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A3-0160/91

R E P O R T

of the Committee on Transport and Tourism
on inland navigation

Rapporteur: Mr Leen VAN DER WAAL

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A Series: Reports - B series: Motions for Resolutions, Oral Questions.

- C Series: Documents received from other Institutions (e.g. Consultations)

***** = Consultation procedure requiring a single reading

****II** = Cooperation procedure (second reading) which requires the votes of the majority of the Members of Parliament

****I** = Cooperation procedure (first reading)

******* = Parliamentary assent which requires the votes of the majority of the current Members of Parliament

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At the sitting of 8 June 1990 the President of Parliament announced that he had referred the motion for a resolution by Mr Coimbra Martins and others on Community measures to promote the transport of goods by inland waterway (B3-1529/90) to the Committee on Transport and Tourism as the committee responsible.

At its meeting of 23 March 1990 the Committee on Transport and Tourism had already decided to draw up a report on inland waterway transport and appointed Mr Van der Waal rapporteur. At its meeting of 27 November 1990 the committee decided to include the motion for a resolution by Mr Coimbra Martins and others in this report.

At its meeting of 29 January 1991 the committee decided to include in its report the motion for a resolution by Mr Borgo and others on the rational development of inland navigation in Northern Italy (B3-2140/90), referred to it on 25 January 1991 pursuant to Rule 63 of the Rules of Procedure (opinion: Committee on Budgets).

The committee considered the content of the report on the basis of a working document at its meetings of 25 February and 18 March, and considered the draft report at its meeting of 28 May 1991. At the last meeting the committee adopted the motion for a resolution unanimously.

The following were present for the vote: Amaral, chairman; Topmann and Beazley, vice-chairmen; van der Waal, rapporteur; Bettini (for Fernex), Braun-Moser (for Fantini), Coimbra Martins (for Stamoulis), Joanny, Lalor (for Marleix), Lüttge, McIntosh, Megahy (for Stewart), Müller, Porto (for von Alemann), Romera i Alcazar, Sapena Granell, Siso Cruellas (for Bonetti), Visser and Wijsenbeek.

The Committee on Budgets decided not to deliver an opinion.

The report was tabled on 31 May 1991.

The deadline for tabling amendments will appear on the draft agenda for the part-session at which the report is to be considered.

A
MOTION FOR A RESOLUTION

on inland navigation

The European Parliament,

- having regard to the motions for resolutions
 - . by Mr Coimbra Martins and others, on Community measures to promote the transport of goods by inland waterway (B3-1529/90),
 - . by Mr Borgo and others, on the rational development of inland navigation in Northern Italy (B3-2140/90),

 - having regard to the reports tabled on behalf of the Committee on Transport and Tourism by
 - . Mr K.H. Hoffmann, on transport on the inland waterways in the Community (1-0323/82)¹,
 - . Mr Albers, on Community measures to improve the situation in the inland waterways sector (1-0043/84)²,
 - . Mr Coimbra Martins, on inland ports (A2-0085/88)³,
 - . Mr Van der Waal, on access to the inland waterways market (A2-0083/85⁴ and A2-0075/86⁵) and structural improvements in inland waterway transport (A2-0216/88⁶),

 - having regard to the reports currently under consideration in the Committee on Transport and Tourism, by
 - . Mr Porrazzini, on combined and intermodal transport,
 - . Mr Topmann, on transport and the environment,
 - . Mr Romera I Alcazar, on the transport infrastructure,

 - having regard to the report by its Committee on Transport and Tourism (A3-0160/91),
- A. whereas, in view of increasing road haulage congestion, environmental damage, noise and traffic hazards, a greater proportion of the anticipated increase in transport (other than rail transport) should be taken up by inland shipping which is environmentally friendly and which already has at its disposal a network of inland waterways with an adequate reserve capacity,
- B. whereas not all of the provisions of the Treaty have yet been complied with, including Article 75(a) and (b), and, moreover, the balanced development of the EC inland navigation fleet is still being held back by various national regulations,
- C. whereas inland navigation can only use its potential to the full if

