g. green methanol produced from renewable source in fuel cell or combustion engine as well as green hydrogen to be used in combustion engines are out-of-scope while they belong to the long term solutions. See also the CCNR Roadmap on the pathway for reaching the emission reduction goals).
- Administrative burden related to application procedure and the requirements with respect to project maturity are too high which is a barrier for applicants. See PLATINA3 Deliverable 2.5 for more details.
- Too long duration for entrepreneurs between project proposal and start of project. Belgium confirms that the lead-time is too long for private sector between calls and proposal phase and the start and execution of the project. There is often a mismatch between business plans of private parties and the time elapsed to get approval from CEF funding programme.

Action 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

Identified issues:

- The broadest possible cooperation should be sought to leverage synergies and to avoid, for example, the introduction of competing labelling systems at different levels and according to different criteria.
- Regarding a European labelling system: The Netherlands welcomes the PLATINA D2.6 deliverable and endorses its findings. The Netherlands urges the European Commission to start developing a label “Type B” as soon as possible in order to support other legislative initiatives e.g. in the field of state aid and EU Taxonomy. The Netherlands are willing to share their experience with the Dutch emission label for inland navigation vessels. Moreover, the CCNR also has a correspondence group, which is further discussing and elaborating the proposed label for vessels.
- The work of PLATINA3 on EU level was limited in terms of budget and duration and closed in March 2022. Follow-up activities on EU level are needed to guide the stakeholders in Europe towards a concrete proposal and implementation. The topic is addressed in the call for proposal in 2023-2024 WP "HORIZON-CL5-2023-D5-01-17: Towards the implementation of the inland navigation action programme with a focus on Green and Connected Inland Waterway Transport" and it is covered by a work package in the PLATINA4 Action proposal which was submitted on 20 April 2023 which, after a successful evaluation and contract procedure could start in January 2024.

Action 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

Identified issues:

- Need to collect the feedback from the Commission and the Member States regarding the possible improvements of the procedure, notably from a legal perspective.

Action 15: Revision of the State aid guidelines for environmental protection and energy, as well as the State aid Framework for research, development and innovation

Identified issues:

- The technology bias to zero-emission tailpipe does neglect the potential of green methanol as well as renewable sustainable fuels for combustion engines as transitional measure towards zero-emission.
- There is a need to clarify that conditions for clean vehicles are effectively not achievable (e.g. zero tailpipe solutions are not available).
- It is unclear how to practically apply the criteria and, for example the EEOI as ex ante assessment tool is not ideal, because the EEOI can only be validated ex post and the value can deviate substantially as the market and real-life conditions (e.g. water levels) are dynamic.
- The Commission has proposed to raise the limit for de minimis to 275,000 euro.
- When are new taxonomy criteria going to be adopted and applied in state aid guidelines?
- EBU urges that the revision must reflect the needs of the sector, in terms of funding rates, eligibility rules and administrative burden. It is considered necessary to support the sector in its energy transition by dedicated and appropriate funding programs. The IWT sector expects that the revision of the General Block Exemption Regulation will be modified in a targeted way that ensures that it supports this transition.

Action 16: Technical Guidance document on climate proofing on infrastructure in the period 2021-2027

Identified issues:

- Belgium raises concerns about the practical implications of the published guidance document. It is unclear as to what extent usual SCBA studies and Environmental Impact Assessments (EIA) will be sufficient to comply with the guidance on climate proofing or not. More specific guidance for project promoters from the Commission is required.

Action 18: Revision of the Alternative Fuels Infrastructure Directive and a roll-out plan with funding opportunities and requirements

Identified issues:

- There are concerns about a possible lack of priority and investments by Member States in IWT alternative fuels infrastructures, in the absence of agreed IWT criteria or European technology roadmap for IWT, while other modes may have infrastructure at their disposal and that this could put IWT in a less advantageous position with regard to the greening of the sector.
- The AFIR only foresees national frameworks while for IWW corridor frameworks are more suitable to develop AF corridors (in light of overall corridor demand, options for economies of scale, optimisation of investments)
- Inconsistency with current Taxonomy screening criteria for vessels, which does not acknowledge a Well-to-Wheel (WtW) approach, but only Tank-to-Wheel (TtW). However, the proposed revision proposal for EU Taxonomy does include the WtW approach with CO₂e emissions per energy unit (gram CO₂e/MJ), based on the approach for the FuelEU Maritime proposal in Fit-For-55.
- Need to keep a technology open approach (as in the AFIR). In IWT some technologies are quite in an early development stage. It is difficult to define concrete objectives before 2030 except for on shore power supply (“no regret investment”). Luxembourg states that interoperable payment facilities are a must.
- EBU urges for the development of a roll-out plan with funding opportunities that address the needs of the IWT industry.

Action 19: Request the European Standardisation Organisation for harmonised standards for alternative fuels infrastructure for inland waterways and ports

Identified issues:

- Insufficient inland navigation experts involved in CEN bodies.
- Limited pre-normative work.
- Risk of downgrading from maritime standards without considering the specificities of inland navigation or introducing higher costs.
- Belgium expresses the importance of this topic, especially the setting of technical standards for on shore power supply, which shall also include a standardised way for payment in Europe.

Action 21: An assessment of the needs of waste reception infrastructure and degassing facilities

Identified issues:

- The number of relevant projects/studies is unknown and should be monitored.
- Within the scope of the CDNI, the deployment of waste infrastructure falls under the competence of the Member States according to Article 4 of the CDNI.
- As for requirements for environmental performance of vessels (in particular, the initial proposal of the EC to oblige setting up of degassing installations in every TEN-T inland port), the accepted Dutch proposal - instead of a strict implementation obligation, degassing installations are now referred to as merely an example of measures that can contribute to improving environmental performance – leaves investments decisions to the market where the degassing installations should best be installed.

Action 22: Revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services with inclusion of inland waterway transport

Identified issues:

- It is unknown whether feedback was given to the public consultation to also consider integration of passenger transport services inland waterways.

Action 23: Revision of the Directive 2005/44/EC on Harmonised River Information Services

Identified issues:

- The Revision of the Directive 2005/44/EC on Harmonised River Information Services is generally considered a high priority theme by Belgium and Flanders.
- The Netherlands stresses the importance of, when revising RIS, taking in account other and ongoing (legislative) inland shipping and/or multimodal digitization initiatives within Europe, such as for example the electronic Freight Transport Information (eFTI) Regulation.
- Switzerland states that, in the context of digitalisation, it is important to revise the RIS Directive. At the same time, however, legal barriers such as the transnational exchange of data must be made possible, or technical ones such as the availability of the mobile network along the entire Rhine.

Action 26: CEF technical assistance project to strengthen public-private cooperation in inland waterway transport and facilitate implementation of the digitalisation vision

Identified issues:

- Smart shipping topics may be under pressure in upcoming Horizon Work Programmes (2025-2027) due to anticipated budget cuts. Risk of lack of innovation in IWT.
- Smart shipping topics are to be developed and proposed as soon as possible on the basis of results from DIWA project and draft holistic digitalisation vision.
- General concerns about frontloaded CEF transport Work Programme up to 2023, leaving significantly less available budget for the period 2024-2027.

Action 28: Regular information on the labour market structure through the inland waterway transport market observatory

Identified issues:

- Detailed data availability is an issue because of the diverse and partly unstructured national data sources. In addition, given that several sources of data sometimes exist for one and the same country, data can be different for the same country depending on the source used.
- The reliability of datasets from service record books or certificate of qualifications is often rather low.
- Figures may diverge between the data available at the level of Eurostat (Structural Business Statistics – SBS- data) and those made available at national level, for multiple reasons.
- The Commission Delegated Regulation of 20.1.2020 supplementing Directive (EU) 2017/2397 with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks could relieve the data issue in the long run, as new Union certificates shall be electronically recorded by Member States through national registers and Member States should make available/include data on those documents and their status, using a database kept by the Commission as of January 2022. Because of a transitional period of up to ten years, a majority of certificates will however probably not be statistically captured on short term.

Action 30: Propose measures on digital tools for recording and exchanging information on inland crew and vessels

Identified issues:

- Need for additional personnel capacity at Commission Services needed for elaboration of digital tools for recording and exchanging information on inland crew and vessels.
- Switzerland needs urgent access to European Hull Database and European Crew Database.

Action 32: Request development of standards for skills for alternative fuels' operations and for environment-friendly and efficient vessel operation (eco navigation)

Identified issues:

- Member States should facilitate and support training of skills for alternative fuels' operations and for environment-friendly and efficient vessel operation. A common approach is lacking here.
- Good practice examples for public support for training of eco-navigation skills should be collected and disseminated (e.g. by means of Funding Database).

Action 33: Facilitate the efforts of stakeholders and Member States to create a fund complementing EU and national financial instruments

Identified issues:

- Identifying additional and structural sources of funding. The PLATINA3 budget and duration is limited. It is yet unclear how/who will follow-up and which resources are needed and what the coverage is.
- The theme evolves rapidly, particularly regarding funding opportunities at national level. Funding programmes are for instance available in The Netherlands, Belgium, France, Germany, Austria and Croatia at the moment.
- Legislative evolutions such as Fit for 55 implementation and the revision of EU Taxonomy as well as exogenous factors (e.g. global trade, interest levels, inflation) can have an impact on the development of funding instruments.
- Regarding a European sustainability fund for inland shipping, The Netherlands welcomes the PLATINA3 Deliverable 2.5 and endorses its findings. Furthermore, The Netherlands would like to emphasize the importance of all stakeholders, private and public, to contribute to the energy transition in inland navigation. The Netherlands urges the European Commission to take appropriate action to carry out the identified actions in the deliverable.
- Germany is sceptical that a European funding instrument including a sector contribution is feasible at all.
- In view of the required review and revision of the Multi Annual Financial Framework MFF that is connected to the recently announced Green Deal Industrial Plan, EBU proposes to the NAIADES expert group to explore the possibilities for establishing a dedicated EU funding for the energy transition of the inland fleet under this exercise.

4 Implementation status of NAIADES-III Actions

SHIFTING MORE FREIGHT TRANSPORT TO INLAND WATERWAYS

Action 1: Continued support for innovative infrastructure and deployment through Horizon Europe and CEF

Action 1 - Activity 1

What activity was initiated?	Horizon Europe (HORIZON): published Calls and upcoming Work Programmes	
Duration of activity	Start Date	End Date
	2021	2027
Responsible for activity	European Commission / CINEA	
(Intermediate) status of the activity	<p>Horizon Europe is the EU research & innovation framework programme for 2021-2027 with an overall budget of EUR 95.5 billion.</p> <p>The Horizon Work Programme 2021-2022 on cluster “Climate, Energy and Mobility” (European Commission Decision C(2021)9128 of 15 December 2021) contained one specific topic dedicated to innovative inland waterway infrastructure: HORIZON-CL5-2021-D6-01-09: Climate resilient and environmentally sustainable transport infrastructure with a focus on inland waterways (Innovation Action), with a total budget of EUR 23.00 million. Three projects are funded (CRISTAL, PLOTO, ReNEW)⁵. The Horizon Work Programme 2023-2024 on Climate, Energy and Mobility is published (https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/horizon/wp-call/2023-2024/wp-8-climate-energy-and-mobility_horizon-2023-2024_en.pdf) and open.</p> <p>A dedicated topic for research into the detailed river basin impacts climate change and adaptation strategies for inland waterways is lacking. The draft work programme contains many topics dealing with climate mitigation measures and digitalisation (automation, autonomous sailing) of transport vehicles, also in the waterborne sector. Topics dealing with the required innovations on the infrastructure side are however lacking. In order for inland waterway infrastructure to be “fit for 55” (in terms of climate resilience, smart shipping operations).</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> Discuss the need for a specific climate resilience-related topic for IWT in future work programme, as extreme water conditions require further research (see recommendations PLATINA3 Deliverable 2.2 on climate resilient vessels⁶). 	

