



Conference on perspectives of inland navigation development
in V4 countries

Inland navigation in the TEN-T corridors

Dr Paweł Wojciechowski
European Coordinator of the Rhine-Alpine Corridor

Warsaw, 31 January 2017



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE



Conference on perspectives of inland navigation development
in V4 countries

Main objectives of TEN-T policy

An efficient transport network to:

- Complete the EU internal market by ensuring seamless physical connections, creating missing links and removing bottlenecks
- Shape mobility by offering alternative routes on a more sustainable basis to operators and passengers
- Boost economic growth, by allowing greater transport and business opportunities
- Facilitate mobility and reduce congestion through traffic management systems and innovative technology

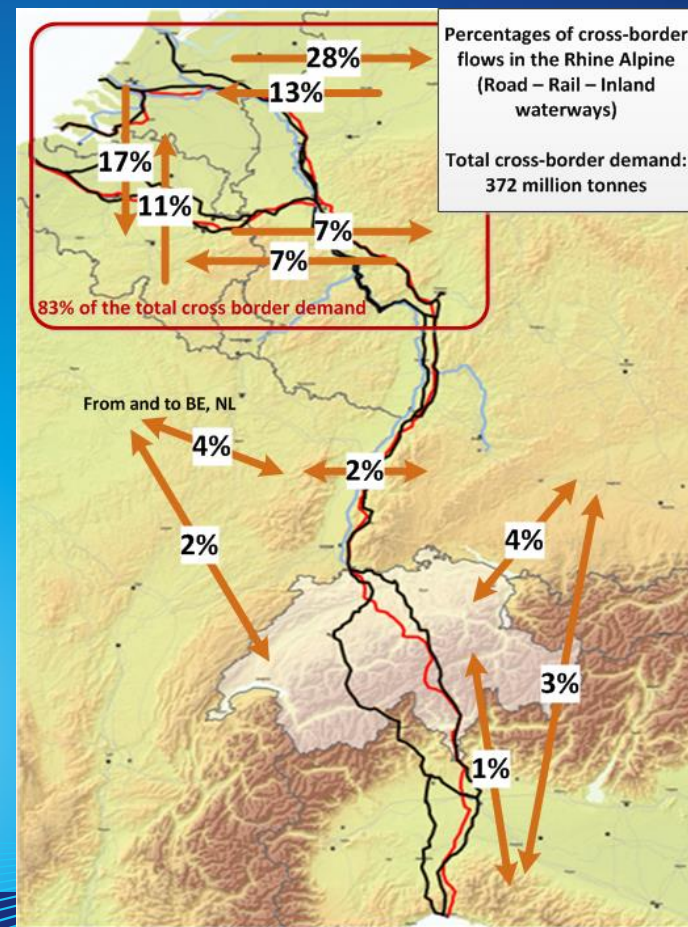
Nine core network corridors defined in the CEF Regulation



Conference on perspectives of inland navigation development in V4 countries

Rhine-Alpine Corridor characteristics

- Over 1 billion tonnes of freight transported annually
- Corridor catchment area covers 13% of EU's population
- Corridor regions generate 19% of EU's GDP
- Presence of major industrial centres: chemical, pharmaceutical, steel, automobile, energy,...



Conference on perspectives of inland navigation development
in V4 countries

Rhine-Alpine Corridor characteristics – IWW

- Rhine, Moselle, Neckar
- IWW have a share of 25% of the total length of the corridor
vs. rail 49% and road 26%
- 54% of freight in cross-border traffic is transported by IWW
vs. road 34% and rail 12%





Conference on perspectives of inland navigation development
in V4 countries

The Rhine vs. the other European rivers

- Rhine transports ~350 million tonnes of goods and ~90 billion tonne-kilometres (2/3 of European waterway transport)
- Danube: ~45 million tonnes of goods and ~26 billion tonne-kilometres
- Polish IWW: ~12 million tonnes of goods and ~2.2 billion tonne-kilometres