¹ OJ No. C 238, 13.9.1982, p. 102

² OJ No. C 172, 2.7.1984, p. 10

³ OJ No. C 235, 12.9.1988, p. 127

⁴ OJ No. C 262, 14.10.1985, p. 103

⁵ OJ No. C 255, 13.10.1986, p. 231

⁶ OJ No. C 326, 19.12.1988, p. 54

- (a) existing waterways are properly maintained,
 - (b) bottlenecks in the existing waterway network are eliminated,
 - (c) new links on a European scale are set up,
- D. whereas only one project for the improvement of inland navigation has so far been considered for the allocation of money from the EC Infrastructure Fund and the ERDF,
- E. whereas the growth of inland navigation as a component of combined and intermodal transport is being held back by the lack of cooperation with other means of transport, in particular the railways, and the lack of adequate coordination between all parties concerned with regard to the planning of terminals, distribution centres and industrial sites,
- F. whereas a reasonable degree of balance between supply and demand is essential for a profitable inland fleet operating on a commercial basis,
- G. whereas, given that the countries of Eastern Europe are still in the process of transition to a free market economy, vessels from third countries can only be allowed to take part in intra-Community transport on the basis of fair competition,
- H. whereas navigation on the Rhine is governed by social and technical regulations, while no such regulations apply to navigation on other EC waterways,
- I. whereas inland navigation, too, would benefit from a harmonized system of EC social legislation covering, for example, working conditions (health and safety in inland navigation), employee participation, training, hours of work and hours of rest and manning levels,
- J. whereas there is a need for a dynamic information campaign on entrepreneurs in inland navigation, given the lack of awareness of the service potential of this transport sector;
1. Urges the Commission to develop a comprehensive transport plan aimed at enabling the various means of transport to cooperate with and complement one another and, above all, at making better use of the large reserve in capacity for goods transport on the inland waterways;
2. Calls for the prompt implementation in full of the following measures, proposed earlier, which are needed to complete the internal market in the inland waterway sector, through
- (a) adoption by the Council
 - of the proposal for a regulation laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State⁷ adopted by Parliament as early as 1986,

⁷ COM(85) 0610 - see Van der Waal Report (A2-0075/86, OJ No. C 255, 13.10.1986)

- of the proposal for a directive on reciprocal recognition of national boatmasters' certificates for the carriage of goods by inland navigation⁸;
- (b) the transposition into national law by the Member States
- of Directive 340/87/EEC on access to the profession which should have been carried out by 30 June 1988 at the latest,
 - of Directive 75/130/EEC on the establishment of common rules for certain types of combined road/rail carriage of goods between Member States;
- (c) Commission initiatives to establish equal vocational examination requirements throughout the Member States and measures to ensure that they are introduced at the same time;
- (d) the elimination by the Member States of bottlenecks relating to the opening hours of waterways and port offices;
3. Calls on the Member States to give priority to maintaining their waterways, which have been neglected in many cases, and, where necessary, to improve their network of waterways by broadening and deepening them;
4. Calls on the Commission to draw up, in cooperation with the Member States and the inland navigation organizations, a list of priority infrastructure projects of European importance, to include the following:
- (a) East-West transport:
- extension of the Twente Canal to meet the Mittelland Canal,
 - improving the Rhine-Main-Danube link, in particular by making the waterways navigable for larger vessels by broadening and deepening them,
 - deepening and improving the Elbe as far as Prague, including canalization of the Elbe upstream of Magdeburg,
 - building a second ship lift at Hohenwarte;
- (b) North-South transport:
- improving the Seine-Scheldt link for pushed barges with two containers,
 - opening up the Meuse route to container shipping,
 - completion of the final section of the Rhine-Rhône link;
- (c) improving the navigability of the Tagus, the Douro and the Po, including the Milan-Cremona-Po canal;
5. Calls on the Commission to incorporate a number of these projects, which are important to Europe as a whole, in proposals eligible for co-financing from the EC infrastructure fund; calls for ERDF criteria to be extended to include projects to benefit inland navigation (waterways, port infrastructure, etc.), particularly in border regions;

⁸ COM(88) 0171 - see Van der Waal Report (A2-0263/88, OJ No. C 12, 16.1.1988)

6. Calls on the Commission to promote an increase in the share of inland navigation in combined and intermodal transport by
 - (a) setting up a system of cooperation between the various forms of transport, particularly the railways, with particular emphasis on taking advantage of the strong points of each means of transport, so that they complement one another;
 - (b) promoting the location of terminals, distribution centres and new industrial sites at the intersections of roads, railways and waterways, following consultation between regional, provincial and national authorities with representatives of the various transport sectors;
 - (c) calling on the Member States to give some thought to creating a complementary infrastructure, for instance by ensuring that bridges have sufficient clearance;
7. Calls on the Commission, the Member States and industry to take measures to achieve and maintain a reasonable degree of balance between supply and demand, with the help of the EC reorganization measures and the system of market observation, thereby encouraging market conditions under which the Commission, the inland navigation organizations and the forwarding agents can introduce more commercial elements into the current systems of 'Festfrachte' and proportional cargo allocation, thus strengthening the competitive position of inland shipping;
8. Calls on the Commission to take a coordinating role in the current phase of bilateral inland navigation agreements between Member States and third countries and to ensure that the real link system (with the possibility of imposing sanctions) currently applicable to Rhine shipping is extended to all EC inland waters; calls on the Commission to put forward a proposal for the replacement of bilateral agreements by multilateral agreements (for example, where countries of Eastern Europe are concerned) on the basis of fair competition, a cost structure comparable with that of EC inland waterways, real tariffs, non-discrimination and reciprocity;
9. Calls on the Commission to put forward a proposal for EC framework legislation laying down minimum conditions with regard to working hours, manning regulations and technical matters, applicable on EC waterways and based on the Rhine navigation regulations;
10. Calls on the Commission to investigate how cooperation with the Central Commission for the Navigation of the Rhine (CCNR) can be improved, in view of the increasing importance of EC inland navigation from the Commission's point of view and the fact that the CCCR has a considerable staff and great expertise in the management of Rhine shipping;
11. Recommends that the inland navigation organizations, forwarding agents and authorities in the other Member States follow the Dutch example of setting up an information office for inland shipping, in order to draw more attention to the strong points and potential of inland shipping;

12. Calls on the industry and/or the authorities to tackle the following matters together:
- (a) setting up an adequate network of centres where the pollutants produced on board inland shipping vessels can be dumped, under uniform conditions;
 - (b) investigating the possibility of faster loading and discharge facilities,
 - (c) responding to new transport concepts in which reliability, 'just-in-time' delivery, telematics and links with the data systems of sea ports, forwarding agents and other modes of transport play an important part;
 - (d) promoting vocational and in-service-training for people working on board vessels to keep abreast of new technology;
 - (e) responding to new and growing markets such as the transport of household waste and manure; increasing the share of inland shipping in the transport of hazardous substances;
 - (f) improving safety in inland navigation (for example, technical requirements, double-walled vessels, disaster plans);
13. Instructs its President to forward this resolution to the Commission, the Council and the inland navigation organizations.

B
EXPLANATORY STATEMENT

1. Introduction

In recent years there has been considerable growth in the transport sector in Europe; it has been almost entirely in the road transport sector. Inland waterways and railways have barely increased their share of the market. The detrimental effect of the one-sided increase in road transport is becoming increasingly apparent. Tail-backs and traffic jams at intersections are the order of the day. Furthermore, there is increasing resistance from ordinary people to pollution of the environment, traffic noise and poor road safety.

In the year 2000, thanks to the internal market, cross-border transport is expected to have increased by 40% over 1984. This forecast does not even take into account the extra increase in transport as a result of developments in Eastern Europe. If there is no change in policy the problems will become insuperable.

A better division of transport between road, rail and water is therefore needed. The railways have growth potential, but mainly in the longer term, whereas inland waterways have growth potential now. There is a network of waterways all over Europe with adequate capacity. However, vigorous measures will be needed to utilize that capacity to the full; initiatives will be required both from the government and from industry.

2. Prospects for inland waterways

Inland waterways account for 38% of all cross-border transport of goods in the EC. This is equivalent to roughly 200 million tonnes. Roads account for 48% and the railways 14%. Inland waterways therefore have considerable importance in international transport, particularly when we remember that on the whole it is concentrated in the northern Member States around the waters of the Rhine.

However, domestic transport by inland waterways in the EC countries amounts to only 3.6% (1987). The figures for roads and railways are 80.9% and 15.5% respectively. Total inland waterways transport (intra-Community) is broken down as follows per Member State: the Netherlands 46% (1987), followed by Germany (35%), Belgium (11%), France (8%), Italy (0.2%) and Luxembourg (0.1%).

Quite clearly, there is significant growth potential for inland waterways in the future development of transport. Moreover, this sector of industry has a number of attractive features which will gain in importance in the current political climate:

- The emission of exhaust gases per tonne/km is roughly one fifth of the level for road transport and half the level of rail transport. This has to do with the mean energy consumption per tonne/km (see table).

Table - Air pollution caused by goods transport per tonne/km in g
(Netherlands (1980))

	Road	Rail	Inland waterways
Carbon monoxide	6.10	0.18	0.11
Hydrocarbons	1.15	0.06	0.07
Nitric oxide	3.05	0.89	0.69
Sulphur dioxide	0.15	1.09	0.10

- Inland waterways cause very little noise pollution.
- An average inland waterway vessel 95 m in length can transport as many as 90 lorries or 60 rail trucks.
- The cost price per tonne/km is one sixth to one third lower (although the costs of transshipment partially offset this).
- Inland waterways have an exceptionally good safety record and they are therefore particularly suitable for transporting dangerous goods.

Inland waterways are suitable not only for bulk transport and transporting large, single cargoes, they also account for an increasing share of the market for the transport of containers and combined transport.

There is also a network of waterways with ample potential for increasing transport by water. Furthermore, maintenance of waterways costs significantly less than the maintenance of roads and railways.

Despite these plus points - and leaving aside containers - European inland waterways are not exactly going through a boom period. Competition from road transport and stabilization of the volume of goods offered for carriage by the basic industries are the main causes. For some time now there has been scarcely any growth in the total market share of inland waterways in the EC. Road transport, by contrast, has been increasing since 1984 at an annual rate of 4.5%. At present there is no clear evidence of an increase or reduction in the share of inland waterways. The assumption is, however, that the growth potential resulting from the internal market will be less than for other forms of transport because the major markets, such as Rhine transport, have already been liberalized. On the other hand, inland waterways will certainly benefit from developments in the countries of Eastern and Central Europe and the opening in 1992 of the Rhine-Main-Danube link. However, these changes will not improve the position of inland waterways compared with other forms of transport.

There are no grounds for assuming that the positive features and potential of inland waterways will automatically result in a shift in growth from roads to waterways.

Nor will this follow from the proposals to make the roads, railways and inland waterways pay their infrastructure and external costs in full, despite the fact that in relative terms such moves would strengthen the competitive position of the inland waterways. A shift from the roads to the waterways will require additional measures, on the part of both the industry and the government.

The industry itself will need to take market-oriented initiatives to make optimum use of the opportunities that arise. Governments will need to create the conditions for this, for example by doing away with legislative bottlenecks and making the appropriate improvements in the infrastructure. The following aspects need to be taken into account.

3. Infrastructure

The sine qua non for efficient inland waterways is the existence of a good infrastructure. There are two aspects to the measures needed in this area. Firstly, overdue maintenance and improving the existing network; secondly, creating new connections as a means of stimulating transport along the north-south axis and eastwards within the EC.

The Netherlands, Germany, Belgium and France have relatively extensive national networks of inland waterways. In the Netherlands and Belgium, however, and more particularly France and the former East Germany there has been a backlog of maintenance for a number of years, because improving the waterways has not been a priority. The situation has now changed. The Netherlands, for example, has recently decided on an emergency maintenance programme. In France, too, waterways have reappeared on the agenda. The French government has agreed to additional funding to improve waterways in the near future. In Germany the first inland waterways plan for a united Germany has recently been announced; it includes canalization of the Elbe and modernization of the inland ports. These and other national plans should be encouraged, as they will benefit national transport by waterways.

Most international inland waterways transport takes place in the north-west of the EC, with the Rhine as the main course of navigation. Other rivers such as the Meuse, the Scheldt and the Elbe are linked to the Rhine through canals which in general can accommodate vessels of 1350 tonnes. However, this international network needs to be extended along both the North-South and the East-West axes.

The following should be the priority projects on the East-West axis:

- extending the Twente Canal to the Mittelland Canal. This will create a rapid link (without any hold-ups or locks) with Berlin and Poland.
- optimizing the Rhine-Main-Danube link. This project will be completed in 1992, but the western connection to the Rhine via the Main (between Aschaffenburg and Bamberg) is not yet suitable for the larger types of vessels. This is also true of the German/Austrian part of the Danube. The Danube also needs to be deepened on the stretch from Vienna to Budapest via Bratislava.

- deepening and improving the Elbe as far as Prague. It is also important to canalize the Elbe upstream of Magdeburg (which used to be a major inland waterways junction).
- at some point in the future a lift for ships will also have to be built at Hohenwarte below Magdeburg.

There are still major restrictions on North-South transport. The following measures are recommended:

- improving links between the Seine and the Scheldt for push barges; this is very important for North-South transport;
- expanding the Maas route so that containerization, which has proved a success on the Rhine, can be extended to this river, too;
- a Rhine-Rhône link.

There are also a number of areas in the EC where inland waterways are of more regional importance and where they are not connected with the international network in Europe. Examples are the Po region (I), the Douro (P) and the Tagus (S,P). These regions have already been industrialized and are facing the problems of congested road transport. Others have the potential for further industrial development. Developing inland waterways is therefore of great importance for each of these regions. The Po region might also have a role to play in conjunction with combined transit transport through Switzerland and Austria.

The infrastructure priorities will depend not only on the options indicated above but also on the study carried out by the NEA for the Commission. Inland waterways organizations in cooperation with UNICE will also need to make their priorities known to the Commission. Reference should also be made in this context to the Hoffman (Doc. 1-323/82) and Albers (Doc. 1-43/84) reports.

As far as funding is concerned, at Community level too little money has been invested hitherto in infrastructure projects of transnational importance. With the exception of one project, the funds made available have not benefited inland waterways. A new programme covering the years 1990-1992 has now been approved but, again, it fails to include waterways.

It is becoming increasingly apparent that the bottlenecks in European infrastructure can only be resolved if there is substantial infrastructure fund for financing projects of Community importance (see the Romera report, PE 148.168). A significant proportion of the appropriations needs to be allocated to European waterways projects from 1993 onwards.

Between 1975 and 1988 the European Fund for Regional Development (EFRD) spent ECU 20 billion on more than 3000 infrastructure projects. This sum is to be doubled for the period 1989-1993. Subject to the criteria, the money can be used for crossborder waterways of Community importance.

Finally, it should be borne in mind that a good system of waterways is important not only for transporting goods but also for tourism, passenger transport, cruising and water sports. It is also a significant source of water supplies for industry, agriculture and horticulture.

4. Intermodal and combined transport

Combined and intermodal transport currently accounts for only 4% of the international flow of goods in Europe. The combination of inland waterways and road transport accounts for only a small proportion of this, and the waterways/railways combination is very rare. Policy so far has been too one-sided in favour of combined rail and road transport.

However, there is definite growth potential for the combination of waterways/road and waterways/rail (see the Porrazzini report). These should be developed to the full. Examples are ro-ro transport of lorries along the Rhine, which has been under way since the 1980s; container transport on inland waterways has also undergone considerable growth (20% per annum) in recent years. Further growth is expected in this sector in the coming years.

Of crucial importance to these types of transport is the existence of a good supplementary infrastructure. Bridges on the main waterways must have sufficient clearance (at least 7 m). Appropriate connections for rail and road transport from the terminals to the final destinations is important, as are the terminal facilities themselves, including modern loading and discharging facilities, so that transshipment from one inland waterway vessel to another, for example, is possible. Inland ports could expand as multimodal transport centres (Coimbra Martins report, A2-85/88).

Implementing these proposals requires close cooperation between the different forms of transport, port authorities and the regional authorities. As far as optimum use of existing terminals is concerned, the willingness to cooperate on the part of the railways clearly needs to be improved. Transport policy is still dominated by fierce competition between the different modes of transport.

Dutch and German railways which are heavily subsidized often operate an extra low tariff structure on the very routes where inland waterways are particularly active.

The choice of location and the construction of terminals should be coordinated by the different modes of transport and the local and regional authorities (including border region).

This approach would avoid the inefficient fragmentation of transport flows and an excessive number of terminals unable to maintain their position on the market.

There is also a need for the systematic planning of industrial sites at road, rail and waterways junctions to reduce additional transport.

A top level group at the Commission is currently studying a plan to establish a network of multimodal terminals located further inland to relieve the congestion in port areas. It is important for waterways to play a proper role in this plan.

5. A balanced market

The profitable inland waterways sector requires a reasonable balance between the supply and demand of transport capacities. However, there has been structural overcapacity on the Rhine since the early 1980s and as a result there has been considerable pressure on tariffs, and the innovative and market-oriented approach of the transport sector has been inhibited.

(a) Overcapacity

A number of countries have launched scrapping programmes to restore the balance between supply and demand. However, these measures have not had the desired effect because new building has proceeded apace without impediment. Moreover, the trade in ships between Member States has rendered scrapping measures at the national level inoperative. This was why a Community scrapping programme was finally decided on. On 27 April 1989 the Council adopted a regulation (EEC/1101/89) which came into force six months later. The intention was to decommission, within the space of one year, 10% of vessels involved in dry cargo and 15% of tankers. All owners pay into a scrapping fund a premium per tonne transport capacity. Owners offering a ship for scrapping receive a scrapping premium from this fund.

The second aspect of this regulation is the 'old for new' scheme which will remain in force for five years (EEC/1102/89) with the option of extending it for a further five years. The effect of this is that a penalty has to be paid if new capacities are brought on the market.

Initial experience has been positive. 8% of the dry fleet has disappeared (the target figure was 10%) and 13.4% of tanker fleet (target 15%). This will improve the balance between supply and demand, but steps must be taken to ensure that the balance is actually achieved. On the dry cargo side, it is mainly small vessels that have been offered for scrapping and there is a willingness to build new vessels in the tanker world despite penalties. An overall evaluation of the effects of the EEC scrapping scheme will be issued later this year by the Commission.

The inland waterways fleet needs at all times to have a spare capacity available to cope with fluctuations in the market (e.g. as a result of low water levels), but at the same time steps must be taken to prevent a new structural overcapacity from arising. Some form of market organization will probably prove indispensable.

(b) Market organization

To protect carriers from the effects of overcapacity a number of countries currently have rotation and/or tariff systems. The Federal Republic has fixed tariffs for all inland waterways transport: the 'Festfrachte'. 90% of cargoes are offered via this system. This limits price competition. The Netherlands, Belgium and France have a system of equal division of freight (rotation system) combined with a tariff system. In the Netherlands 16.7% of cargoes carried are via this system, 50% in Belgium and 20% in France. The result is that it is not possible for a forwarding agent freely to conclude an agreement in one part of the market with an owner able to offer him more attractive terms of transport. Although the system allows a reasonably close correspondence between the standard and equipment of a vessel and the forwarding agent's requirements on the Dutch and Belgian markets, for example, both the 'Festfrachte' and the present rotation system are incompatible with the Treaty.

The question is what sort of market organization is needed once the problem of structural overcapacity is solved. What form is, in fact, compatible with the provisions of Article 85 of the Treaty? Given the fact that supply and demand in inland waterways are organized between a relatively large number of carriers and a relatively small number of forwarding agents, the individual carrier has a weak position on the market. What this means is that in certain parts of the market, especially the small vessel sector, some form of organization of the market will continue to be needed to avoid ruinous competition.

Such a system should combine certain protective features of existing systems with elements designed to promote competition and optimum service. This will enable the fleet to strengthen its competitive position vis-à-vis other forms of transport and to exploit its advantages in order to acquire a larger share of the market.

It is the responsibility of the inland waterways sector to find a solution in cooperation with the carrying agents. This will need to be based in part on continuing efforts to prevent structural over-capacity. The instruments of the present scrapping scheme - the ability to scrap vessels and an old for new scheme to deter new building - need to be available in principle. This approach could be adapted to take account of developments on the market. A market analysis should then be based on the system of permanent market observation that the Commission intends to introduce (COM(90) 652 final). Given the vulnerable market position of individual inland waterways owners, consideration should be given to having more of them work on a cooperative basis, thereby making them better able to respond to logistical developments.

All obstacles involved in the way the market is currently organized should also be removed. Vessels from other countries should also have access to cargo (France). Finally, the results of the market observation should be made available to owners as soon as possible by computer or teletext so that capacity can be utilized in the best possible way.

6. Completion of the internal market

Completion of the internal market will require compliance with the regulations concerning international transport and transport operated by non-resident carriers (Article 75(1), (a) and (b) of the Treaty). National regulations which impede the functioning of the free market or which discriminate on the basis of nationality must also be abolished.

(a) With regard to international transport on the Rhine the provisions of Article 75(1)a have been satisfied in the Mannheim Convention. On the Rhine there is free competition and access to cargoes for all vessels belonging to any of the EC Member States or to Switzerland.

(b) Non-resident carriers

In accordance with Article 75(1)(b), non-resident carriers do not enjoy full freedom in all Member States. They do in the Netherlands and, officially, in Belgium too. In practice, however, in Belgium carriers from other Member States are refused access. In France non-resident carriers enjoy freedom only under certain conditions and in Germany freedom of access ceases East of the line from Dortmund to Hamm. In 1986 a regulation approved by the European Parliament was submitted for approval by the Council. A decision on this proposal should be taken as a priority measure. In view of the environmental aspect and the need to utilize capacities, 'travelling empty' should be discouraged.

(c) Navigation licences

In general navigation licences are issued by national authorities and are therefore not recognized in other Member States. One exception to this is the 'Rhine Patent' navigation licence which vessels need to have to operate on the Rhine. However, it is the Commission's intention to create a uniform navigation licence for European inland waterways. As a first step, in 1988 Parliament approved a proposal for a directive (COM(88) 171) for the reciprocal recognition of national boatmasters' certificates, although the Council has not yet approved it. This is a cause of major problems in inland waterways. For example, on 1 April 1991 the Netherlands made navigation licences compulsory for vessels operating in Dutch waters. From that date EC vessels which do not carry the Rhine Patent will no longer be able to operate in Dutch waters. Dutch masters without the Rhine Patent will in turn be prevented from operating on open waterways in France and Germany or on canals in Germany. The Council should therefore adopt the directive as soon as possible.

(d) Access to the profession

In 1987 the Council adopted a Commission proposal (87/540/EEC) which gave inland waterways enterprises the opportunity of engaging in transport in other Member States and exercising their profession there. For this purpose they need to satisfy certain rules concerning vocational qualifications and financial position. This directive should have been incorporated by Member States in national legislation by June 1988. They should now do so without delay, on condition that it is implemented simultaneously in all Member States. The examination requirements for courses concerned with professional skills should also be harmonized.

(e) Social and technical regulations

In international Rhine shipping hours of sailing, manning regulations and technical matters are determined by the Central Commission for Rhine and Navigation. Navigation on national waters is covered by the rules of the Member States. EC legislation is needed to adapt Rhine shipping regulations (both social and technical) to make them applicable to other waters.

In the social domain the Commission's competences are limited to the working environment and the health and safety of workers. The EC regulations should therefore be a framework, confined to a number of minimum requirements in respect of hours of work and manning levels. The details (in respect of conditions of employment) can then be left to the Member States following negotiations between the two sides of the industry. This will do justice to the considerable variations in social legislation between the Member States which result from cultural and historical differences and differences in standard of living.

(f) Other restrictions

A number of Member States still have various national restrictions impeding access to the free market, such as on feeder transport services in the case of combined transport. The adoption by the Council in December 1990 of an amendment to Directive 75/130/EEC represents an important step forward for inland waterway shipping. Nevertheless, the radius of 150 km (from the place in which the inland waterways vessel discharges) within which an EC road transport carrier may, under certain natural conditions, perform feeder services to and from an inland waterways port, should be abolished.

The bottlenecks resulting from opening times of canals and port authority offices also need to be resolved.

7. Access to the market by third countries

The Rhine and its tributaries account for the lion's share of international inland waterway transport. Navigation on the Rhine was originally free for vessels of any nationality pursuant to the Mannheim Convention (1868). In 1985, however, a second supplementary protocol (EEC/2919/B5) was approved which specifies that free navigation on the Rhine is available only to those vessels carrying a 'real link' declaration. The declaration is supposed to show that the carrier is a citizen of one of the EC Member States or of Switzerland. This restriction was imposed in the light of the completion in 1992 of the Rhine-Main-Danube link which would connect EC Member States directly with the countries of Central and Eastern Europe. