

FACT SHEET NO.: 4 / 3

PERFORMED BY: LET

A GENERAL INFORMATION		
A 1	Category	4. Internal markets
A 2	Subcategory	4.3 Internal Market (intramodal) - inland waterway transport
A 3	Transport policy measure (TPM)	Remove administrative and regulatory barriers (mutual recognition of boatmasters' certificates, local / port authorities with harmonised port dues, canal fees, opening times)
A 4	Description of TPM	Inland waterway transport (IWW) is a less pollution, low energy consumption and low transport cost mode for good and passenger transportation. It is promoted by EU for sustainable and efficient transport. Studies on the administrative and regulatory barriers in the field of IWW [1] revealed that current rules and regulations of member states hinder fluent operations of IWT. To promote the IWW, the European Commission reviewed existing administrative and regulation barriers and proposed NAIADES Action Programme to harmonize them. The revision of the NAIADES programme (NAIADES II) is currently being prepared and expected to be adopted in 2013. The concrete actions involve: infrastructure (accessibility improvement of inland ports and promotion of inland waterway friendly seaport designs and operations), market (integrating inland waterways into the multimodal logistic chains), fleet (measures to reduce emissions), jobs and skills (harmonisation of standards for professional training and certification) and information exchange and sharing.
A 5	Implementation examples	Implementation of the NAIADES Action Programme (2006-2013)
A 6	Objectives of TPM	The objectives of the TPM are: - remove regulations and administrative barriers between Member State for promoting Inland Waterway Transport . - improve the efficiency of Inland Waterway Transport and reduce its transport cost related to regulations and administrative barriers.
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	The modal share of inland waterway transport can be improved.
A 7.2	- Origin and/or destination of trip:	no change
A 7.3	- Trip frequency:	no change
A 7.4	- Choice of route:	no change
A 7.5	- Timing (day, hour):	no change
A 7.6	- Occupancy rate / Loading factor:	no change
A 7.7	- Energy efficiency / Energy usage:	no change
A 8	Main source	[1] European Commission (2008): Final Report for the "Study on Administrative and Regulatory Barriers in the field of Inland Waterway Transport" – Part A [2] European Commission (2008): Report on the impact assessment of proposals aiming to modernise and reinforce the organisational framework for inland waterway transport in Europe [4] European Commission (2012): Towards "NAIADES II" Promoting, greening and integrating inland waterway transport in the single EU transport area

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		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport									
B 4.1	Health (incl. well-being)								↗								↗	I	N	S/E	
B 4.2	Safety								↗								↗	I	N	S/E	
B 4.3	Crime, terrorism and security																				
B 4.4	Accessibility of transport systems								↗									I	N	S/E	
B 4.5	Social inclusion, equality & opportunities																				
B 4.6	Standards and rights (related to job quality)																				
B 4.7	Employment and labour markets																				
B 4.8	Cultural heritage / culture																				
B 4.I	Overall impacts on social groups																				
B 4.II	Implementation phase																				
B 4.III	Operation phase																				
B 4.IV	Summary / comments concerning the main impacts	Solve non-compliance with existing working and resting time regulations of a number of enterprises can improve significantly safety conditions of operations [1]																			
B 4.V	Quantification of impacts																				

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source				
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport									
B 5.1	Air pollutants													↘			↘	I	N	S	I
B 5.2	Noise emissions													↘			↘	I	N	S/E	I
B 5.3	Visual quality of the landscape																				
B 5.4	Land use																				
B 5.5	Climate																↘	I	N	S/E	I
B 5.6	Renewable or non-renewable resources																↘	I	N	S/E	I
B 5.I	Overall impacts on social groups																				
B 5.II	Implementation phase																				
B 5.III	Operation phase																				
B 5.IV	Summary / comments concerning the main impacts	inland waterway transport remains the most energy-efficient and climate friendly of all modes of transport [4]																			
B 5.V	Quantification of impacts	- Achieving by 2020 an overall performance regarding emissions levels for inland waterway transport that is better or at least comparable to the performance of road transport.[4]																			

C REFERENCES		
C 1	Other TPMs of this subcategory	
C 2	References	[1] European Commission (2008): Final Report for the "Study on Administrative and Regulatory Barriers in the field of Inland Waterway Transport" – Part A [2] European Commission (2008): Report on the impact assessment of proposals aiming to modernise and reinforce the organisational framework for inland waterway transport in Europe [3] European Commission (2008): Accompanying document to [2] [4] European Commission (2012): Towards "NAIADES II" Promoting, greening and integrating inland waterway transport in the single EU transport area