Conference on perspectives of inland navigation development
in V4 countries

IWW Rhine-Alpine compliance with TEN-T criteria

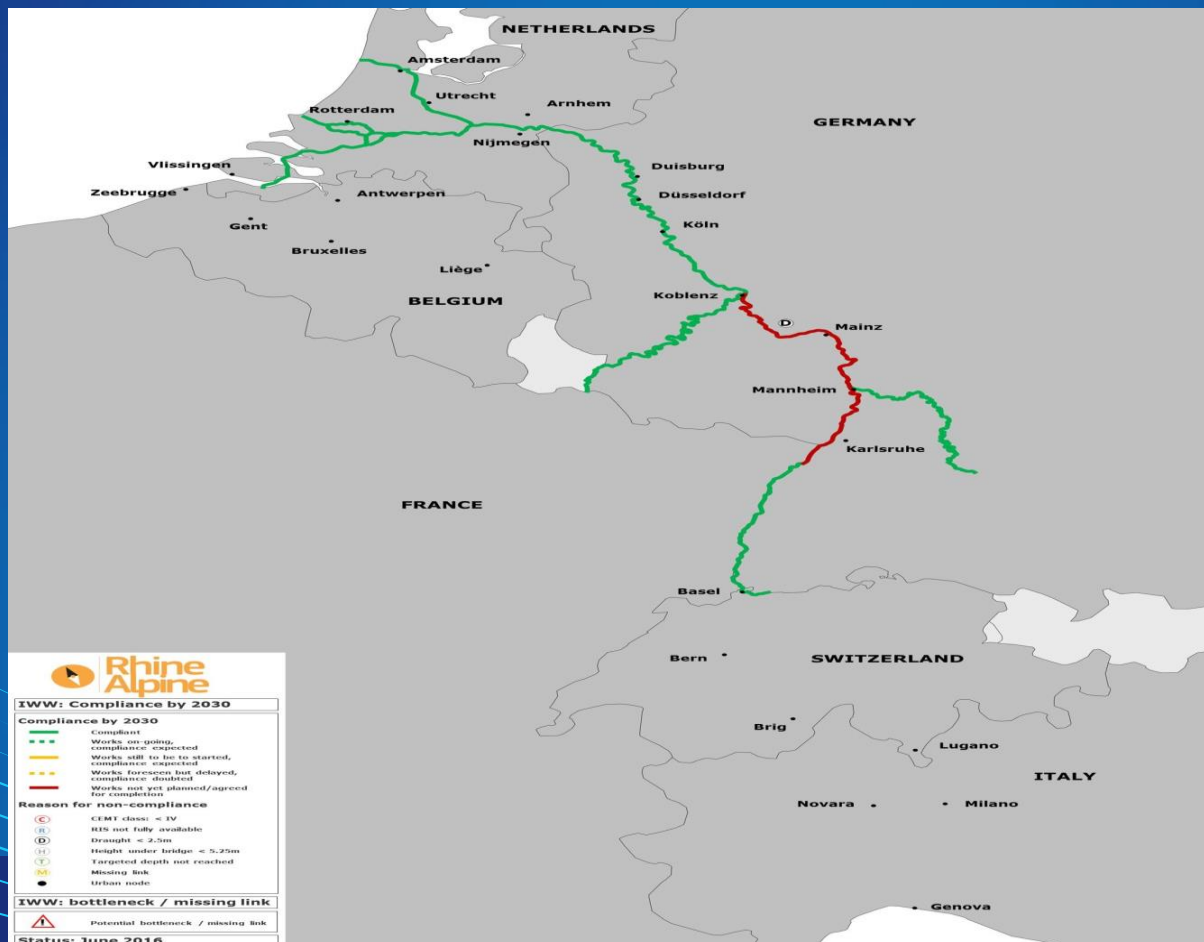
- ✓ 100% - CEMT Class IV
- ✓ 82% - Min draught 2,5m
- ✓ 97% - Min height under bridges 5,25m
- ✓ RIS deployment
- ✓ Availability of alternative fuels

But some issues remain:

- min draught on Upper Rhine in Germany
- min height under bridges in Switzerland
- lock capacity on Neckar and Moselle
- deployment of RIS and LNG

Conference on perspectives of inland navigation development
in V4 countries

Rhine-Alpine compliance map - IWW



Conference on perspectives of inland navigation development
in V4 countries

High investment needs for the corridor by 2030

- 217 projects identified for the development of the Rhine-Alpine Corridor
- € 89 billion of estimated total volume of investments
- 36 projects for IWW vs. 87 for rail
- € 4.6 billion for IWW projects vs. € 66.5 billion for rail
- CEF calls provided:

in milion €	Total	IWW
1 st Call	610	5
2 nd Call	155	15
Total	765	20

Conference on perspectives of inland navigation development
in V4 countries

Why the Rhine...

- No time restrictions (no weekend driving ban, traffic jams, accidents)
- No costly transit permits in international transport
- No complex route planning (traffic lights, tunnels, bridges)
- Large loading capacity compared to trucks and railway wagons.
- Better environmental performance
- CCNR is a reliable partner in Rhine navigation



Conference on perspectives of inland navigation development in V4 countries

Good navigation status

- *"Rivers, canals and lakes are maintained so as to preserve Good Navigation Status while respecting the applicable environmental law,, - art. 15 par.(b) of Regulation 1315/2013*
- 31 December 2030 is the deadline to meet the Good Navigation Status
- December 2017 – study on support measures for the implementation of the TEN-T core network related to seaports, inland ports and inland waterway transport - to be finalized
- Main challenge is to develop a broadly accepted concept, most likely with goal based standards and a common methodology that allows for a sufficient level of differentiation to the various corridors and specific demand requirements and transport characteristics

Thank you for your attention



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE