



Legislative recommendations

Proposal for a regulation Recital 30

Text proposed by the Commission

(30) As stated in the Sustainable and Smart Mobility Strategy, an integration of the Core Network Corridors and of the Rail Freight Corridors into ‘European Transport Corridors’ is needed to increase synergies between infrastructure planning and the operation of transport. The European Transport Corridors should become the instrument for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance. As such, they should also be the tool to realise the vision of creating a highly competitive rail network across the Union.

Amendment

30. As stated in the Sustainable and Smart Mobility Strategy, an integration of the Core Network Corridors and of the Rail Freight Corridors into ‘European Transport Corridors’ is needed to increase synergies between infrastructure planning and the operation of transport. The European Transport Corridors should become the instrument for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance. As such, they should also be the tool to realise the vision of creating a highly competitive rail and **inland waterway** network across the Union.

Justification

Inland shipping and rail can work together and reinforce each other. This was also explicitly stated in the SSMS and should be reiterated here.



European Federation of Inland Ports

Proposal for a regulation Recital 40

Text proposed by the Commission

(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness of combined transport. The infrastructure for combined railway transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.

Amendment

(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness of combined transport. **Essential in this are rail connections to ports and those should be maintained and remain accessible to users.** The infrastructure for combined railway transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.

Justification

Articles 5 and 48 foresee that rail connections to ports should be maintained but do so in a unclear and untargeted manner. The addition to this recital should clarify that objective and why it is necessary.



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Proposal for a regulation

Recital 45.a (new)

Text proposed by the Commission

(45.a new)

Amendment

(45.a new) As the cross-border multimodal nodes of the trans-European transport network, inland ports support rail and inland shipping, urban mobility, the circular economy, and sustainable logistics solutions.

Justification

The objectives of the Sustainable and Smart Mobility Strategy perfectly reflect the activities and role of inland ports within the European network. This particular role should be recognised alongside other such nodes.



European Federation of Inland Ports

Proposal for a regulation Article 9.1

Text proposed by the Commission

1. The Union may cooperate with neighbouring countries in order to connect the trans-European transport network with their infrastructure networks with a view to enhancing economic growth and competitiveness, and in particular to:

Amendment

1. The Union may cooperate with neighbouring countries **and may support, including financially, projects of common interest** in order to connect the trans-European transport network with their infrastructure networks with a view to enhancing **sustainable** economic growth and competitiveness, and in particular to:

Justification

The option of financial support which needs to be maintained to ensure that the European network is maintained. For example, the Danube and Rhine corridors pass through a number of third countries and their development directly impacts the success of the EU network.



European Federation of Inland Ports

Proposal for a regulation Article 20.3

Text proposed by the Commission

3. An inland port shall be part of the comprehensive network where it meets the following conditions:
- (a) it has an annual freight transshipment volume exceeding 500,000 tonnes. The total annual freight transshipment volume shall be based on the latest available three-year average, based on the statistics published by Eurostat;
 - (b) it is located on the inland waterway network of the trans-European transport network.

Amendment

3. An inland port shall be part of the comprehensive network where it meets the following conditions:
- (a) it has an annual freight transshipment volume exceeding 500,000 tonnes. The total annual freight transshipment volume shall be based on the latest available three-year average, based on the statistics published by Eurostat; **or it has an annual volume of passenger traffic volume exceeding 500,000 persons. The reference amount for this total volume is the latest available three-year average.**
 - (b) it is located on the inland waterway network of the trans-European transport network.

Justification

Passenger transport is an ever-growing segment of the work of inland ports. The ports that specialise in it are not always recognised in the TEN-T proposal and they should be in order to further facilitate this transition.



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Proposal for a regulation Article 21.1 (c)

Text proposed by the Commission

- (c) are equipped with facilities to improve the environmental performance of vessels in ports, including reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution

Amendment

- (c) are equipped with facilities to improve the environmental performance of vessels in ports, ~~including reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution~~

Justification

This non-exhaustive list is confusing because it is unclear if this sets minimum infrastructure requirements. And thus this could lead to confusion and difficulty in deploying this infrastructure. Additionally it will conflict with existing river basin environmental protections.



