

# Together for more support for inland waterways in EU budget



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# Next EU budget: risks

## Connecting Europe Facility CEF a proven instrument to finance infrastructure

- CEF2: co-funding for IWW (esp. national projects with cross-border dimension) on decline
- Funds under CEF1 (and CEF2 so far) massively oversubscribed - IWW limited funding

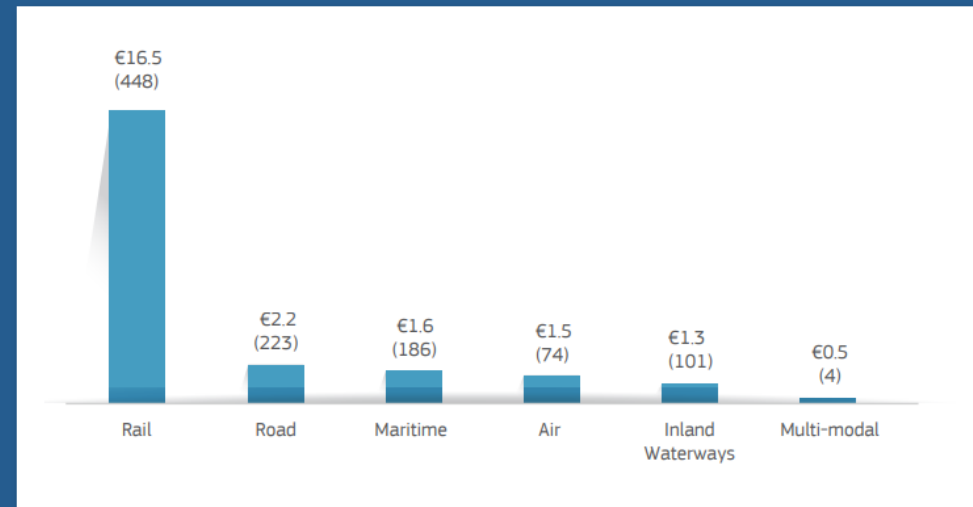
**CEF TRANSPORT**  
€ billion  
(number of proposals)



figures

CEF1

**CEF FUNDING BY TRANSPORT MODE**  
€ billion  
(number of Actions)



# Next EU budget: risks

## Preparing for the next Multi Financial Framework MFF 2027

- CEF3: difficult negotiations expected for centralised management programme
- Limit scope to cross-border projects ...
- National projects in RRF instrument ...

Investing in a reliable and climate-resilient inland waterway network is a quick-win investment that can yield substantial benefits for the economy and society

# Why Inland Waterway Transport (IWT) is Indispensable to Europe

## The backbone of EU industry and tourism

- Very important production and consumption centers are located along Europe's waterways.
- Inland shipping can efficiently transport large volumes of goods, including steel, agricultural products, chemicals, oversized cargo, alternative fuels, construction materials and waste. Connecting ports and cities across Europe, inland waterways can ship goods deep into urban centres.
- In an era of increasing congestion on road and rail networks, inland waterway transport offers a sustainable solution to expanding logistics capacity.
- Industry and agricultural undertakings need good waterborne connections and transshipment points in view of growing congestion, just as the military needs reliable backup solutions in case others fail.
- Moreover, European rivers attract many tourists to visit the historical cities along their banks while sailing through impressive landscapes.

# Why Inland Waterway Transport (IWT) is Indispensable to Europe

## Addressing Challenges and Climate Resilience

- Inland shipping advantages were clearly demonstrated during the COVID-19 pandemic, when inland waterways ensured the smooth transportation of essential goods, including pharmaceutical raw materials.
- Today, the Danube river has become the pillar in the EU's solidarity lanes, facilitating the bulk of Ukraine's exports.
- In recent years, insufficient waterway investment and the growing impact of climate change on water levels have threatened the cost-effectiveness and reliability of inland waterway services.
- Inland waterway transport can continue to thrive even in a changing climate, but investment in climate proof waterways with a widening toolbox of permanent and flexible measures, making the most of and innovation cannot wait.
- However, a widening toolbox of permanent and flexible measures, making the most of and innovation complying with EU environmental legislation offers a promising path forward, ensuring that inland waterway transport can continue to thrive even in a changing climate.

# Our plan and mission

## Make the case why IWT is indispensable to EU

### ■ Target audience

- High level EC, MEPs, Ministers of Finance, Economy & Transport

### ■ Results to be achieved

- General: increase of CEF budget in MFF
- Transport: sufficient investment into IWW projects in next CEF (cross-border and national)

### ■ How

- Publication with maps incl. critical locations, required investment amount and CEO quotes
- High Level Meetings

# Critical waterway locations

North Sea Rhine Mediterranean corridor



- 6 - Seine Scheldt Flanders - upgrades
  - a - Ixroy-Besset canal
  - b - Waterland connection, coastal airports upgrade & passage via Bruges
  - c - River Lys and canal Lys-Bassilare
  - d - Upper Sea Scheldt & circular canal Ghent - stretch draught + 2.5m
  - e - Hete, bridge clearance +5.25m
  - f - Dender downstream
  - g - Brussels canal, bridge clearance +5.25m
  - h - Sea canal Brussels - Scheldt
- 7 - Seine Scheldt Wallonia - upgrades
  - a - Canal Brussels-Charleroi, bridge clearance +5.25m
  - b - Upper Scheldt draught increase to 2.8m
  - c - Lower Sambre draught increase to 2.8m
  - d - Three Meuse locks (Marchiennes, Gosselines & Waville) between Icamar and Conde-Pommeroy canal to ensure class Va navigation
- 8 - Seine Scheldt France - missing links & upgrades
  - a - Canal Seine-Nord Europe
  - b - Dunstón-Scheldt Flanders lock
  - c - Upper Seine Bray-Hogers +CEMTV class
  - d - Lower Seine upgrade
  - e - BRAGD (Dive) capacity bottleneck
  - f - Rail bridge (Maur) reconstruction Dive



North Sea Rhine Mediterranean corridor

# Critical locations – Rhine Danube





# LET'S JOIN FORCES

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RH2INE Conference  
30 September 2024

