



Council of the European Union
General Secretariat

Brussels, 10 October 2022

Interinstitutional files:
2021/0420 (COD)

WK 12511/2022 ADD 7

LIMITE

**TRANS
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IA**

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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Working Party on Transport - Intermodal Questions and Networks
N° prev. doc.:	ST 12250/22
Subject:	Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 - Comments by the Netherlands on sections 1, 2, 4 and 5 of Chapter III

Delegations will find attached comments by the Netherlands on sections 1, 2, 4, and 5 of Chapter III of the above proposal as presented in ST 12250/22.



Council of the
European Union

Brussels, 12 September 2022
(OR. en)

12250/22

**Interinstitutional File:
2021/0420(COD)**

LIMITE

TRANS 564
CODEC 1275

WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	ST 10657/22 ST 11019/22
No. Cion doc.:	ST 15109/22 - COM(2021) 812 final
Subject:	Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 - Revised Presidency compromise on Sections 1, 2, 4 and 5 of Chapter III

Delegations will find attached a revised Presidency compromise on the articles of Sections 1, 2, 4 and 5 of Chapter III of the above proposal with a view to a detailed examination at the meeting of the Working Party on Transport - Intermodal Questions and Networks on 16 September.

Changes compared to the previous version¹ of the Presidency compromise are highlighted in **bold and underlined** for additions and in ~~striketrough~~ for deletions.

¹ ST 10657/22 (Sections 2 and 4 of Chapter III) and ST 11019/22 (Sections 1 and 5 of Chapter III).

Remarks and amendments proposed by the Netherlands on the section on IWT infrastructure

CHAPTER III SPECIFIC PROVISIONS SECTION 2

INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

Article 20

Infrastructure components

1. Inland waterways infrastructure shall comprise, in particular:
 - (a) rivers;
 - (b) canals;
 - (c) lakes and lagoons;
 - (d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood and drought prevention and mitigation measures which may bring positive effects to inland waterway navigation;
 - (e) access waterways and last mile connections to multimodal freight terminals connected by inland waterways, in particular in inland and maritime ports;
 - (f) mooring and rest places;
 - (g) inland ports, including basic port infrastructure in the form of internal basins, quay walls, berths, jetties, docks, dykes, backfills, platforms, land reclamation and the infrastructure necessary for transport operations within the port area and outside the port area;



- (i) ICT systems for transport, including RIS;
 - (j) the connections of the inland ports to the other modes in the trans-European transport network;
 - (k) infrastructure related to facilities for alternative fuels;
 - (l) infrastructure necessary for zero waste operations and circular economy measures.
2. Equipment associated with inland waterways may include equipment for the loading and unloading of cargos and storage of goods in inland ports. Associated equipment may include, in particular, propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption and carbon intensity. It may also include waste reception facilities, shore-side electricity power supply and other alternative fuels infrastructure for supply and generation and used oil collection facilities, as well as equipment for ice-breaking, hydrological services and dredging of the fairway, port and port approaches to ensure year-round navigability.
3. **In order to**~~An inland port shall~~ be part of the comprehensive network, **an inland port shall meet** ~~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.

Article 21

Transport infrastructure requirements for the comprehensive network

1. Member States shall ensure that inland ports on the comprehensive network, by 31 December 2050:
- (a) will be connected with the road or rail infrastructure;

- (b) offer at least one multimodal freight terminal open to all operators and users in a non-discriminatory way and which shall apply transparent and non-discriminatory charges;
- (c) are equipped with facilities to improve the environmental performance of vessels in ports, ~~such as including~~ **which may include** reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution.
2. Member States shall ensure that alternative fuels infrastructure is deployed in inland ports in ~~compliance~~ **accordance** with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].

Article 22

Transport infrastructure requirements for the core network

1. Member States shall ensure that the inland ports of the core network meet the requirements set out in Article 21(1), points (a) and (b), by 31 December 2030 and in Article 21(1), points (c), by 31 December 2040.
2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for users by ensuring minimum waterway requirements and by preventing the deterioration of these minimum requirements or any of its defined underlying criteria (Good Navigation Status).
3. Member States shall by 31 December 2030 in particular ensure that:
 - (a) **Rivers**, canals, lakes, lagoons, inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average.

Commented [ZM(-D1)]: NL is in favor of leaving it up to the Member States to decide which measures to improve the environmental performance of vessels in ports are the most appropriate. This is why we suggest a further text adjustment, being 'which may include' instead of 'such as'. This is also in line with previous remarks of BE. Specifically regarding degassing facilities, the Netherlands believe that this would be an improvement compared to the generic, 'one size fits all' approach does not take into account the specific situation and market demand in Member States and consequently could lead to high cost inefficiencies. In the Netherlands there is a high concentration of inland ports, and the market demand shows need for a more flexible approach. This could mean ensuring that there would be a sufficient number of degassing facilities along every corridor.

Commented [ZM(-D2)]: -As for the adjustments regarding the process of adoption of reference water levels, NL believes it is a step in the good direction. In addition to this, however, we believe that the competency for setting up reference water levels should fully remain at the level of EU Member States or River Commissions.
 -Setting up of reference water levels is an operative task. EU Commission may not have the required resources for operative tasks, such as setting up reference water levels and updating them regularly. Also, Member States and the river commissions have the required expertise and can perform this task efficiently. For cross border waterways without river commissions, reference water levels could be coordinated directly between member states.
 -Therefore we suggest the following change in the second paragraph of art. 22.3.(a):

The reference water levels shall be established on the basis of the number of days per year on which the actual water level exceeded the specified reference water level. ~~Subject to the consulting approval of the Member States concerned in accordance with Article 172 TFEU, the Commission shall adopt implementing acts, to be elaborated in close cooperation with such Member States, specifying the shall adopt~~ reference water levels referred to in the previous subparagraph per river basin corridor, per waterway or per waterway section. ~~Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).~~

When specifying the reference water levels, ~~the Commission~~ Member States shall take into account ~~the~~ requirements which are set out in international conventions, ~~and in~~ agreements concluded between Member States, including in the regulations adopted by the river navigation commissions set up by such conventions and agreements.

- (b) Member States shall publish on a website accessible to the public the number of days per year as referred to in the second subparagraph of this point during which the actual water level exceeds or does not achieve the specified reference water level for navigation channel depth as well as the average waiting times at each lock;
- (c) operators of locks shall ensure that locks are operated and maintained in such a way that waiting times are minimised;
- (d) rivers, canals, lakes and lagoons are equipped with RIS for all services according to Directive 2005/44/EC⁹, so as to guarantee real-time information to users across borders.

Commented [ZM(-D3): The NL is asking for clarification what is the reason to include in the TEN-T regulation a requirement to publish water levels. Member States have already the possibility to publish this information on the publicly accessible platform EuRIS. This is a general question and not a text suggestion.

⁹ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p.152).

4. At the request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (3), point (a), ~~shall~~^{may} be granted by the Commission by means of implementing acts on the ground of specific geographical or significant physical constraints, or negative socio-economic cost-benefit analysis or potential negative impacts on environment or biodiversity, or on cultural heritage. Any such request shall be substantiated with sufficient elements. The request for exemptions shall be coordinated and agreed with the neighbouring Member State(s) where applicable. A Member State may request the granting of several exemptions in a single request.

The Commission shall assess the request in view of the elements provided under the first subparagraph.

The Commission shall inform other Member States of the exemptions granted pursuant to this paragraph. ~~Any request for exemption shall be coordinated and agreed with the neighbouring Member State(s) where applicable.~~

~~Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity.~~

Deterioration of the minimum requirements caused by direct human action or by lack of diligence in the maintenance of the inland waterway network shall not be considered as a case justifying the granting of an exemption.

- 4a.** ~~Member States may be granted an exemption in case of force majeure.~~ In case of force majeure, Member States shall rehabilitate the navigability conditions to the previous status as soon as the situation allows for it.

~~Any request for exemption shall be coordinated and agreed with the neighbouring Member State(s) where applicable.~~

Commented [ZM(-D4): We would like to hear from the EC if the text adjustment and removal of the sentence "Member States may be granted an exemption in case of force majeure" means that force majeure would in general be accepted as an extraordinary situation without the need to ask for exemption. If yes, then the NL is in favor of this adjustment.

5. ~~The Commission may adopt guidelines ensuring a coherent approach on the application of the good navigation status in the Union. These guidelines may cover in particular:~~ 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 use of for digital applications of the network and automation processes;~~
 - (g) ~~resilience of the infrastructure to climate change, natural hazards and human-made disasters or intentional disruptions;~~
 - (h) ~~introduction and promotion of new technologies and innovation for zero-carbon energy fuels and propulsion systems.¹⁰~~

Commented [ZM(-D5): The NL is in favor of the suggested changes in art 22, 5 and 6, and the intention to adopt guidelines instead of implementing acts with minimum requirements.

~~The implementing act referred to in the first subparagraph shall be adopted in accordance with the examination procedure referred to in Article 59(3) and shall take into account specific characteristics of each river basin.~~

6. ~~The Commission shall ensure a coherent approach on the application of the good navigation status in the Union and may adopt guidelines thereto. When establishing minimum requirements for paragraphs (e) and (f), the Commission shall ensure that the interoperability between river basins is not compromised.~~

¹⁰ The question raised in document WK 10180/2022 ADD 10 concerning Article 22(5) is still under consideration by the Council Legal Service.

Article 23

Additional priorities for inland waterway infrastructure development

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) improvement of digitalisation and automation processes, in particular in view of an increased safety, security and sustainability in inland waterway transport, including within urban nodes;
- (d) modernisation and expansion of the capacity of the infrastructure necessary for multimodal 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.
- (f) **development and use of shallow- draught inland waterway vessels suited for low water levels.**