European Federation of Inland Ports

Proposal for a regulation Article 22.5

Text proposed by the Commission

5. The Commission shall adopt implementing acts setting out requirements complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per river basin. These requirements may be related in particular to:

- (a) complementary parameters for waterways specific for free flowing rivers;
- (b) specifications for inland waterway infrastructure;
- (c) specifications for infrastructure of inland ports;
- (d) appropriate mooring places and services for commercial users;
- (e) deployment of alternative energy infrastructure to ensure corridor-wide access to alternative fuels;
- (f) requirements for digital applications of the network and automation processes;
- (g) resilience of the infrastructure to climate change, natural hazards and humanmade disasters or intentional disruptions;
- (h) introduction and promotion of new technologies and innovation for zero carbon energy fuels and propulsion systems.

The implementing act referred to in the first subparagraph shall be adopted in accordance with the examination procedure referred to in Article 59(3).

Amendment

5. The Commission shall **adopt**~~implementing acts~~ setting out requirements complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per river basin. These requirements may be related in particular to:

- (a) complementary parameters for waterways specific for free flowing rivers;
- (b) specifications for inland waterway infrastructure;
- (c) specifications for infrastructure of inland ports;
- (d) appropriate mooring places and services for commercial users;
- (e) deployment of alternative energy infrastructure to ensure corridor-wide access to alternative fuels;
- (f) requirements for digital applications of the network and automation processes;
- (g) resilience of the infrastructure to climate change, natural hazards and humanmade disasters or intentional disruptions;
- (h) introduction and promotion of new technologies and innovation for zero carbon energy fuels and propulsion systems.

(ha New) requirements for environmental performance of vessels in ports inter alia reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution. When specifying these requirements, the Commission shall refer where appropriate to international conventions and agreements concluded between Member States.

~~The implementing act referred to in the first subparagraph shall be adopted in accordance with the examination~~



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~~procedure referred to in Article 59(3).~~

Justification

The foreseen implementing acts will have far reaching impacts on the works of inland ports. The work plans of the European transport corridors will be an important reference for long-term investment plans in infrastructure and will be adopted as implementing acts pursuant to article 54. In this respect, it is important that the complementing minimum requirement for inland waterways are included in the corridor work plans.

Additionally, requirements on environmental navigation outlined in Article 21 should be set on a river basin level to take into account local and regional realities.



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Proposal for a regulation Article 22 (New)

Text proposed by the Commission

Amendment

(New)

(New) Rivers, canals and lakes meeting the minimum specifications of paragraph 3(a) are assigned to a European Transport Corridor. The Commission adopts implementing acts in accordance to article 54(1) specifying the requirements set out in paragraphs 3(a) and 5, as well as the exemptions referred to in paragraph 4, per waterway and where appropriate per waterway section.

Justification

The preparation and adoption process of different implementing acts may be a long and cumbersome administrative process. We propose that minimum requirements (art. 22.3), as well as the exemptions (art. 22.4) and the complementary minimum requirements (art. 22.5) for waterways are laid down in the implementing act of the European Transport Corridor where the waterways geographically belong to. This will reduce the administrative burden involved in the preparation of multiple implementing acts.

The definition and adoption of waterway infrastructure requirements per European Transport Corridor helps to achieve the envisaged corridor logic of the proposed regulation. The work plans of the European Transport Corridors will be an important reference for long-term investment plans in infrastructure and will be adopted as implementing acts.



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Proposal for a regulation Article 22 (New)

Text proposed by the Commission

(New)

Amendment

(New) In case of force majeure, Member States shall rehabilitate the navigability conditions to the previous status as soon as the situation allows for it.

Justification

While the application for an exemption would be an administrative burden, the obligation to rehabilitate the navigable conditions after a sudden event which constitutes force majeure is paramount.



Proposal for a regulation Article 23

Text proposed by the Commission

In the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:

- (a) where appropriate, achieving higher standards for modernising existing waterways and for creating new waterways, in order to meet market demands;
- (b) prevention and mitigation measures against flooding and droughts;
- (c) the promotion of sustainable, safe and secure inland waterway transport, including within urban nodes;
- (d) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within as well as outside the port area;
- (e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport infrastructure, including zero and low emission vessels and measures to mitigate impacts on water bodies and water-dependent biodiversity, in accordance with the applicable requirements under Union law or relevant international agreements.

Amendment

In the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:

- (a) where appropriate, achieving higher standards for modernising existing waterways and for creating new waterways, in order to meet market demands;
- (aa) developing and deploying means to monitor fairway conditions;**
- (b) prevention and mitigation measures against flooding and droughts;
- (c) the promotion of sustainable, safe and secure inland waterway transport, including within urban nodes;
- (ca) the promotion of the deployment of digitalisation and automation of infrastructure and vehicles;**
- (d) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within as well as outside the port area;
- (e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport infrastructure, including zero and low emission vessels and measures to mitigate impacts on water bodies and water-dependent biodiversity, in accordance with the applicable requirements under Union law or relevant international agreements.

Justification

Further digitalization and automation is needed in the inland waterway transport. Further fairway monitoring is important to ensure navigability and responses to crises. As such projects of common interest on these points should be foreseen as well.



European Federation of Inland Ports

Proposal for a regulation Article 35

Text proposed by the Commission

3. Within two years after the entry into force of this Regulation, Member States shall conduct a market and prospective analysis on multimodal freight terminals on their territory. This analysis shall at least:

- (a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road;
- (b) identify the existing multimodal freight terminals of the trans-European transport network on their territory, and assess the need for new multimodal freight terminals or additional transshipment capacity in existing terminals;
- (c) analyse how to ensure adequate distribution of multimodal freight terminals with adequate transshipment capacity in order to meet the needs identified in point (b). This shall take into account the terminals located in border areas of neighbouring Member States.

Member States shall consult shippers, transport and logistics operators which operate on their territory. They shall take into account the results of the consultation in their analysis.

Amendment

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- (a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road;
- (b) identify the existing multimodal freight terminals of the trans-European transport network on their territory, and assess the need for new multimodal freight terminals or additional transshipment capacity in existing terminals;
- (c) analyse how to ensure adequate distribution of multimodal freight terminals with adequate transshipment capacity in order to meet the needs identified in point (b). This shall take into account the terminals located in border areas of neighbouring Member States.

Member States shall consult shippers, **port authorities**, transport and logistics operators which operate on their territory. They shall take into account the results of the consultation in their analysis.

Justification

Member States should not only consult users but also those who manage the network as a whole. Especially ports fulfill that role and should therefore be consulted as the Member States identify the needs in the network.



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Proposal for a regulation Article 37.2

Text proposed by the Commission

2. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2030, are able to handle all types of intermodal loading units if they are classified as intermodal terminals and if they carry out vertical transshipment.

Amendment

2. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2030, are able to handle all types of **intermodal loading units. if they are classified as intermodal terminals and if they carry out vertical transshipment.**

Justification

Multimodal transport isn't only limited to intermodal units. Many other ways of multimodal transport is currently being developed. We should therefore not only limit to these units.



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Proposal for a regulation Article 48. (a)

Text proposed by the Commission

(a) the infrastructure of the trans-European transport network is maintained in a way that it provides the same level of service and safety during its lifetime;

Amendment

(a) the infrastructure of the trans-European transport network is maintained in a way that it provides the same level of service and safety **during its lifetime on a permanent basis;**

Justification

Rail connections to inland ports have to be maintained and commercially viable. Member States should ensure that ports that already have rail connections do not permanently lose them due to lack of maintenance or arbitrary definition of when a “lifetime” ends.



Proposal for a regulation Article 51. 6

Text proposed by the Commission

6. The European Coordinators of the European Transport Corridors shall:

- (a) cooperate closely with the rail freight governance to identify and prioritise investment needs for rail freight on the rail freight lines of the European Transport Corridors;
- (b) monitor administrative, operational and interoperability aspects of freight traffic on the rail freight lines of the European Transport Corridors, including monitoring the performance of rail freight services, in close cooperation with the rail freight governance.

Amendment

6. The European Coordinators of the European Transport Corridors shall:

- (a) cooperate closely with the rail freight governance to identify and prioritise investment needs for rail freight on the rail freight lines of the European Transport Corridors;
- (b) monitor administrative, operational and interoperability aspects of freight traffic on the rail freight lines of the European Transport Corridors, including monitoring the performance of rail freight services, in close cooperation with the rail freight governance.
- (c) identify and prioritise the investment needs for rivers, canals and lakes enable at least the navigation of vessels with a length of 80-85m and a width of 9.5m.**

Justification

In article 22 we support a corridor approach for waterways so infrastructure requirements and eventual exemptions are laid down in the corridor implementing acts in accordance with article 54(1). All rivers, canals and lakes enable at least the navigation of vessels with a length of 80-85m and a width of 9.5m shall be assigned to the European Transport Corridors to which they geographically belong. Since inland waterways has a high share in cross-border transport, the corridor method for waterways allows a coherent approach across borders which fits into the TEN-T logic, whereby the European Transport Corridors enable Member States to achieve a coordinated and synchronised approach with regard to investment in infrastructure.