



**Dr. Valerie Wilms**  
Member of German Federal Parliament

## **Contribution to the consultation process on NAIADES – EU inland navigagation action programme**

*Dr. Valerie Wilms MP, spokeswoman for Maritime Affairs of the parliamentary party of ‚Bündnis 90-Die Grünen‘ (Greens) in the German Federal Parliament (Deutscher Bundestag)*

Berlin, 17.08.2011

<b>Question</b>	<b>Answer</b>
<p><b>1.</b></p> <p><i>I speak on behalf of (shipping organisation/myself)</i></p>	<p>Myself</p>
<p><b>2.</b></p> <p><i>Please, indicate all the sectors in which you are engaged</i></p>	<p>Other (German Federal Parliament/Parliamentary Party ‚Bündnis 90/Die Grünen‘)</p>
<p><b>3.</b></p> <p><i>Please describe your role and interest in inland waterway transport and the NAIADES follow-up-programme</i></p>	<p>Member of German Federal Parliament (Deutscher Bundestag/spokeswoman for Maritime Affairs of the parliamentary party of ‚Bündnis 90/Die Grünen‘ (Greens), member of the Parliament Intergroup of Inland Shipping)</p> <p>The parliamentary party Bündnis 90/Die Grünen has got a long history in acting for ecological and sustainable policy. Requests in the past to give Germany and the EU a more environmentally friendly transportation system could be implemented step by step– but there is still a lot more to do to achieve these gains, especially against the background of the ongoing discussions for a need for better living quality, increasing lack of fossile resources and the effects of climate change.</p> <p>The German Green Party (Bündnis 90/Die Grünen) have been fighting for more than 30 years for a better transportation with less emissions, less fuel consumption, alternative types of fuel – and an adequate change in behaviour and awareness of the people using each means of transport. Waterborne transport has, in our opinion, always been considered as more environmental friendly compared to road traffic.</p>
<p><b>4.</b></p> <p><i>Please describe your experience with the current NAIADES programme</i></p>	<p>Not directly involved, but familiar with NAIADES</p>
<p><b>5.</b></p> <p><i>Please describe your</i></p>	<p>Our parliamentary party have not been directly involved into the NAIADES programme. But for decision makers in the field of transport policy NAIADES is playing a not unimportant role to implement inland shipping into the</p>

<p><i>experience with the current NAIADES programme</i></p>	<p>transport chain, to promote it to the shippers and to get useful information supplied by PLATINA.</p> <p>Unfortunately, there has not been a big result, considering the split of transport modes (modal split EU 27 – 2000: 6.6%, 2009: 5.9%, tkm). EU figures didn't rise between 2006 and today. Reason for worries we see in Germany, with a decrease of share of inland waterways traffic in the modal split. (2000: 15.5%, 2009: 12.1%, tkm).</p> <p>A remarkable change cannot be expected immediately, but still, there should be an aim for the near future. A modal shift towards inland waterways should be the main target in a new NAIADES programme. On some routes, inland shipping is a very competitive means of transportation (i. e. Rhine river Rotterdam-Duisburg-Ludwigshafen-Basel), but on other well equipped tracks (i. e. Hamburg-Elbe-Mittellandkanal) there is still a lot of free capacity and hinterland traffic is in most cases not operated by barges, although the infrastructure has been developed with enormous financial efforts.</p> <p>Consequently the future NAIADES programme, beginning in 2013, should be more successful and should have more positive effects on how to organise transports in a sustainable way.</p>
<p><b>6.</b></p> <p><i>Which existing NAIADES policy actions were in your opinion the most effective ones since the start of NAIADES action programme in 2006 and which aspects should be improved?</i></p>	<ul style="list-style-type: none"> <li>- <i>Markets:</i> new markets for inland navigation like container connections in the hinterland are of great interest, but the development of new terminals beyond the main routes are linked with big cost efforts and with in many cases still not clear forecasts. Realistic market forecasts need to be done to avoid incorrect planning of infrastructure in the EU.</li> <li>- <i>Fleet:</i> inland navigation fleet needs renewal. All national and European measures need to be improved and to be more effective and shipowner-oriented to reach the aim of an ecological fleet renewal within a shorter time. New programmes need to be launched to support inland navigation by fleet renewal within a shorter period.</li> <li>- <i>Employment:</i> incentives need to be of high level to attract more people to jobs in the field of inland navigation. There must still be better working conditions by further improving European standards. Member states still need to do more to recruit adequate staff at the schools and universities they provide.</li> <li>- <i>Image:</i> Still not all homework is done concerning the image of inland navigation in the EU. Very good work is done by national Short-Sea-Shipping Promotion Centres which are a very good help desk to the regional shippers providing practical information to the customers. The intermodality should become a more important issue of NAIADES.</li> <li>- <i>Infrastructure:</i> multimodal interfaces are vital to inland navigation to enable better access to the transport mode. AIS is a very good element of European river infrastructure to give ships and administration a better</li> </ul>