⁵ More information on the projects: CRISTAL: <https://cordis.europa.eu/project/id/101069838>, PLOTO: <https://cordis.europa.eu/project/id/101069941>, ReNEW: <https://cordis.europa.eu/project/id/895296>

⁶ See for the PLATINA3 D2.2 deliverable: <https://platina3.eu/options-for-shallow-water-climate-resilient-vessels/>

Action 1 - Activity 2

What activity was initiated?	Connecting Europe Facility (CEF): published and upcoming Calls	
Duration of activity	Start Date	End Date
	2021	2027
Responsible for activity	European Commission / CINEA	
(Intermediate) status of the activity	<p>The Regulation (EU) 2021/1153 establishing the Connecting Europe Facility (CEF) for the period 2021-2027 was formally adopted in July 2021. The budget for the transport sector is EUR 25.81 billion (including EUR 11.29 billion for cohesion countries). CEF Transport focuses on cross-border projects and projects aiming at removing bottlenecks or bridging missing links in various sections of the Core Network and on the Comprehensive Network, as well as for horizontal priorities such as traffic management systems.</p> <p>The 2021 CEF Transport call for proposals made EUR 7 billion available to support infrastructure projects across the European Union. The 2021 Call that closed on 19th January 2022 (under the General, Cohesion and Military Mobility envelopes) supported infrastructure projects on the Core and Comprehensive TEN-T network (railways, inland waterways, maritime and inland ports, roads, rail-road terminals and multimodal logistics platforms), as well as smart applications for transport (ERTMS, ITS, SESAR, RIS, etc.). The results of the 2021 calls have been shared with the CEF Transport committee members for approval on 21/06/2022. Concerning the general envelope, around 14% of all funds will go to IWT.</p> <p>Both studies and works on inland waterways and ports could be supported both on the Core Network and on the Comprehensive Network, aimed at the upgrade of waterways and related infrastructure such as locks and weirs/dams in order to achieve stable or improved navigation conditions, performance and/or more capacity for the passage of vessels or to ensure good navigation status, the creation of new waterways and related infrastructure (locks, weirs/dams, bridges), automation of waterway infrastructure (e.g. locks, weirs/dams, bridges) to improve its operation and monitoring, ensuring year-round navigability e.g. by means of hydrological services, ice-breaking facilities and capital dredging, basic and water-side infrastructure in inland ports, including shore-side electricity supply, etcetera.</p> <p>An example of a rolling CEF call is provided in Action 10/Activity1 (CEF Transport call for Alternative Fuels Infrastructure Facility (AFIF))</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • Belgium raises the importance of investments for flood protection to be in the scope of CEF2, in view of the reliability of transport by inland waterways. 	

Action 2: Revision of the TEN-T Regulation – Inland waterway transport requirements and role of coordinators

Action 2 - Activity 1

What activity was initiated?	Revision of the TEN-T Regulation	
Duration of activity	Start Date	End Date
	2019	ongoing
Responsible for activity	European Commission / DG MOVE	
(Intermediate) status of the activity	<p>The Trans-European Transport Network (TEN-T) policy develops a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. The ultimate objective is to close gaps, remove bottlenecks and technical barriers. The current TEN-T policy is based on Regulation (EU) No 1315/2013. The Commission started the current TEN-T review process in April 2019 with an evaluation of the existing TEN-T Regulation together with an Open Public Consultation. This consultation took place between April and July 2019. Commissioner Vălean presented the main lines of the TEN-T revision process to the European Parliament on 23 June 2020. The Commission's public consultation on the revised guidelines - as part of the impact assessment - closed on 5 May 2021. On 14 December 2021 the Commission published the revised proposal. The key elements concerning inland waterways include the articles on Good Navigation Status, which should be ensured on inland waterways for a minimum number of days per year to be defined on a river basin level. The revised proposal suggests to choose navigable channel depth as target metric, instead of the previously applied draught, as it can be objectively monitored and enforced by the responsible waterway authorities. Contrary to the existing Regulation, in its revised version, the Commission acknowledges that inland waterways in Europe are characterised by heterogeneous hydrological and hydro-morphological conditions in the different river basins. The new TEN-T requirements should therefore consider these specific conditions. In order to ensure uniform conditions for the implementation, Article 22 on IWW core network infrastructure requirements and the Article 59 on the Committee procedure suggest there would be specific IWT implementing acts. The precise modalities with regard to the implementing acts are currently under discussion between Member States, European Parliament and the Commission.</p> <p>On 27 July 2022 the European Commission presented an amended proposal that considers the modified geopolitical context, including extension of four European Transport Corridors to Ukraine and Moldova. On 10th October 2022, the TRAN Committee published its draft report and the Transport Council adopted the General Approach on 5th December 2022. Voting in the European Parliament is foreseen in the first quarter of 2023 (originally planned for January, the TRAN committee of the European Parliament postponed the vote on the Commission TEN-T proposal a second time, currently to April-May 2023), whereas the revised TEN-T Regulation should enter into force in January 2024.</p>	

Any implementation issues/problems that endanger realisation of objectives

- Both the Netherlands and Switzerland have been advocating to retain current competencies of Member States, especially when it comes to establishing reference water levels for free-flowing rivers by means of implementing acts. The compromise that has been reached in the Transport Council on 5th December 2022 states that the reference water levels established by the EC will have to correspond to those set up by Member States. Moreover, minimum waterway requirements would not have been lowered compared to the existing TEN-T Regulation.
- Belgium stresses the importance to have stringent minimum requirements in the TEN-T for ensuring Good Navigation Status of waterways. According to Belgium, personnel shortage among infrastructure managers is a problem as well. Workplans for the corridors need to address the needs of IWT to ensure priority to these investments in CEF.
- As for requirements for environmental performance of vessels (in particular, the initial proposal of the EC to oblige setting up of degassing installations in every TEN-T inland port), the accepted Dutch proposal - instead of a strict implementation obligation, degassing installations are now referred to as merely an example of measures that can contribute to improving environmental performance – leaves investments decisions to the market where the degassing installations should best be installed.
- The current proposal does not put inland waterways at the same level of priority setting as railways with regard to tasks by the Coordinator in setting investment priorities.

Action 3: Deployment of cross-disciplinary digital information and operation systems for water- and waterway management through CEF

Action 3 – Activity 1

What activity was initiated?	Funding opportunities for deployment of cross-disciplinary digital information and operation systems for water- and waterway management through CEF	
Duration of activity	Start Date	End Date
	2021	2027
Responsible for activity	CINEA	
(Intermediate) status of the activity	<p>Helping waterway managers to ensure Good Navigation Status will also require the roll-out of smart infrastructure, operations and maintenance systems that enable the early detection (or prediction) of bottlenecks and a return to required service levels with the least possible physical intervention, thereby lowering costs as well as environmental impacts. A key precondition to this is to establish an improved digital information base ('cartography') of the actual status of the critical waterway locations. Through the Connecting Europe Facility (CEF), the Commission will support measures that help to achieve Good Navigation Status, such as deploying cross-disciplinary digital information and operation systems for water and waterway management.</p> <p>Under CEF Transport, the deployment of cross-disciplinary digital information and operation systems for water and waterway management to ensure year-round navigability can be supported under Inland waterways and ports topics. The 2021 Call "CEF 2 Transport – Projects on the Comprehensive Network – General envelope (CEF-T-2021-COMPGEN)" for instance included this topic and provided for funding opportunities for mentioned information/operation systems. The overall objective is to develop inland waterways transport infrastructure projects on the Comprehensive Network of the TEN-T. The submission deadline for this specific call was on 19th January 2022.</p> <p>Other digitalisation works should be submitted under the Smart applications for transport – RIS topics, especially if they directly support the implementation of River Information Services (RIS), inland port information systems such as inland port single windows, inland port community systems or inland port management systems, including works that provide a direct contribution to ensure year-round navigability. An example of a funded project by CEF (CEF Call 2021) is the DIGIWAVE project initiated by De Vlaamse Waterweg nv (DVW) and Port of Brussels (PoB). This project is aimed at developing inland waterway transport as a climate neutral, resilient and full-fledged transport mode through smart, synchromodal and automated transport. The project started in 2022 and will run until 2025.</p>	
Any implementation issues/problems that endanger realisation of objectives	Relevant calls topics shall be repeated every year.	

Action 4: Transport crisis contingency plan(s)

Action 4 – Activity 1

What activity was initiated?	Contingency plan for transport	
Duration of activity	Start Date	End Date
	2021	2022
Responsible for activity	European Commission / DG MOVE A.1 (Coordination and Planning)	
(Intermediate) status of the activity	<p>Appropriate waterway conditions and seamless multimodal integration will be essential for waterway managers to manage their planning in case of disruptions, and for making IWT more resilient to crisis situations, such as the one created by the COVID-19 pandemic. On 23rd May 2022, the European Commission adopted a Contingency Plan for Transport to strengthen the resilience of EU transport in times of crisis. The plan draws lessons from the COVID-19 pandemic as well as considering the challenges the EU transport sector has been facing since the beginning of Russia’s military aggression against Ukraine. The Commission prepared a transport contingency plan to ensure business continuity in the face of major disruptive events, by securing coordinated policy responses. When developing this plan, the Commission should consider the relative resilience of the IWT sector as regards the transport of goods.</p> <p>The objective of the contingency plan for transport will be to ensure crisis preparedness and business continuity in the transport sector. The plan aims to establish a “crisis manual” that will include relevant actions to mitigate any negative impact on the transport sector, passengers and the internal market in the event of a crisis. The plan proposes a toolbox of 10 actions to guide the EU and its Member States when introducing such emergency crisis-response measures. Among other actions, it highlights the importance of ensuring minimum connectivity and passenger protection, building resilience to cyberattacks, and resilience testing. It also stresses the relevance of the Green Lanes principles, which ensure that land freight can cross borders in less than 15 minutes.</p> <p>The preparation of the contingency plan required a broad consultation of the public, which was closed by October 2021. The Commission adopted the contingency plan in May 2022. The Commission will support Member States and steer the process of building crisis preparedness in cooperation with the EU agencies, by coordinating the Network of National Transport Contact Points and maintaining regular discussions with international partners and stakeholders.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • No major issues 	

Action 5: Review of the regulatory framework for intermodal transport, including the Combined Transport Directive

Action 5 – Activity 1

What activity was initiated?	Revision of the Combined Transport Directive	
Duration of activity	Start Date	End Date
	2021	2023
Responsible for activity	European Commission / DG MOVE D.1 (Maritime transport & logistics)	
(Intermediate) status of the activity	<p>The European Green Deal stated that a substantial part of the 75% of inland freight carried today by road should shift to rail and inland waterways. The Combined Transport Directive is the most important Union legal instrument supporting intermodal freight transport and more specifically the shift to lower emission transport modes (rail, inland waterways and short sea shipping). However, the Directive is partially outdated and low in effectiveness, as shown by the 2015 REFIT evaluation. In light of the European Green Deal's calls for higher ambition and the need to implement the 'polluter pays' and 'user pays' principles.</p> <p>The revision of the Directive will be carried out in close collaboration and in an integrated approach with the recently adopted NAIADES III Communication on inland waterways policy as well as planned revisions of the TEN-T Guidelines, the Rail Freight Corridors Regulation, the Weights and Dimensions Directive, and the foreseen action for a common EU framework for greenhouse gas emissions accounting in transport and logistics. In addition, the revision of the Directive will closely interplay with the revision of the Community guidelines on State aid for railway undertakings (Railway Guidelines), whereby the Commission aims to streamline the existing compatibility rules on aid for the coordination of transport by 2023.</p> <p>The work on the impact assessment started in the second quarter of 2021 and focuses on assessing the impact of different policy options both on the intermodal/multimodal transport as well as on the EU transport system in general. A public consultation was open from 7th March 2022 to 30th May 2022. Adoption by the Commission is planned for the second quarter of 2023.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • Belgium raises attention for the definition of 'Combined Transport' and has the recommendation that it shall not necessarily be a combination with road haulage, but could be open for any transport modality. • EBU stresses the need to create a level playing field in the framework of the revision, so that IWT is treated equally compared to the road/rail leg of the supply chain. 	

Action 6: Issue guidelines for operators and platforms on informing users about the carbon footprint of their deliveries and on offering sustainable delivery choices

Action 6 – Activity 1

What activity was initiated?	Development of guidelines for operators and platforms on informing users about the carbon footprint of their deliveries and on offering sustainable delivery choices – the ‘CountEmissions EU’ initiative	
Duration of activity	Start Date	End Date
	2021	2023
Responsible for activity	European Commission DG MOVE D.1	
(Intermediate) status of the activity	<p>As set out in the Sustainable and Smart Mobility Strategy, the Commission will establish an EU framework for the harmonised measurement and reporting of emissions from logistics and transport, which could then be used to provide businesses and end-users with an estimate of the carbon footprint of their choices, and increase the demand for more sustainable options, including inland waterways where feasible. This can incentivise companies, customers and passengers to take up more environmentally friendly and efficient transport solutions.</p> <p>This initiative aims to provide a common framework for calculating GHG emissions of transport operations in the freight and passenger transport sectors. It will contribute to implementing the European Green Deal, and to meeting the objectives and targets under the European Climate Law. It corresponds to Action 33 in the Action Plan of the Sustainable and Smart Mobility Strategy, published on 9th December 2020, and will form the basis for the implementation of Action 28 and Action 34 in the same Action Plan.</p> <p>The initiative will be coordinated with other regulatory and non-regulatory EU actions on the following: emission standards; requirements and monitoring of GHG emissions of vehicles, vessels and aircrafts; sustainable delivery of goods; green labels; the environmental performance of products and organisations; and corporate sustainability reporting and related EU standards development.</p> <p>The ‘CountEmissions EU’ initiative sets out a common framework to calculate and report transport-related greenhouse gas emissions. An impact assessment report, supported by an external study, will underpin any proposal made in the context of this initiative. It will build on previous Commission work in the transport sector, including the 2014 exploratory study, dedicated R&D projects financed by the EU (COFRET and LEARN), relevant industry initiatives (such as Global Logistics Emissions Council), and international standardisation efforts (ISO in coordination with CEN). It will also take into consideration other initiatives aimed at measuring and calculating related emissions, such as Commission Recommendation 2013/179/EU.</p> <p>The public consultation on “CountEmissionsEU” was open between 25 July 2022 - 20 October 2022 (188 responses received). A factual summary on the consultation was published by the Commission on 29/03/2023.</p>	

Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • Comparing greenhouse gas emissions (GHG) across different modes of transport can be challenging. In the past IWT values have not always been specified appropriately in carbon calculators. It is imperative calculators reflect IWT external costs adequately. • Expertise on IWT emission levels for different vessel types and transport chains should be ensured, and the conclusions and recommendations from PLATINA3 Deliverable 2.6 shall be considered.
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Action 7: Review the inland waterway transport market access legislation

Action 7 – Activity 1

What activity was initiated?	Study on fitness check on market access legislation in inland waterway transport	
Duration of activity	Start Date	End Date
	2019	2022
Responsible for activity	European Commission / DG MOVE D.3	
(Intermediate) status of the activity	<p>Before the creation of the European Communities, international treaties established international organisations, especially the Central Commission for the Navigation of the Rhine and the Danube Commission, to ensure the freedom of navigation and address common issues on the rivers. These organisations adopt regulations and/or recommendations to maintain this freedom of navigation as well as the safety. They co-exist with EU law but cooperation, such the use of harmonised CESNI standard, prevents diverging rules at European level.</p> <p>EU legislation on access and organisation of the EU inland waterways market was adopted between the 1960s and 1990s, considering the pre-existing international law. It progressively built up a common market in the sector. Most of this legislation has not been revised since its adoption. In the meantime, four waves of EU enlargement have taken place, various new contractual arrangements have appeared and competition among operators has increased. There is therefore a need to evaluate the current legislation to determine what works and what does not and identify any barriers and shortcomings in pursuit of a smooth and fair internal market in this sector.</p> <p>The fitness check on market access legislation in inland waterway transport will jointly evaluate several pieces of legislation which were adopted in the 1960s-1990s to progressively build up the internal market in the sector of inland navigation. The fitness check will assess whether they are still fit for purpose, considering the sector today, and whether they support or hamper the functioning of the internal market in inland navigation.</p> <p>A public consultation was open between 17th December 2021 and 11th March 2022. The initiative was planned to be closed in the fourth quarter of 2022, but a final report had not been published in April 2023 as yet.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • No major issues. 	

Action 8: Evaluation of the Directive (EU) 2016/1629 on technical requirements for inland vessels

Action 8 - Activity 1

What activity was initiated?	Study in accordance with Article 34 of Directive 2016/1629	
Duration of activity	Start Date	End Date
	2015	ongoing
Responsible for activity	European Commission (DG MOVE D.3), in close cooperation with CCNR	
(Intermediate) status of the activity	<p>In 2006, the Directive 2006/87/EC introduced full harmonisation of the EU technical requirements for inland waterway vessels with the existing Rhine vessel inspection regulations (RVIR) (with regard to category 3 of major waterways). On the basis of this equivalence, the CCNR has recognised the validity of Community certificates on the Rhine (Protocol 2007-II-21), while Rhine certificates have also been recognised on all EU waterways.</p> <p>This alignment of CCNR and EU requirements was continued. Since 2015, CESNI has regularly updated and published the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN). This standard lays down the uniform technical requirements necessary to ensure the safety of inland navigation vessels. References to ES-TRIN are now included in the legal frameworks of the EU and the CCNR (respectively Directive (EU) 2016/1629 and Rhine vessel inspection regulations). The Danube Commission also decided in 2017 to recommend the standard in its international instruments and the International Sava River Basin Commission intends to create a reference to the standard in its legal framework.</p> <p>A vessel operating on EU waterways or Rhine must carry either a Union inland navigation certificate or a Rhine vessel inspection certificate. Both certificates are issued by the competent national authorities (inspection bodies) and confirm the full compliance of the vessel with the technical requirements.</p> <p>Although Directive (EU) 2016/1629 introduced harmonised requirements for inland waterway vessels, differences in implementing the requirements for carrying out vessel inspections and issuing certificates by national authorities may affect the single market in terms of safety and level playing field between vessel owners. The Commission therefore plans to start reviewing Directive (EU) 2016/1629 in order to further improve harmonisation, maintaining a level playing field and guaranteeing high levels of safety in inland navigation, especially with the introduction of innovative and low-emission vessels. The Article 34 of the Directive addresses the review of the mechanisms for cooperation with international organisations competent for inland navigation (such as Danube Commission or CCNR).</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> Switzerland states that the CCNR has already sent descriptions of issues and possible solutions. The reference system to the same standard (ES-TRIN) must be preserved. Switzerland as a Member State of the CCNR has still no access to the European Hull Database (EHDB). 	

TOWARDS ZERO-EMISSION INLAND WATERWAY TRANSPORT

Action 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

Action 9 - Activity 1

What activity was initiated?	First Horizon Calls in framework of Mission on Healthy Oceans, Seas, Coastal and Inland Waters	
Duration of activity	Start Date	End Date
	2022	ongoing
Responsible for activity	CINEA (HORIZON)	
(Intermediate) status of the activity	<p>EU Missions are a novelty of the Horizon Europe research and innovation programme for the years 2021-2027. They have ambitious goals and will deliver tangible results by 2030. The Mission on Healthy Oceans, Seas, Coastal and Inland Waters will help achieve the marine and freshwater targets of the European Green Deal, such as protecting 30% of the EU's sea area and restoring marine ecosystems and 25,000 km of free-flowing rivers.</p> <p>The first wave of calls under Horizon Europe in the Work Programme 2021 was open with a deadline of 12th April 2022. A second round of calls was launched in summer 2022. One example in the current call is called Danube river basin lighthouse – restoration of fresh and transitional water ecosystems (HORIZON-MISS-2021-OCEAN-02). Project results are expected to contribute to the restoration of at least 25,000 km of free-flowing rivers, in line with the EU Biodiversity Strategy, the EU Zero Pollution Plan and the Water Framework Directive as well as other EU instruments and policies that concern freshwater ecosystem protection, including reduction of artificial river flow barriers, improved eco-system connectivity in the Danube river basin (Danube river, its delta and its main tributaries), enhancement of water quality, enhancement of management of riparian zones and optimised sediment flow to the Black Sea.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 9 - Activity 2

What activity was initiated?	Horizon Calls in framework of co-programmed European Partnership “Zero Emission Waterborne Transport” (ZEWT)	
Duration of activity	Start Date	End Date
	2021	2027
Responsible for activity	CINEA (HORIZON) and WATERBORNE Technology Platform	
(Intermediate) status of the activity	<p>To provide the innovations needed to achieve the greening targets and show global leadership a new co-programmed European Partnership “Zero Emission Waterborne Transport” (ZEWT) aims to mobilise resources and leverage private and public investments towards the central objective of demonstrating by 2030 the deployable solutions needed for all main types of waterborne transport to become “net zero emission” by 2050 at the latest. Most topics on waterborne transport will contribute to the implementation of this partnership.</p> <p>In the Horizon Europe Work Programme 2021-2022 (on Climate, Energy and Mobility) several ZEWT-related calls are presented, as well as in the Work Programme⁷ 2023-2024. This includes topics such as</p> <ul style="list-style-type: none"> • Enabling the safe and efficient on-board storage and integration within ships of large quantities of ammonia and hydrogen fuels • CSA identifying waterborne sustainable fuel deployment scenarios (project “NEEDS”⁸ (1st of May 2022 – October 2023) • Innovative on-board energy saving solutions • Innovative energy storage systems on-board vessels • Transformation of the existing fleet towards greener operations through retrofitting, project SYNERGETICS⁹ • Demonstrations to accelerate the switch to safe use of new sustainable climate neutral fuels in waterborne transport (ZEWT Partnership), with a specific request for a dedicated IWT project proposal¹⁰ <p>The Federal Council of Switzerland adopted Switzerland's long-term climate strategy on 27 January 2021 and approved its submission to the UN Climate Change Secretariat. The aim of a new law, which should come into force on 1 January 2025, is to enshrine net zero emissions in Switzerland by 2050. Unavoidable emissions are to be offset with negative emission technologies.</p>	

⁷ See for work programme 2023-2024: https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/horizon/wp-call/2023-2024/wp-8-climate-energy-and-mobility_horizon-2023-2024_en.pdf

⁸ See for more information about the NEEDS project: <https://cordis.europa.eu/project/id/101056938>

⁹ See for more information about the SYNERGETICS project: <https://cordis.europa.eu/project/id/101096809>

¹⁰ <https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-cl5-2023-d5-01-12>

Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • Innovations for Inland waterway transport in some cases significantly differ from those in the maritime transport and require a completely different innovation approach. Regulations, engine types and fuels used are partly significantly different. Moreover, the potential market for innovations is smaller for IWT than for maritime transport. • Within the co-programmed European Partnership “Zero Emission Waterborne Transport” (ZEW) inland waterway transport should voice up more and thereby raise funding opportunities for innovation projects and to implement the recommendations made in the PLATINA3 Deliverable D2.1 which presents the topics relevant for RD&I with respect to zero emission IWT. Real-life demonstrators are requested in several cases, but funding by Horizon Europe is very limited for hardware costs (depreciation of hardware during the project lifetime at 70% funding of the depreciation costs for commercial entities such as ship owners active in IWT).
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Action 9 - Activity 3

What activity was initiated?	Horizon Europe Clean Hydrogen JU: Large scale demonstration of hydrogen fuel cell propelled inland waterway vessels, TOPIC ID: HORIZON-JTI-LEANH2-2022-03-05	
Duration of activity	Start Date	End Date
	2022	2025
Responsible for activity	CINEA	
(Intermediate) status of the activity	<p>There was a call for project proposals in 2022 dedicated to IWT and the application of hydrogen as fuel for zero-emission systems using fuel cells. The available budget is 15 million euro. This resulted in the RH2IWER project¹¹. The main aim of RH2IWER is to create a solid basis for the acceleration of hydrogen fuel cell powered vessels in inland waterway shipping by demonstrating six commercially operated vessels. These vessels are of varying lengths and types – 86m, 110m and 135m; container, bulk and tanker vessels with installed power ranging from 0.6 to ~2 MW. The project will also work with standardization of containerized fuel cell and hydrogen solutions.</p> <p>With the demonstration, standardization work and multi-level analysis, combined with dissemination and communication measures, RH2IWER project will create a basis on which the shipping industry can significantly reduce their environmental footprint and remove emissions from their entire fleet in the future. The vessels within RH2IWER are representative of the typical dry and liquid cargo vessels in the Rhine and Danube fleets. The lessons learned from developing fuel cell and hydrogen solutions for the vessels in this project could be applied more or less directly to these vessels, which would then immediately reduce the GHG emissions from these ships to zero.</p> <p>The consortium includes 14 European partners, with five shipowners. The project started on 1 March 2023 and will end in August 2027.</p>	

¹¹ More information about the RH2IWER project: <https://cordis.europa.eu/project/id/101101358>

Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues.
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Action 9 - Activity 4

What activity was initiated?	National roadmap towards zero-emission inland waterway transport in 2050 (Netherlands)	
Duration of activity	Start Date	End Date
	2019	ongoing
Responsible for activity	Dutch Ministry of Infrastructure and Water Management	
(Intermediate) status of the activity	<p>Dutch Ministry of Infrastructure and Water Management, is working on a national roadmap towards zero-emission inland waterway transport in 2050. The national goals had already been set in the Dutch Green Deal on Maritime and Inland Shipping and Ports in 2019 and the roadmap uses this deal to specify the necessary steps in time to reach these goals.</p> <p>The Netherlands has set the goal in the aforementioned Green Deal (2019) to create at least 150 inland waterway vessels with a zero-emission power train by 2030.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 9 - Activity 5

What activity was initiated?	Flemish Green Deal Inland Navigation	
Duration of activity	Start Date	End Date
	2022	ongoing
Responsible for activity	De Vlaamse Waterweg nv, Department of Mobility and Public Works, Port of Antwerp- Bruges, North-Sea Port and the inland navigation business community	
(Intermediate) status of the activity	<p>De Vlaamse Waterweg nv, Department of Mobility and Public Works, Port of Antwerp- Bruges, North-Sea Port and the inland navigation business community are joining forces and jointly prepared a Green Deal Inland Navigation. This Flemish Green Deal Inland Navigation is a public-private partnership between various stakeholders involved in inland shipping. Thanks to joint objectives, realistic actions and concrete commitments, the partners want to optimise the greening of inland navigation by 2030. Specifically, they aim to reduce emissions that benefit both our climate (CO2 reduction) and our air quality (reduction of other emissions). In this trajectory, we want to remove existing barriers and create visible change by 2030, with an outlook towards 2050. Together with committed stakeholders, we want to make it a movement that makes the efforts and achievements for green inland navigation visible. In this way, it can also become a guide for short- and medium-term policy and we can use the trajectory as a frame of reference for future initiatives.</p> <p>More information: https://omgeving.vlaanderen.be/nl/green-deal-binnenvaart</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 10: Support through CEF for the deployment of zero-emission inland vessels

Action 10 - Activity 1

What activity was initiated?	CEF Transport call for Alternative Fuels Infrastructure Facility (AFIF)	
Duration of activity	Start Date	End Date
	2021	2023
Responsible for activity	CINEA	
(Intermediate) status of the activity	<p>The 2021 CEF Transport call for proposals makes EUR 7 billion available to support infrastructure projects across the European Union. The objective of the AFIF call for proposals is to support the deployment of Alternative Fuel supply infrastructure, contributing to decarbonising transport along the TEN-T network. With a total budget of EUR 1.5 billion, the AFIF will fund actions by the combination of CEF grants with financial support from financial institutions to achieve a higher impact of the investment. It will be implemented through a rolling call for proposals launched on 16 September 2021, with five cut-off dates for the submission of proposals until end 2023. Within the scope of the facility are recharging stations supplying inland waterway and maritime vessels as well as hydrogen supply infrastructure and related hydrogen/fuel cell vessels.</p> <p>As regards the inland waterway and maritime vessels funding only applies to fitting or retrofitting the main propulsion system and the eligible cost shall be limited to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant. In addition to the 'regular' CEF 2 Transport calls, applicants will have to guarantee part of the co-financing – loan component – through support from either 'implementing partners' (EIB, EBRD or national promotional banks) or non-implementing partners (e.g. commercial banks).</p>	

Any implementation issues/problems that endanger realisation of objectives

- Number of submitted IWT projects or IWT project under preparation is unknown and should be monitored.
- Funding rates provided by CEF (e.g. CEF-AFIF) are too low to make a business case. Business cases can therefore only be determined on a case-by-case basis and do depend on availability of co-funding for deployment on national level. The required synchronisation of funding between the CEF and national schemes is complex for private companies and creates a barrier for applicants.
- Technology bias to only zero-emission tailpipe is a barrier for roll-out of other innovative technologies and fuels as identified in recent research work and policy documents (e.g. green methanol produced from renewable source in fuel cell or combustion engine as well as green hydrogen to be used in combustion engines are out-of-scope while they belong to the long term solutions. See also the CCNR Roadmap on the pathway for reaching the emission reduction goals).
- Administrative burden related to application procedure and the requirements with respect to project maturity are too high which is a barrier for applicants. See PLATINA3 Deliverable 2.5 for more details.
- Too long duration for entrepreneurs between project proposal and start of project. Belgium confirms that the lead-time is too long for private sector between calls and proposal phase and the start and execution of the project. There is often a mismatch between business plans of private parties and the time elapsed to get approval from CEF funding programme.

Action 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

Action 11 - Activity 1

What activity was initiated?	Elaboration of an EU energy index methodology for assessing carbon intensity levels of inland waterways vessels	
Duration of activity	Start Date	End Date
	2021	2022
Responsible for activity	PLATINA3 (lead SPB/EICB)	
(Intermediate) status of the activity	<p>The PLATINA3 project (Task 2.6) addressed the development of an index or label system to express the emission performance of an inland vessel. The PLATINA3 task 2.6 provided coordination and support for discussion on a European wide approach and implementation of a labelling system for inland navigation. The full report was published on the PLATINA3 website (https://platina3.eu/towards-implementation-of-a-label-system-for-eu-inland-vessels/).</p> <p>The CCNR has also expressed its desire to set up an international labelling system for environmental and climate protection in inland navigation to support the reduction/elimination of pollutant and greenhouse gas emissions and accelerate the energy transition of inland navigation towards zero emission. A correspondence group is active on this topic within the CCNR.</p> <p>In the meantime, the work on further development towards a more sophisticated label should continue on EU level allowing for instance to measure real emissions to add indicators (e.g. grams per tonkm) and covering a wide spectrum of the fleet, freight and passenger transport but also other types of crafts (floating equipment, pleasure craft).</p> <p>Follow-up is requested on EU level in the call for proposal in 2023-2024 WP "HORIZON-CL5-2023-D5-01-17: Towards the implementation of the inland navigation action programme with a focus on Green and Connected Inland Waterway Transport"¹² for which a proposal was submitted on 20 April 2023 called "PLATINA4Action" with a dedicated WP for the follow-up activities on EU level. The project is expected to start in January 2024 with a duration of 36 months.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • The broadest possible cooperation should be sought to leverage synergies and to avoid, for example, the introduction of competing labelling systems at different levels and according to different criteria. • Regarding a European labelling system: The Netherlands welcomes the deliverable and endorses its findings. The Netherlands urges the European Commission to start developing a label "Type B" as soon as possible in order to support other legislative initiatives e.g. in the field of state aid and taxonomy. The Netherlands are willing to share their experience with the Dutch emission label for inland navigation vessels. The CCNR also has a correspondence group, which is further discussing and elaborating the proposed label for vessels. 	

¹² For more information, see: <https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-cl5-2023-d5-01-17>

Action 11 - Activity 2

What activity was initiated?	National emission labelling system for inland vessels (Netherlands)	
Duration of activity	Start Date	End Date
	2021	2023
Responsible for activity	Dutch Ministry of Infrastructure and Water Management	
(Intermediate) status of the activity	<p>Introduction of a national emission label for inland waterway transport in November 2021. The label measures the CO₂, NO_x and PM emissions of a ship and categorises the ship accordingly (e.g. label A.0 is coherent with a climate neutral and zero-emission inland ship). The label provides an incentive for ship owners to invest in green(er) alternatives and rewards those who have already done so.</p> <p>Currently, the Netherlands is working on a covenant for the label with stakeholders representative of the sector for the active usage of the emission label instrument in policy measures and procurement. The covenant is expected to be signed by July 2023.</p> <p>Talks have also already taken place on a bilateral level, with Belgian ports, who have shown interest in adopting the label. The activity is linked to the ongoing corresponding group of the CCNR.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 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

Action 12 - Activity 1

What activity was initiated?	No activity started as yet.	
Duration of activity	Start Date	End Date
Responsible for activity	European Commission, with its legal service	
(Intermediate) status of the activity	The CESNI work programme 2022-2024 includes a general reference to derogations of technical requirements. As explained in the guide published in 2018, CESNI gives a technical opinion on derogations and equivalences of technical requirements for a specific craft, prior to the adoption of an implementing act by the European Commission in accordance with Directive 2016/1629. Recently, CESNI gave such an opinion of a tugboat using methanol as fuel in Belgium and a pusher using hydrogen as fuel in Germany. The implementing acts are not yet adopted.	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • Need to collect the feedback from the Commission and the Member States regarding the possible improvements of the procedure, notably from a legal perspective. 	

Action 13: Analysis to assess the need for measures for promoting low carbon/zero-emission vessels

Action 13 - Activity 1

What activity was initiated?	First consultation started in the frame of the NAIADES Implementation Expert Group meeting on 12 December 2022	
Duration of activity	Start Date	End Date
	2022	2025
Responsible for activity	DG MOVE	
(Intermediate) status of the activity	<p>PLATINA3 prepared under WP5 a discussion paper and presentation¹³ as input for the NAIADES Implementation Expert Group meeting¹⁴ on 12 December 2022 on the question whether there is a need for further legal measures to promote low carbon/zero-emission vessels, including a number of questions to be used for taking stock of opinions and views of stakeholders represented in the Expert Group.</p> <p>The following delegations in NAIADES Implementation Expert Group provided a written reply to the European Commission DG MOVE to express their views and opinions: Germany, France, Slovakia, , Austria, Belgium, The Netherlands and European Barge Union. The topic will be discussed during the next NAIADES Implementation Expert Group meeting which is planned to take place on 16 June 2023.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

¹³ See the presentation at: <https://ec.europa.eu/transparency/expert-groups-register/core/api/front/document/90909/download>

¹⁴ Meeting documents: <https://ec.europa.eu/transparency/expert-groups-register/screen/meetings/consult?lang=en&meetingId=45795&fromExpertGroups=true>

Action 14: Revision of the railways State aid guidelines – possible inclusion of IWT and possible block exemption of aid for the coordination of transport

Action 14 - Activity 1

What activity was initiated?	Start of revision process of the railways State aid guidelines	
Duration of activity	Start Date	End Date
	2022	2023
Responsible for activity	DG Competition – Unit F.2, State aid Transport	
(Intermediate) status of the activity	<p>In the context of the revision of the Community guidelines on State aid for railway undertakings, the Commission aims to streamline the existing compatibility rules on aid for the coordination of transport. Based on the existing case practice of aid measures supporting a modal shift from road to more sustainable transport modes, the impact assessment will explore the possibility to extend the scope of the Railway Guidelines to cover all land transport operators that can contribute to the modal shift, including inland waterway operators, as well as the possibility to exempt from the prior notification obligation those State aid measures which involve a limited risk of competition distortion.</p> <p>The Commission has opened the public consultation for state aid to rail transport which in its revision will also cover inland waterway transport. The consultation period ran from 22nd December 2021 to 16th March 2022. The state aid rules for IWT aim to clarify the rules for the financing of inland waterway vessels. The final adoption of these state aid guidelines is planned for the fourth quarter 2023.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 15: Revision of the State aid guidelines for environmental protection and energy, as well as the State aid Framework for research, development and innovation

Action 15 - Activity 1

What activity was initiated?	Adoption of revised State aid guidelines for environmental protection and energy	
Duration of activity	Start Date	End Date
	2020	2021
Responsible for activity	European Commission / DG COMP, Units B2 (State aid Energy I), B3 (State aid Energy 2) and H2 (State aid R&D&I, IPCEI and Environment)	
(Intermediate) status of the activity	<p>The revision of the Guidelines on State aid for environmental protection and energy would consider enlarging their scope to include, under certain conditions, aid for inland waterway transport, including the acquisition and leasing of clean vessels, the retrofitting of vessels, as well as the recharging and refuelling infrastructure that is necessary to operate those vessels.</p> <p>The Commission has identified a number of categories of environmental protection and energy measures in respect of which State aid may be compatible with the internal market under Article 107(3), point (c), of the Treaty under certain conditions, among others, aid for the acquisition and leasing of clean vehicles (used for air, road, rail, inland waterway and maritime transport) and clean mobile service equipment and for the retrofitting of vehicles and mobile service equipment. According to the guidelines, 'clean vehicle' means concerning inland waterway vessels:</p> <ul style="list-style-type: none"> • an inland vessel for passenger or freight transport that has zero direct (tailpipe/exhaust) CO₂ emissions; • an inland vessel for passenger transport that has a hybrid or dual fuel engine deriving at least 50 % of its energy from zero direct (tailpipe) CO₂ emission fuels or plug-in power for its normal operation; • an inland vessel for freight transport that has direct (tailpipe) emissions of CO₂ per tonne kilometre (gCO₂/tkm), calculated (or estimated in case of new vessels) using the International Maritime Organization Energy Efficiency Operational Indicator (EEOI), that are 50 % lower than the average reference value for emissions of CO₂ determined for heavy-duty vehicles (vehicle subgroup 5-LH) in accordance with Article 11 of Regulation (EU) 2019/1242; <p>When assessing whether a vessel qualifies as a clean vehicle, the Commission will consider evolutions in the sector concerned, including by referring to the technical screening criteria under which an activity qualifies as contributing substantially to climate change mitigation, as set out in the relevant delegated act under Regulation (EU) 2020/852.</p> <p>The State aid guidelines for environmental protection and energy were adopted on 21st December 2021. The Taxonomy revision proposal from the Sustainable Finance Platform was published in October 2022, whereas on 5 April 2023, the Commission launched a four-week feedback period on a new set of EU taxonomy</p>	

	<p>criteria for economic activities making a substantial contribution to one or more of the non-climate environmental objectives, namely: sustainable use and protection of water and marine resources, transition to a circular economy, pollution prevention and control and protection and restoration of biodiversity and ecosystems.</p>
<p>Any implementation issues/problems that endanger realisation of objectives</p>	<ul style="list-style-type: none"> • Clarify whether conditions for clean vehicles are effectively not achievable (e.g. no zero tailpipe solutions available). • Technology bias to zero-emission tailpipe which does neglect the potential of sustainable fuels for combustion engines as transitional measure towards zero-emission. • Unclear how to practically apply the criteria and, for example the EEOI as ex ante assessment tool is not ideal, because the EEOI can only be validated ex post and the value can deviate substantially as the market and real-life conditions (e.g. water levels) are dynamic. • The Commission has proposed to raise the limit for de minimis to 275,000 euro. • When are new EU taxonomy criteria (Well-to-Wake approach, in terms of limits on the grams CO₂e per MJ) going to be adopted and applied in state aid guidelines? • EBU urges that the revision must reflect the needs of the sector, in terms of funding rates, eligibility rules and administrative burden. It is considered necessary to support the sector in its energy transition by dedicated and appropriate funding programs. The IWT sector expects that the revision of the General Block Exemption Regulation will be modified in a targeted way that ensures that it supports this transition.

Action 15 - Activity 2

What activity was initiated?	Revised State aid Framework for research, development and innovation	
Duration of activity	Start Date	End Date
	2019	2022
Responsible for activity	European Commission / DG COMP, Units B2 (State aid Energy I), B3 (State aid Energy 2) and H2 (State aid R&D&I, IPCEI and Environment)	
(Intermediate) status of the activity	<p>The RDI Framework aims at facilitating research, development and innovation activities, which, due to market failures, would not occur in the absence of public support. It enables Member States, subject to certain conditions, to provide the necessary incentives to companies and the research community to carry out these important activities and investments in this field.</p> <p>The 2022 RDI Framework follows an evaluation of the existing rules launched in 2019 as part of the State aid Fitness Check.</p> <p>The revised RDI Framework was published on 19th October 2022. It includes a number of targeted adjustments (i) to simplify and reflect the experience gained from the application of the 2014 RDI Framework, (ii) to reflect regulatory, economic and technological developments, and (iii) to align the relevant rules to the current EU policy priorities, such as the European Green Deal and the Industrial and Digital Strategies.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 16: Technical Guidance document on climate proofing on infrastructure in the period 2021-2027

Action 16 - Activity 1

What activity was initiated?	Technical Guidance document on climate proofing on infrastructure in the period 2021-2027	
Duration of activity	Start Date	End Date
	2021	2027
Responsible for activity	European Commission / DG Climate Action	
(Intermediate) status of the activity	<p>The guidance document adopted on 16th September 2021 provides technical guidance on the climate proofing of infrastructure covering the programming period 2021-2027. Climate proofing is a process that integrates climate change mitigation and adaptation measures into the development of infrastructure projects. It enables European institutional and private investors to make informed decisions on projects that qualify as compatible with the Paris Agreement. The process is divided into two pillars (mitigation, adaptation) and two phases (screening, detailed analysis). The detailed analysis is subject to the outcome of the screening phase, which helps reduce the administrative burden.</p> <p>The guidance includes an updated carbon footprint methodology and an assessment of the shadow cost of carbon. The climate vulnerability and risk assessment remain the basis for identifying, appraising and implementing climate change adaptation measures. The new technical guidance on climate-proofing of infrastructure projects has been developed by the Commission in close cooperation with potential implementing partners for InvestEU along with the EIB Group. It is primarily intended for project promoters and experts involved in the preparation of infrastructure projects. It may also be a useful reference for public authorities, implementing partners, investors, stakeholders, and others.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> Belgium raises concerns about the practical implications of the published guidance document. It is unclear as to what extent usual SCBA studies and Environmental Impact Assessments (EIA) will be sufficient to comply with the guidance on climate proofing or not. More specific guidance for project promoters from the Commission is required also given the short deadline for implementation. 	

Action 17: Study to support the greening of inland ports

Action 17 – Activity 1

What activity was initiated?	Launch of Pilot Project – Enabling Sustainable Management and Development of Inland Ports	
Duration of activity	Start Date	End Date
	2022	2025
Responsible for activity	European Commission DG MOVE	
(Intermediate) status of the activity	<p>Inland ports and their activities are crucial to the economic development, their operation can negatively impact the environment. The study will address these environmental impacts, legislation and policy frameworks, and propose environmentally sustainable solutions. It will identify the EU, international legislation and national/regional regulatory. Good practices in implementing green objectives from authorities will be identified. The study will elaborate on the role of inland ports energy hubs and their circular economy practices.</p> <p>The study will develop environmental and sustainable management systems tools and implement them through pilot projects in some inland ports. It will assess the state of digitalisation of inland ports and identify possible improvements. Ways of adopting inland transport beyond the traditional purposes for urban transport will be assessed. The results will be disseminated with a campaign, website and with the final event.</p> <p>The TED publication date was 15 February 2022 and the deadline for receipt of tenders was on 18 April 2022. The study consortium led by Ecorys kicked off the project in December 2022.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 18: Revision of the Alternative Fuels Infrastructure Directive and a roll-out plan with funding opportunities and requirements

Action 18 - Activity 1

What activity was initiated?	Revision of the Alternative Fuels Infrastructure Directive	
Duration of activity	Start Date	End Date
	2020	2021
Responsible for activity	European Commission / DG MOVE B.4 – Sustainable and Intelligent Transport	
(Intermediate) status of the activity	<p>Alternative fuels can help to diminish the negative effects on the environment and health caused by both passenger and freight transport. At European Union (EU) level, a directive on the deployment of alternative fuels infrastructure was adopted in 2014, with the aim of boosting the development of standard rules and minimum requirements as regards alternative fuels infrastructure (i.e. electric car recharging stations or natural gas refuelling points) in the EU Member States. However, a revision of the directive was planned for 2021 to take account of the latest technological and market developments and because recent policy initiatives require an accelerated uptake of low and zero-emission vehicles and vessels powered by alternative fuels.</p> <p>The revised directive does not favour specific fuels/energy sources (technology neutral approach). This way the sustainable fuel market can develop following the users' needs while the relevant infrastructure can be deployed as needed along the corridors. The proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU was published on 14th July 2021 (COM(2021) 559 final).</p> <p>Parliament's TRAN committee adopted its report on 3 October 2022. The report proposes a number of targets that are more ambitious than the Commission proposal's. For electric charging along the EU's road network, it includes, for instance, higher power output requirements per charging station, and some infrastructure targets to be achieved earlier. For fleet-based targets, the report envisages faster roll-out of infrastructure where electric-vehicle uptake has been low to date. The report was adopted as Parliament's negotiating position on 19 October 2022.</p> <p>The Council of the EU communicated on 28 March 2023 that a provisional agreement was reached on the proposed alternative fuel infrastructure regulation (AFIR) and the amended proposal is subject for formal approval by the two co-legislators.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> Concerns about a possible lack of priority and investments by Member States in IWT alternative fuels infrastructures, in the absence of agreed IWT criteria or European technology roadmap for IWT, while other modes may have infrastructure at their disposal and that this could put IWT in a less advantageous position with regard to the greening of the sector. The AFIR only proposes national frameworks while for IWW corridor frameworks are more suitable to develop AF corridors (in light of overall 	

corridor demand, options for economies of scale, optimisation of investments)

- Inconsistency with current Taxonomy screening criteria for vessels, which does not acknowledge a Well-to-Wheel (WtW) approach, but only Tank-to-Wheel (TtW). However, the Taxonomy screening criteria are to be revised and the Platform for Sustainable Finance (ST8) indeed recommended to apply a Well-to-Wake approach.
- Need to keep a technology open approach (as in the AFIR). In IWT some technologies are quite in an early development stage. Difficult to define concrete objectives before 2030 except for on shore power supply (“no regret investment”). Luxembourg states that interoperable payment facilities are a must.
- EBU urges for the development of a roll-out plan with funding opportunities that address the needs of the IWT industry.

Action 19: Request the European Standardisation Organisation for harmonised standards for alternative fuels infrastructure for inland waterways and ports

Action 19 - Activity 1

What activity was initiated?	Draft standardisation request to the European standardisation organisations as regards communication exchange, electricity and hydrogen supply for road, maritime transport and inland navigation in support of Directive 2014/94/EU and its planned revision under the 'Fit for 55' package.	
Duration of activity	Start Date	End Date
	2021	2021
Responsible for activity	European Commission, DG MOVE B4	
(Intermediate) status of the activity	<p>The Commission filed a standardisation request to the European Committee for Standardisation (CEN) and the European Committee for Electrotechnical Standardisation (CENELEC) as regards communication exchange, electricity and hydrogen supply for road, maritime transport and inland navigation on 19th April 2021.</p> <p>The Commission requested CEN and Cenelec to continue with the standardization work on alternative fuels infrastructure and to draft new European standards and to complete the work on current draft standards considering the recent technological developments and the new markets needs. The requested standards pertain to new European standards supporting an interoperable infrastructure for electricity supply for maritime transport and inland navigation:</p> <ul style="list-style-type: none"> • European standard containing technical specifications with a unified solution for shore-side battery recharging points for each technical category of vessels; • European standard containing technical specifications with a unified solution for each technical category of vessels to port grid communication interface in automated onshore power supply (OPS) and battery charging systems. • European standard containing technical specifications with a unified solution for battery swapping and recharging at on-shore stations for inland waterways vessels. <p>Moreover, standards supporting an interoperable infrastructure for inland vessels for (compressed and liquefied) hydrogen, methanol and ammonia bunkering are requested. This provides important synergies with the regulatory work as completed in PLATINA3, Tasks 2.7¹⁵ and 4.2.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • Insufficient inland navigation experts involved in CEN bodies. • Limited pre-normative work. • Risk of downgrading from maritime standards without taking into account the specificities of inland navigation or introducing higher costs. • Belgium expresses the importance of this topic, especially the setting of technical standards for on shore power supply, which shall also include a standardised way for payment in Europe. 	

¹⁵ See for more information: <https://platina3.eu/towards-zero-emission-fleet/> (D2.7) and <https://platina3.eu/clean-energy-infrastructure/> (D4.2)

Action 20: Continuous support for innovative and alternative fuels infrastructure and deployment through Horizon Europe and CEF

Action 20 - Activity 1

What activity was initiated?	CEF Transport call for Alternative Fuels Infrastructure Facility (AFIF)	
Duration of activity	Start Date	End Date
	2021	2023
Responsible for activity	CINEA	
(Intermediate) status of the activity	See Action 10/Activity 1	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 20 - Activity 2

What activity was initiated?	HORIZON-JTI-CLEANH2-2022	
Duration of activity	Start Date	End Date
	2022	2025
Responsible for activity	CINEA	
(Intermediate) status of the activity	<p>There was a call for project proposals, opening 31st of March 2022 with deadline 20th September 2022, dedicated to the development and demonstration of mobile and stationary compressed hydrogen refuelling solutions for application in inland shipping and short-distance maritime operations.</p> <p>This topic aims to contribute to setting standards for future inherently safer hydrogen bunkering for inland shipping, and for short-distance sea-going maritime applications, including in island contexts. Developing these solutions is of vital importance to facilitating further innovation activity in deploying hydrogen solutions in shipping, as well as in de-risking future investments.</p> <p>However, no proposal was submitted by organisations involved in supply and bunkering of hydrogen for this specific call on bunkering solutions.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 21: An assessment of the needs of waste reception infrastructure and degassing facilities

Action 21 - Activity 1

What activity was initiated?	CEF 2 Transport - Projects on the Comprehensive Network – General and Cohesion envelope (CEF-T-2021-COMPGEN and CEF-T-2021-COMPCOEN)	
Duration of activity	Start Date	End Date
	2021	2022
Responsible for activity	CINEA (CEF2)	
(Intermediate) status of the activity	<p>The objective of the Call is to develop inland waterways transport infrastructure projects on the Comprehensive Network of the TEN-T. Studies on inland ports that would be eligible would include port reception facilities for oil and other waste (including residues from exhaust gas cleaning systems) and infrastructure for degassing vessels to meet environmental requirements.</p> <p>The deadline for submission of project proposals was on 19th January 2022.</p> <p>The CDNI lists and publishes the reception stations available within its scope (see the online map: https://www.cdni-iwt.org/points-of-acceptance/?lang=en)</p> <p>This includes the monitoring of the available degassing infrastructure. It is coordinated at CDNI level in view of the upcoming entry into force of the degassing ban (within the CDNI scope). The Netherlands has for instance several waste reception facilities and is working on the creation of mobile degassing stations.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • Number of relevant projects/studies unknown and should be monitored. • Within the scope of the CDNI, the deployment of waste infrastructure falls under the competence of the Member States according to Article 4 of the CDNI. 	

Action 22: Revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services with inclusion of inland waterway transport

Action 22 - Activity 1

What activity was initiated?	Open Public Consultation on the new Multimodal Digital Mobility Services (MDMS)	
Duration of activity	Start Date	End Date
	2021	2022
Responsible for activity	European Commission / DG MOVE B.4	
(Intermediate) status of the activity	<p>The Commission will look to facilitate a better integration of inland waterway passenger services in multimodal digital mobility services, by considering the inclusion of the inland waterway transport in the scope of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services and in the initiative addressing market challenges for the development of multimodal digital mobility services. Planning and buying tickets for multimodal journeys is much too often much too cumbersome for travellers in the EU. Multimodal digital mobility services (MDMS) help both passengers and/or other intermediaries compare different travel options, choices and prices, and can facilitate the sale and re-sale of mobility products from different operators, whether they are private or public, within one mode or across modes.</p> <p>The Delegated Regulation (EU) 2017/1926 on EU-wide multimodal travel information services establishes the necessary specifications to ensure that multimodal travel information services are accurate and available across borders to users. Currently, the Delegated Regulation supports the development of multimodal travel information services by mandating the accessibility and the possibility to exchange and reuse static travel and traffic information data, if they exist in digital machine-readable format, on National Access Points.</p> <p>The Commission launched the Open Public Consultation on the new Multimodal Digital Mobility Services (MDMS) initiative until 23rd February 2022. The aim of the consultations is to seek feedback from the relevant stakeholders in relation to the main directions of the planned MDMS initiative.</p> <p>Although it has primarily a passenger multimodality perspective, it could be worthwhile to provide feedback on the Open Public Consultation on the new Multimodal Digital Mobility Services (MDMS) initiative in the regions where inland navigation has a growing potential for passenger mobility, for example with waterbuses and water-taxis. In that perspective, it is important to have existing and future inland navigation passenger mobility services better integrated in the complete public transport system, on the one hand to create more visibility of these services, on the other hand to ease the booking process for the passengers.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> It is unknown whether feedback was given to the public consultation to also consider integration of passenger transport services inland waterways. 	

SMART INLAND WATERWAY TRANSPORT

Action 23: Revision of the Directive 2005/44/EC on Harmonised River Information Services

Action 23 - Activity 1

What activity was initiated?	Revision of Directive 2005/44/EC on harmonised river information services	
Duration of activity	Start Date	End Date
	2021	2022
Responsible for activity	European Commission DG MOVE D.3	
(Intermediate) status of the activity	<p>Directive 2005/44/EC on harmonised river information services (RIS) sets an interoperability framework for digital information services to support traffic and transport management in the EU inland waterway transport (IWT) sector. The Directive defines the general obligation of Member States to ensure the development and implementation of these services in an efficient, expandable and interoperable way. It currently applies to 13 Member States that are part of the European interconnected network of waterways.</p> <p>Since 2005, the Directive has been one of the main drivers of digitalisation in the IWT sector through the introduction of information and communication technologies. In 2021, an evaluation of the Directive found that a full harmonisation and interoperability of RIS has not been achieved yet:</p> <ul style="list-style-type: none"> • New policy needs since 2005: multimodal logistics, resilience to shocks, environmental externalities; • Harmonisation of RIS information partially ineffective: IWT users still receive in parts fragmented or low-quality information from Member States via RIS with negative consequences for voyage planning and efficiency and safety of navigation; • Inefficient processes for updating regularly RIS technical specifications lead to delayed uptake of technical innovation, making IWT sector less competitive (REFIT potential); • Cross-border inefficiencies: Despite improved Member State cooperation, no substantial reduction in resubmissions of electronic ship reports at borders in some areas, due to differences in legal reporting obligations. • IWT users still face avoidable administrative/time costs using RIS across borders; • Data protection: Provisions on sharing of transport- and traffic-related information are currently not very specific, leading to limited sharing of information; • Monitoring insufficient: lack of recent and robust information hampers enforcement & policymaking. <p>To address these shortcomings, a revision of Directive 2005/44/EC is considered. The impact assessment will, amongst other routes, assess how a revised RIS Directive can take due account of CESNI and especially the European Standard for River Information Services (ES-RIS) to simplify the process and so reduce the</p>	

	<p>negative impact of the slow update and improve the adoption process of technical standards.</p> <p>Public consultation was open from 16th August 2022 to 22nd November 2022.</p> <p>Commission adoption was planned for the fourth quarter of 2022.</p>
<p>Any implementation issues/problems that endanger realisation of objectives</p>	<ul style="list-style-type: none"> • The Revision of the Directive 2005/44/EC on Harmonised River Information Services is generally considered a high priority theme by Belgium and Flanders. • The Netherlands stresses the importance of, when revising RIS, taking in account other and ongoing (legislative) inland shipping and/or multimodal digitization initiatives within Europe, such as for example, the electronic Freight Transport Information (eFTI) Regulation. • Switzerland states that, in the context of digitalisation, it is important to revise the RIS Directive. At the same time, however, legal barriers such as the transnational exchange of data must be made possible, or technical ones such as the availability of the mobile network along the entire Rhine.

Action 24: Technical assistance for a permanent operational structure for a single point of access for the provision of RIS-based Corridor Information Services

Action 24 - Activity 1

What activity was initiated?	RIS COMEX – RIS Corridor Management Execution (CEF Project)	
Duration of activity	Start Date	End Date
	2016	2022
Responsible for activity	RIS COMEX consortium	
(Intermediate) status of the activity	<p>RIS COMEX was a CEF funded multi-Beneficiary project aiming at the definition, specification, implementation and sustainable operation of Corridor RIS Services following the results of the CoRISMa study. RIS COMEX started in the course of 2016 and will last until mid 2022. The project area covered altogether 13 different European countries having 14 partners joined their forces under the coordination of the Austrian Waterway Administration viadonau with the common goal to realise Corridor RIS Services.</p> <p>RIS COMEX was organised in five Activities reflecting the individual phases of the project whereas those phases must not be considered as classically sequenced. Where Activity 1 deals with classical project management, Activities 2 and 3 are defining, specifying and implementing Corridor RIS Services whose sustainable operation shall be ensured by the results of Activity 4. Additionally, Activity 5 deals in parallel with other challenges related to the project objectives:</p> <ul style="list-style-type: none"> • elaboration of and commitment to the RIS COMEX Master Plan (Corridor Service List) • definition of the individual corridor services • agreement on the system architecture (Corridor RIS Concept), which enables the realisation of the defined corridor services • specification, implementation, test and evaluation of the defined corridor services • creation of the legal, organisational and financial framework conditions for sustainable operation of the implemented corridor services, also after the end of the project term <p>RIS-COMEX was finalised and closed in summer 2022.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • No major issues. 	

Action 24 - Activity 2

What activity was initiated?	RIS COMEX 2 (CEF2 Project)	
Duration of activity	Start Date	End Date
	2022	2025
Responsible for activity	RIS COMEX consortium, planned to be expanded with Switzerland, Ukraine, Serbia.	
(Intermediate) status of the activity	A project proposal was prepared and submitted to the European Commission in Q1 2023	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

Action 25: An integrated and operationalised vision for the digital transformation of the current traffic and transport related business models and processes in the sector

Action 25 - Activity 1

What activity was initiated?	Proposed creation process for the development of a holistic digitalisation strategy for Inland Waterway Transport	
Duration of activity	Start Date	End Date
	2022	2022
Responsible for activity	PLATINA3	
(Intermediate) status of the activity	<p>As part of the PLATINA Policy Roadmap, a setup for the creation of a holistic digitalisation strategy for Inland Waterway Transport was developed in spring 2022. The purpose of this document is to propose a structure and a process for the development of a comprehensive and holistic digitalisation vision and strategy for Inland Waterway Transport (IWT). PLATINA3 agreed to support the Commission Services in the setup of such a strategy development process. The work of PLATINA3 will be limited to this jump start support; the roll out of the strategy development process and the actual elaboration of contents shall be taken up by experts in the different IWT digitalisation domains and related projects under the lead of the Commission Services.</p> <p>The document starts with a comparison of existing digitalisation visions and strategies for other modes and proposes a structure for the elaboration of a digitalisation strategy for Inland Waterway Transport:</p> <ol style="list-style-type: none"> 1. Global assessment of current situation and creation of initial vision (primarily by DINA Expert Group) 2. Elaboration of IWT Digitalisation & Automation Roadmap (strategy development phase) (primarily by CEF technical assistance project to be launched in 2023) 3. Roadmap rollout: Development, demonstration and deployment (strategy implementation phase) <p>The further elaboration was handed over to the DINA Expert group with IWT Platform as rapporteur.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • No major issues. 	

Action 25 - Activity 2

What activity was initiated?	Further elaboration for the development of a holistic digitalisation strategy for Inland Waterway Transport	
Duration of activity	Start Date	End Date
	2022	2023
Responsible for activity	DINA EG / lead IWT Platform	
(Intermediate) status of the activity	<p>Further elaboration of the holistic digitalisation strategy as input for CEF PSA tender, based on the outline provided by PLATINA3.</p> <p>A presentation¹⁶ was made by IWT Platform at the 6th DINA expert group which took place on 12 December 2022 in Brussels.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	

¹⁶ <https://ec.europa.eu/transparency/expert-groups-register/core/api/front/document/90906/download>

Action 26: CEF technical assistance project to strengthen public-private cooperation in inland waterway transport and facilitate implementation of the digitalisation vision

Action 26 - Activity 1

What activity was initiated?	No activity undertaken as yet	
Duration of activity	Start Date	End Date
	2023	2024
Responsible for activity	European Commission / DG MOVE D.3	
(Intermediate) status of the activity	Study to be launched in 2023	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues 	

Action 27: Facilitate the Development, demonstration and the deployment of holistic Smart Shipping Concepts for the digital integration of inland waterway transport in the synchronomodal supply chain, including RIS, through Horizon Europe and CEF

Action 27 - Activity 1

What activity was initiated?	Horizon Europe (HORIZON): published Calls and upcoming Work Programmes	
Duration of activity	Start Date	End Date
	2021	2027
Responsible for activity	European Commission / CINEA	
(Intermediate) status of the activity	<p>The Horizon Work Programme 2021-2022 on cluster “Climate, Energy and Mobility” (European Commission Decision C(2021)9128 of 15 December 2021) contained three topics dedicated multimodal integration:</p> <ul style="list-style-type: none"> • HORIZON-CL5-2022-D5-01-05: Seamless safe logistics through an autonomous waterborne freight feeder loop service, resulting in the SEEMLESS project¹⁷ which started in January 2023 • HORIZON-CL5-2021-D6-01-07: More efficient and effective multimodal freight transport nodes to increase flexibility, service visibility and reduce the average cost of freight transport, resulting in the MultiRELOAD project¹⁸, which started in September 2022 • HORIZON-CL5-2022-D6-02-01: Logistics networks integration and harmonisation through operational connectivity to optimise freight flows and drive logistics to climate neutrality, with an awarded consortium for a project ADMIRAL¹⁹ <p>The Horizon Work Programme 2023-2024 on Climate, Energy and Mobility was published. There is one call specifically for IWT relevant: “Developing small, flexible, zero-emission and automated vessels to support shifting cargo from road to sustainable Waterborne Transport”²⁰ with the deadline 20 April 2023 to submit proposals.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • Smart shipping topics may be under pressure in upcoming Horizon Work Programmes due to anticipated budget cuts. Risk of lack of innovation in IWT. • Smart shipping topics are to be developed and proposed as soon as possible on the basis of results from DIWA project and draft holistics digitalisation vision. 	

¹⁷ For more information see: <https://cordis.europa.eu/project/id/101096923>

¹⁸ For more information see: <https://cordis.europa.eu/project/id/101069796>

¹⁹ For more information see: <https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/how-to-participate/org-details/999999999/project/101104163/program/43108390/details>

²⁰ For more information see: <https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-cl5-2023-d5-01-16>

Action 27 - Activity 2

What activity was initiated?	Connecting Europe Facility (CEF): published and upcoming Calls	
Duration of activity	Start Date	End Date
	2021	2027
Responsible for activity	European Commission / CINEA	
(Intermediate) status of the activity	<p>The Regulation (EU) 2021/1153 establishing the Connecting Europe Facility (CEF) for the period 2021-2027 was formally adopted in July 2021. The budget for the transport sector is EUR 25.81 billion (including EUR 11.29 billion for cohesion countries). CEF Transport focuses on cross-border projects and projects aiming at removing bottlenecks or bridging missing links in various sections of the Core Network and on the Comprehensive Network, as well as for horizontal priorities such as traffic management systems.</p> <p>The 2021 CEF Transport call for proposals makes EUR 7 billion available to support infrastructure projects across the European Union. The 2021 Call that closed on 19th January 2022 (under the General, Cohesion and Military Mobility envelopes) supported infrastructure projects on the Core and Comprehensive TEN-T network (railways, inland waterways, maritime and inland ports, roads, rail-road terminals and multimodal logistics platforms), as well as smart applications for transport (ERTMS, ITS, SESAR, RIS, etc.).</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> • General concerns about frontloaded CEF transport Work Programme up to 2023, leaving significantly less available budget for the period 2024-2027. 	

TOWARDS MORE ATTRACTIVE AND SUSTAINABLE JOBS IN INLAND WATERWAY TRANSPORT

Action 28: Regular information on the labour market structure through the inland waterway transport market observatory

Action 28 - Activity 1

Main activity	Thematic Report 2021 on the Inland Navigation Europe Labour Market	
Duration of activity	Start Date	End Date
	2021	ongoing
Responsible for activity	EC in partnership with CCNR	
Implementation status	<p>The Central Commission for the Navigation of the Rhine (CCNR), in partnership with the European Commission, publishes annual and biannual reports dealing with the European inland navigation market. The CCNR published a thematic report on the European inland navigation sector labour market in February 2021.</p> <p>The monitoring of labour market indicators is particularly relevant to assess the situation of human capital in the IWT sector and its future development. Given that no report providing detailed data on this topic at the level of the European inland navigation sector was currently available, it was decided to draft a thematic report with the objective of improving knowledge and information about the European inland navigation sector labour market. An update of this thematic report will be performed once over the period 2022-2024.</p> <p>Based on quantitative data and qualitative information collected in the context of this report, it could be concluded that employment increased by 26% between 2008 and 2018 in inland waterway passenger transport, in particular due to the boom in river cruising. Employment in IWW passenger transport reached 26,156 persons in 2018 and had overtaken IWW freight transport (23,520) in 2018. Statistical data suggest a rather high rate of migration of inland waterway workers from central and eastern Europe to western Europe. Another main trend of the IWT labour market is the ageing process, especially among barge owner/operators.</p> <p>In the Netherlands, the Dutch Ministry of Infrastructure and Water Management commissions yearly reports on the maritime labour market (including inland waterways). Since 2019, a new method is used, which includes data on characteristics such as labour contracts, education of employees, age, gender and labour mobility.</p>	
Any implementation issues/problems	<ul style="list-style-type: none"> • Detailed data availability is an issue because of the diverse and partly unstructured national data sources. In addition, given that several sources of data sometimes exist for one and the same country, data can be different for the same country depending on the source used. • The reliability of datasets from service record books or certificate of qualifications is often rather low. 	

- Figures may diverge between the data available at the level of Eurostat (Structural Business Statistics data (SBS)) and those made available at national level, for multiple reasons.
- The Commission Delegated Regulation of 20.1.2020 supplementing Directive (EU) 2017/2397 with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks could relieve the data issue in the long run, as new Union certificates of qualification shall be electronically recorded by Member States through national registers and all connected States should make available/include data on those documents and their status, using a database kept by the Commission as of January 2022. Because of a transitional period of up to ten years, a majority of certificates will however probably not be statistically captured on short term.

Action 29: Evaluation of social legislation in the context of the market access fitness check

Action 29 - Activity 1

Main activity	Evaluation of social legislation in the context of the market access fitness check	
Duration of activity	Start Date	End Date
	2020	ongoing
Responsible for activity	European Commission / DG MOVE D.3	
Implementation status	<p>The fitness check on market access legislation in inland waterway transport will jointly evaluate several pieces of legislation which were adopted in the 1960s-1990s to progressively build up the internal market in the sector of inland navigation. The fitness check will assess whether they are still fit for purpose, considering the sector today, and whether they support or hamper the functioning of the internal market in inland navigation.</p> <p>Among seven pieces of legislation, “Council Directive 87/540/EEC of 9 November 1987 on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation” is part of the assessment. An online consultation period was open between 17 December 2021 and 11 March 2022 to gather the views and input of stakeholders. A final version of the assessment was planned for the fourth quarter of 2022.</p> <p>In addition, CESNI shall prepare and adopt standards for competence of entrepreneurs in inland navigation including green and digital skills as input for update of Directive 87/540 (after fitness check and evaluation), based on the competence-based approach developed by CESNI/QP. This is done to harmonise professional requirements on IWT entrepreneurs, as these are currently very diverse among Member States. These harmonised competence standards could be applied in case the fitness check identify the need for changes to Directive 87/540/EEC. Legislations dealing with social security for Rhine boatmen are also part of the Fitness check (regulation 883/2004 as well as the Derogation agreement on basis of art. 16 of Regulation 883/2004.</p>	
Any implementation issues/problems	<ul style="list-style-type: none"> No major issues. 	

Action 30: Propose measures on digital tools for recording and exchanging information on inland crew and vessels

Action 30 - Activity 1

Main activity	Digital tools for inland waterway transport legislations	
Duration of activity	Start Date	End Date
	2018	ongoing
Responsible for activity	European Commission / DG MOVE D.3	
Implementation status	<p>Service record books, and logbooks, as well as other official documents related to crew members or the vessels exist mainly in paper format in the inland waterway transport (IWT) sector. In a joint statement sent to the Commission in 2016, the social partners and Aquapol expressed their common interest in the development of a coherent and enforceable legislative framework for the sector at EU level. After the Council Directive 2014/112/EU on working time for inland navigation and the Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation, an EU initiative on digital tools is considered by the sector as the next building block of such a framework.</p> <p>Digital tools could be used to verify compliance with working time arrangements for inland waterway transport employees and could at the same time improve the functioning of the inland waterway transport market, etcetera. The NAIADES-III Action Plan highlights “Smart and flexible EU crewing rules” as Flagship #7. The Commission thereby announces to assess the need for legislative initiatives for on-board digital tools. An impact assessment on the preferred policy option for an initiative at EU level was supported by an external study carried out by a consultant in 2018/2019. A public consultation on the topic took place between 16th April 2019 - 9th July 2019.</p> <p>The further elaboration on the basis of the impact assessment and the consultation by the Commission was originally planned 2021, but is delayed due to a lack of personnel resources in the Commission Services. This is especially problematic, since the effective enforcement of possibly new crewing (manning) requirements (NAIADES-III Action 31) depends on the availability of effective digital tools. The current CESNI work programme also includes a respective task to prepare and adopt standards promoting electronic tools for recording and exchanging information on crew.</p>	
Any implementation issues/problems	<ul style="list-style-type: none"> • Need for additional personnel capacity at Commission Services needed for elaboration of digital tools for recording and exchanging information on inland crew and vessels • Switzerland needs urgent access to European Hull Database and European Crew Database. 	

Action 31: Propose measures on EU crewing requirements for inland navigation

Action 31 - Activity 1

Main activity	Development of European crewing requirements	
Duration of activity	Start Date	End Date
	2018	ongoing
Responsible for activity	CESNI	
Implementation status	<p>IWT entrepreneurs operating internationally must fulfil various requirements to ensure safe navigation, for which harmonised manning regulations in on all European waterways are crucial. Such manning regulations have always existed and still exist on the Rhine for four EU Member States and Switzerland. Manning requirements are rules that determine the minimum number and skill level of the staff onboard of inland vessels. The current national crewing requirements were designed for the fleet of the previous generation and do not take account of new technologies and working practices that modify the workload aboard. The sector needs a flexible legal framework at European level that establishes crewing requirements supported by a reliable, real-time, digital controlling capacity. Such requirements could be taken up by EU, CCNR and third countries in the respective legislation.</p> <p>Manning requirements have a major impact on costs, profitability, safety and working conditions. The project Towards A Sustainable Crewing System (TASCS), which was concluded in 2018, aimed to develop practicable manning requirements for vessel crew members on the European Waterway Network (project co-funded by the EU and carried out with ETF, EBU and ESO).</p> <p>In this context, CESNI created a temporary working group on crew-related requirements (CESNI/QP/Crew) in 2019. This group of experts drafted a roadmap with the aim to investigate all important subjects to develop standards for manning regulations. Based on TASCS results, CESNI-QP has drafted first manning tables, for conventional ship operations, which shall be further developed into flexible and up-to-date manning requirements. In December 2021 a sector consultation event organised under the auspices of the CESNI-QP, was dedicated to the development of a future legal framework at the CCNR (Central Commission for the Navigation of the Rhine) and EU-level (European Union) on manning requirements. In the future, both the CCNR and the EU would be able to refer to these standards in their legal framework.</p> <p>CESNI has further expressed its willingness to work on this important subject and included the development of an approach to flexibility in manning requirements in its work programme 2022-2024. As tables could be included in the future legal instrument, CESNI could be consulted when drafting tables</p>	

	<p>(1st level) and keep tables up to date in appropriate intervals (2nd level) and work on derogations in individual cases (3rd level).</p> <p>Switzerland stressed that, since the result will be non-binding standards, adopted by CESNI, the respective CCNR and EU regulation may, but need not, reference these standards. A possible inclusion and/or direct reference (and especially a later modification) in EU law to such CESNI manning standards has to be examined with regard to compatibility with the existing provisions of the Regulation for Rhine Navigation Personnel and is therefore mandatory to be adopted by CESNI and not only expected to be submitted for consultation.</p>
<p>Any implementation issues/problems</p>	<ul style="list-style-type: none"> • No major issues

Action 32: Request development of standards for skills for alternative fuels' operations and for environment-friendly and efficient vessel operation (eco navigation)

Action 32 - Activity 1

Main activity	Development of standards for skills for alternative fuels' operations and for environment-friendly and efficient vessel operation	
Duration of activity	Start Date	End Date
	2021	ongoing
Responsible for activity	CESNI/PLATINA3	
Implementation status	<p>Based on findings of other projects on vocational training for eco-efficient navigation (e.g. model courses in PROMINENT, existing simulator classes in various countries) and standards for eco-efficient navigation by CESNI, elements for refresher classes will be proposed for boatmasters within the PLATINA3 project. A list of competences needed for vocational and continuous professional training on alternative fuels and propulsions and greener vessel operation is created within the PLATINA3 project WP3 under the lead of CCNR Secretariat. The results are published on the PLATINA3 website: https://platina3.eu/category/jobs-and-skills/</p> <p>Competences focus on use of available infrastructure in urban areas (shore electricity), reducing fuel consumption and use of aftertreatment systems in case of engine retrofit. Representatives of training institutes and trade unions check the list of competences and their concrete description in knowledge and skills with a view to practicability in vessel operation. River commissions review, contribute with input on technology used in the respective river basins and provide for feedback from Member State experts. Apart from simulator classes, aspects of blended learning using virtual reality (VR) and augmented reality (AR) in training schemes for greener vessel operation are considered.</p>	
Any implementation issues/problems	<ul style="list-style-type: none"> • Member States should facilitate and support training of skills for alternative fuels' operations and for environment-friendly and efficient vessel operation. Germany for instance provides a funding scheme for education and training of eco- and fuel-efficient navigation. A common approach is however lacking here. • Good practice examples for public support for training of eco-navigation skills should be collected and disseminated (e.g. by means of Funding Database). 	

FINANCING

Action 33: Facilitate the efforts of stakeholders and Member States to create a fund complementing EU and national financial instruments

Action 33 - Activity 1

What activity was initiated?	PLATINA3 Task 2.5 addressing the topic of “Funding and financing for energy transition European IWT fleet”	
Duration of activity	Start Date	End Date
	2021	2022
Responsible for activity	PLATINA3	
(Intermediate) status of the activity	<p>The objective is to provide further coordination, development and providing support to schemes and measures to be implemented in Europe to improve the funding conditions for vessel owners to invest in powertrain solutions which matches the transition towards zero-emission transport.</p> <p>As regards the methodology, this task builds on the outcome of the CCNR study (June 2021). There are exchanges with relevant projects such as CLINSH and STEERER to make updated assessments on the TCO of solutions and the funding implications for emission reduction and zero-emission IWT. Funding options and available instruments are identified, described and assessed by means of interviews and desk research. Exchange with communities in CCNR, DC and the STEERER Green Shipping Expert Group. Results are discussed with broad group of stakeholders (PLATINA Stages events), paving the road for European wide decision making and implementation on the scheme to be applied.</p> <p>The action will be based on existing work/best practices and two workshops took place in the frame of PLATINA Stages events 1 to 4. A report is prepared on the additional measures targeting/ supporting shippers, forwarders and brokers which need to be taken to promote making contracts involving the use of vessels with reduced emissions. The deliverable includes an elaborated action plan for these identified measures. These include how such measures will be deployed, which stakeholder will be involved and what role they should have. Another session with stakeholders was carried out at the PLATINA Stage event 4 (June 2022) and the deliverable was submitted for approval on 30th June 2022. The full report was published on the PLATINA3 website, see https://platina3.eu/d2.5/</p>	

Any implementation issues/problems that endanger realisation of objectives

- Identifying additional and structural sources of funding. The PLATINA3 budget and duration is limited. It is yet unclear how/who will follow-up and which resources are needed and what the coverage is.
- The theme evolves rapidly, particularly regarding funding opportunities at national level. Funding programmes are for instance available in The Netherlands, Belgium, France, Germany, Austria and Croatia at the moment.
- Legislative evolutions such as Fit for 55 implementation and the revision of EU Taxonomy as well as exogenous factors (e.g. global trade, interest levels, inflation) can have an impact on the development of funding instruments.
- Regarding a European sustainability fund for inland shipping, The Netherlands welcomes the PLATINA3 Deliverable 2.5 and endorses its findings. Furthermore, The Netherlands would like to emphasize the importance of all stakeholders, private and public, to contribute to the energy transition in inland navigation. The Netherlands urges the European Commission to take appropriate action to carry out the identified actions in the deliverable.
- Germany is sceptical that a European funding instrument including a sector contribution is feasible at all.
- In view of the required review and revision of the Multi Annual Financial Framework MFF that is connected to the recently announced Green Deal Industrial Plan, EBU proposes to the NAIADES expert group to explore the possibilities for establishing a dedicated EU funding for the energy transition of the inland fleet under this exercise.

GOVERNANCE

Action 34: Support the CESNI through the CEF technical assistance for the development of technical standards for inland waterway transport

Action 34 - Activity 1

What activity was initiated?	CEF-T-2021-TAGENDG-CESNI-AC - Technical Assistance for the development of standards in field of Inland Navigation Transport (CESNI)	
Duration of activity	Start Date	End Date
	2022	2027
Responsible for activity	European Commission / DG MOVE D.3 in partnership with CCNR and collaboration of CESNI Members, observers and approved organisations	
(Intermediate) status of the activity	<p>The European Committee for drawing up standards in the field of inland navigation (CESNI) was created by the CCNR in 2015 in cooperation with the EU to draw up uniform standards for inland waterways transport. The creation of this new working body is in line with the desire of the CCNR, shared by the European Union, to reinforce governance at the European level, particularly in the field of regulations governing inland navigation. the new committee is to bring together experts from the Member States of the European Union and the CCNR and representatives of international organisations with an interest in inland navigation.</p> <p>The CESNI shall have the following missions in particular:</p> <ul style="list-style-type: none"> • Adopting technical standards in various fields, in particular as regards vessels, information technology and crew to which the respective regulations at the European and international level, including the European Union and the CCNR, will refer with a view to their application, • Deliberating on the uniform interpretation and application of the said standards, on the method for applying and implementing the corresponding procedures, on procedures for exchanging information, and on the supervisory mechanisms among the Member States; • Deliberating on derogations and equivalences of technical requirements for a specific craft; • Deliberating on priority topics regarding safety of navigation, protection of the environment, and other areas of inland navigation. <p>The CCNR secretariat is running CESNI secretariat in order to:</p> <ul style="list-style-type: none"> • Supporting the functioning of the European Committee for Inland Navigation Standards (CESNI); • Providing the technical secretariat of CESNI; • Conducting technical work and studies on matters related to the implementation of technical standards. <p>The funds necessary for ensuring the appropriate work of the CESNI is subject to a multi-annual financing arrangement between the CCNR and the European Commission. CESNI is co-financed by the CCNR and the European Commission. The CCNR Secretariat is providing the above services, which will require continuity after the end date of the previous 2019-2021 service contract.</p>	

	<p>It is to be noted that Directive 2016/1629, adopted in October 2016, confirms the role of CESNI as the technical body for establishing and regularly updating the technical standards applicable for inland navigation vessels in the Rhine and EU waterways. Furthermore, Directive (EU) 2017/2397 of 12 December 2017 on the recognition of professional qualifications in inland navigation further refers to CESNI as the body to host and develop the technical standards developed in this area.</p> <p>Finally, CESNI is also expanding its activities in the field of information technologies, in line with the digital single market objectives and the requirements of Directive 2005/44/EC of 7 September 2005 on harmonised river information services (RIS). The evaluation of the Directive 2005/44/EC on Harmonised River Information Services (RIS) made by the Commission confirmed the interest of CESNI and ES-RIS. The added value should be considered in the revision process of the RIS Directive</p> <p>The action will cover the period 2022-2027 and ensure a solid basis for the development of standards in the field of inland waterway transportation, which is a key requirement for implementing the EU acquis in the sector. In the EP's report "towards future-proof inland waterway transport in Europe" (2021), the active role of CESNI is also mentioned.</p> <p>The deadline for submission for the CEF Technical Assistance for the period 2022-2027 was on 27th January 2022. The multi-year funding agreement between the CCNR and the European Union for the work of the CESNI in the period 2022-2027 has been signed.</p>
<p>Any implementation issues/problems that endanger realisation of objectives</p>	<ul style="list-style-type: none"> • No major issues.

Action 35: Support the CCNR and the Danube Commission for ensuring, where appropriate, the coordination between EU policies and the policies of the respective international organisations

Action 35 - Activity 1

What activity was initiated?	Bilateral cooperation agreements and administrative agreements between CCNR / Danube Commission and the European Commission	
Duration of activity	Start Date	End Date
	2003/2013/2015	Ongoing
Responsible for activity	European Commission DG MOVE	
(Intermediate) status of the activity	<p>In 2003, the CCNR and the European Commission signed a cooperation agreement. The aim of this agreement is to achieve effective and harmonious cooperation between the European Commission and the Central Commission for Navigation on the Rhine, which will promote the development of European inland navigation and enable the single and free market in inland waterway transport to function better. An additional Administrative Arrangement between the Secretary General of the CCNR and the Director-General of the European Commission's Directorate-General for Mobility and Transport signed in Brussels on 22 May 2013 to establish a framework for cooperation between the Secretariat of the CCNR and DG MOVE. The main areas of cooperation include technical requirements and information technology concerning inland waterway vessels, the modernisation of the legal framework on boat master certificates as well as market observation.</p> <p>In the light of the European Green Deal and the Mannheim declaration, EU and CCNR have also a strong common interest to ensure the transition towards zero emission fleet by 2050 as they share the same objective. The recently published CCNR roadmap for the reduction of emission in inland navigation also offers possibilities of cooperation in this matter with possible synergies in the policy and regulatory actions.</p> <p>A comparable administrative agreement closed between the Secretariat of the Danube Commission and DG MOVE in 2015 is focused on coordination of actions relating to the participation in the implementation of major projects related to the rehabilitation and maintenance of the Danube River, the promotion of coherence of infrastructure maintenance in the field of inland navigation, the participation in the market observation on inland navigation in relation to the sector "Danube" , as well as contributions to the elaboration of technical, navigational and other standards.</p> <p>Switzerland stresses the importance of revising the administrative arrangement from 2013 between DG-MOVE and the Secretariat of the CCNR.</p>	
Any implementation issues/problems that endanger realisation of objectives	<ul style="list-style-type: none"> No major issues. 	



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