	identification of possible risk.																						
<p><b>7.</b></p> <p><i>Indicate issues of inland navigation</i></p> <p><i>(choose between:</i></p> <ul style="list-style-type: none"> <li>- <i>Very important</i></li> <li>- <i>Important</i></li> <li>- <i>Not Important</i></li> <li>- <i>No opinion)</i></li> </ul>	<table border="1"> <tr> <td>Insufficient capacity of the inland waterway network in general</td> <td>Important</td> </tr> <tr> <td>Insufficient capacity of the inland waterway network due to bottlenecks</td> <td>Important</td> </tr> <tr> <td>Insufficient capacity at inland ports / interfaces at ports to other transport modes</td> <td>Not important</td> </tr> <tr> <td>Insufficient integration of inland waterway transport in end-to-end co-modal logistic chain</td> <td>Very important</td> </tr> <tr> <td>Shippers, retailers etc. are not aware of opportunities of transport by inland waterways</td> <td>Important</td> </tr> <tr> <td>Slow introduction of technological innovations</td> <td>Very important</td> </tr> <tr> <td>Complex / overlapping administrative procedures</td> <td>Important</td> </tr> <tr> <td>Need to act in order to maintain highest safety levels</td> <td>Very important</td> </tr> <tr> <td>Insufficient economic performance of inland waterway transport</td> <td>Important</td> </tr> <tr> <td>Insufficient fleet modernisation</td> <td>Very important</td> </tr> <tr> <td>Increasing shortage of qualified human resources</td> <td>Very important</td> </tr> </table>	Insufficient capacity of the inland waterway network in general	Important	Insufficient capacity of the inland waterway network due to bottlenecks	Important	Insufficient capacity at inland ports / interfaces at ports to other transport modes	Not important	Insufficient integration of inland waterway transport in end-to-end co-modal logistic chain	Very important	Shippers, retailers etc. are not aware of opportunities of transport by inland waterways	Important	Slow introduction of technological innovations	Very important	Complex / overlapping administrative procedures	Important	Need to act in order to maintain highest safety levels	Very important	Insufficient economic performance of inland waterway transport	Important	Insufficient fleet modernisation	Very important	Increasing shortage of qualified human resources	Very important
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<p><b>8.</b></p> <p><i>In your view, are there other issues not mentioned under question 7 that you consider important or very important?</i></p>	<ul style="list-style-type: none"> <li>- Environmental problem (i. e. missing awareness of correct waste or ballast water disposal)</li> <li>- Research on real need where to invest to get more traffic from road to inland waterways (slow development of modal shift) and renaturation at rivers where it is evidently clear that no more traffic is expected in the future</li> <li>- Conflict between rivers as vital biotopes and river enhancement projects for inland navigation</li> <li>- To assure good water quality of the river for acceptance of inland shipping to residents</li> </ul>																						

	<ul style="list-style-type: none"> <li>- Problems arising in finding solutions on the question: What can be done to give inland navigation a better acceptance in general?</li> <li>- Technical equipment on board barges/information system AIS</li> <li>- Process giving European inland navigation a well-arranged frame of laws/regulations concerning inland shipping and to avoid parallel structures of responsible authorities</li> <li>- Conflict at sea ports between handling ocean going vessels and river barges</li> </ul>
<p><b>9.</b></p> <p><i>Are there any particular issues of inland waterways (apart from the general ones mentioned in question 6&amp;7) you would like to mention?</i></p>	<ul style="list-style-type: none"> <li>- a common definition of „bottlenecks“ would be useful for future discussions on inland waterways infrastructure</li> <li>- Policy must act quickly to educate more people for inland navigation because of lack of well-trained staff</li> <li>- River enhancement projects in Germany, such as Straubing-Vilshofen (river Danube) shall not be followed – as well as the enhancement of Elbe river between Lauenburg and Czech border, the Saale-Seitenkanal-project between Elbe river and Halle (river Saale) and of Oder river Berlin eastwards/German-Polish border</li> <li>- Improvement of Transeuropean Network – Transport (TEN-T) project 21 (Motorways of the Sea) must be further developed and a Blue Belt (resulting from results of Blue Belt Pilot Project 2011/12) should be the main target for successful Short Sea Shipping within European waters. Besides, the Nord-Ostsee-Kanal must become part of TEN-T project 21 as important link for Short Sea Shipping to the Baltic Sea and one of the most important waterways worldwide.</li> </ul>
<p><b>10.</b></p> <p><i>Which are in your view the most important challenges that a future Inland Waterway Transport action programme should address?</i></p>	<ul style="list-style-type: none"> <li>- Making inland shipping more competitive to road and railway</li> <li>- Integration/implementation of new, cleaner fuels</li> <li>- New, cleaner ships (less fuel consumption, filter technologies, more efficient propulsion)</li> <li>- Internalisation of external costs to transportation means</li> <li>- Search for future developing markets of inland waterways (cargo and routes with growth expected)</li> <li>- Acceptance of inland shipping also for hinterland traffic of big sea ports (i. e. Hamburg/Lübeck/Bremen/Bremerhaven)</li> </ul>
<p><b>11.</b></p>	<ul style="list-style-type: none"> <li>- A newly structured NAIADES program must be more ambitious to gain the targets mentioned in the EU</li> </ul>

<p><i>Which would be in your view the most important objectives – to be reached by the year 2020 – related to Inland Waterway Transport?</i></p>	<p>Commission White Paper on transport.</p> <ul style="list-style-type: none"> <li>- Having one European authority (preferably under the roof of EMSA) dealing with inland shipping instead of now existing parallel structures instead of ZKR, Donaukommission etc.</li> <li>- Please also see answers to question 10. above.</li> </ul>																						
<p><b>12.</b></p> <p>Which are in your view the key issues that hinder full integration of IWT in multimodal logistics chains?</p>	<ul style="list-style-type: none"> <li>- Inland shipping needs to be integrated in most transport chains over 150km, or even less, if possible</li> <li>- Stereotypes from many shippers that inland navigation is more expensive and linked with higher effort (for loading and unloading) and is more slowly than a truck</li> <li>- high costs for supply and operation of multimodal interfaces</li> <li>- it is definitely NOT the case that there is too few and bad developed infrastructure, on some relations there is a lot of free, often not even used but maintained capacity</li> </ul>																						
<p><b>13.</b></p> <p><i>Personal view on inland navigation?</i></p> <p><i>(Choose between:</i>  <ul style="list-style-type: none"> <li>- <i>Very important</i></li> <li>- <i>Important</i></li> <li>- <i>Not important</i></li> <li>- <i>No opinion</i>)</li> </ul> </p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Promotion and recruitment campaigns</td> <td style="text-align: right; padding: 2px;">Very important</td> </tr> <tr> <td style="padding: 2px;">Fleet modernisation and innovation</td> <td style="text-align: right; padding: 2px;">Very important</td> </tr> <tr> <td style="padding: 2px;">Land infrastructure planning and modernisation (ports, hinterland connections)</td> <td style="text-align: right; padding: 2px;">Not important</td> </tr> <tr> <td style="padding: 2px;">Support to implementation of legislation</td> <td style="text-align: right; padding: 2px;">Very important</td> </tr> <tr> <td style="padding: 2px;">ITS deployment and interoperability</td> <td style="text-align: right; padding: 2px;">Very important</td> </tr> <tr> <td style="padding: 2px;">Compliance monitoring of the existing legal framework</td> <td style="text-align: right; padding: 2px;">Important</td> </tr> <tr> <td style="padding: 2px;">Reduction of administrative burdens</td> <td style="text-align: right; padding: 2px;">Important</td> </tr> <tr> <td style="padding: 2px;">Preparation of new rules and standards</td> <td style="text-align: right; padding: 2px;">Important</td> </tr> <tr> <td style="padding: 2px;">Development and operation of technical and statistical databases</td> <td style="text-align: right; padding: 2px;">Very important</td> </tr> <tr> <td style="padding: 2px;">Better co-operation between all EU-stakeholders and administrations</td> <td style="text-align: right; padding: 2px;">Very important</td> </tr> <tr> <td style="padding: 2px;">Support to EU-wide thematic networks and</td> <td style="text-align: right; padding: 2px;">Important</td> </tr> </table>	Promotion and recruitment campaigns	Very important	Fleet modernisation and innovation	Very important	Land infrastructure planning and modernisation (ports, hinterland connections)	Not important	Support to implementation of legislation	Very important	ITS deployment and interoperability	Very important	Compliance monitoring of the existing legal framework	Important	Reduction of administrative burdens	Important	Preparation of new rules and standards	Important	Development and operation of technical and statistical databases	Very important	Better co-operation between all EU-stakeholders and administrations	Very important	Support to EU-wide thematic networks and	Important
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	<u>expert groups</u>
<p><b>14.</b></p> <p>In your view, are there other measures not mentioned under question 13 that should be addressed in addition? If yes, please describe and explain why they should include it.</p>	<p>Yes, please see answers to question 21 below.</p>
<p><b>15.</b></p> <p><i>Questions 13 &amp; 14 asked for your general perception on the most important measures. Would you like to provide additional details on some of the measures or can you think of any specific future initiatives? If yes, please name and further describe them.</i></p>	<p>./.</p>
<p><b>16.</b></p> <p><i>Which of these proposed Measures would have most impact (pos./neg.) on you or your organisation?</i></p>	<p>All EU regulations which need to be implemented into national law and executed by member states.</p>
<p><b>17.</b></p>	<p>Not directly concerned with the effects of NAIADES but for sure, there will be political processes where member</p>

<p><i>From your own perspective, which are the additional benefits that a NAIADES follow-up programme could bring to your job and to your organisation?</i></p>	<p>states need to be involved, also within political discussions.</p>										
<p><b>18.</b> <i>What would be the added value of having measures addressed in questions 13, 14 and 15 being pursued at EU level?</i></p>	<p>./.</p>										
<p><b>19.</b> <i>Impacts as results of NAIADES</i></p> <p><i>(Choose between:</i>  <ul style="list-style-type: none"> <li>- <i>Very positive</i></li> <li>- <i>Positive</i></li> <li>- <i>No impact</i></li> <li>- <i>Negative</i></li> <li>- <i>Very negative</i>)</li> </ul> </p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: none;">Impact on better modal share</td> <td style="border: none;">Positive</td> </tr> <tr> <td style="border: none;">Impact on efficiency of the inland waterway transport sector</td> <td style="border: none;">No impact</td> </tr> <tr> <td style="border: none;">Impact on reduction of administrative burden</td> <td style="border: none;">No impact</td> </tr> <tr> <td style="border: none;">Impact on safety, security and environmental protection</td> <td style="border: none;">Positive</td> </tr> <tr> <td style="border: none;">Impact on job quality in your sector</td> <td style="border: none;">Positive</td> </tr> </table>	Impact on better modal share	Positive	Impact on efficiency of the inland waterway transport sector	No impact	Impact on reduction of administrative burden	No impact	Impact on safety, security and environmental protection	Positive	Impact on job quality in your sector	Positive
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<p><b>20.</b> <i>Are there other important impacts that would need special consideration (apart from those mentioned in 19.)?</i></p>	<p>./.</p>										
<p><b>21.</b> <i>Considering your</i></p>	<p>Following questions need to be considered by European Commission to make NAIADES successful beyond 2013:</p>										



*perception/past experience with the NAIADES programme, what would be, in your view, the key aspects to be improved in the way any potential new programme would need to be implemented and what are the key aspects to be addressed?*

- Could administrative regulations have simplified or tightened, and furthermore, which ones need to be simplified or tightened for a more customer-related administration?
- If there will only be a slow development of fleet modernisation in inland shipping – and other transport modes are developing into a cleaner way, can inland navigation still be considered as „environmental friendly“ in the future?
- Which success of national programmes for (ecological) fleet modernisation/technical modifications could be achieved and by which measures a clean European barges fleet can be in service within the next NAIADES programme?
- Further measures to achieve even higher environmental and safety standards (to protect water, employees, citizens, environment etc.) need to be in force
- After NAIADES 2006-2013, which education programmes were successful to have more well trained staff on board the European vessels and which further programmes are available to educate a higher number of officers/mechanics/etc.
- What could be financed from the European Reserve Fund for inland navigation in the past and under which circumstances it could become more successful?
- Which further statistical data is available from new EU member states (2004/2007) after NAIADES 2006-2013 period (and after the work of PLATINA project) and how useful this collected data is for future forecasts on inland shipping networks, market observation, industrial development areas and intermodality facilities?
- Which results can be recorded concerning ‚Platina‘ project and what can be done to use the big variety of useful data which was collected in the context of the project and in which way it was helpful to the development of inland shipping on European rivers?
- Can the project be continued to research more on the issue of acceptance of inland waterway transport in the supply chain and which future tasks have to be fulfilled by the project?
- Where are the best locations for multimodal hubs in the hinterland? Is the existing infrastructure sufficient and if not, how can the recent infrastructure be improved in a better way?
- Which costs for maintenance and new building of the infrastructure can be forwarded to the users of the river infrastructure and which income from other infrastructure systems (road) should benefit river infrastructure?

	<ul style="list-style-type: none"><li>- In which way can the EU play its role to support regional planning instruments and infrastructure plannings (i. e. EU Regional Policy)?</li><li>- How can the EU push other organisations (i. e. ZKR, Donaukommission) forward to constitute only one EU authority responsible for inland shipping, preferably under the roof of EMSA?</li></ul>
<b>22.</b> <i>Please add any other comments you consider relevant:</i>	<i>./.</i>

Dr. Valerie Wilms MP, 17.08.2011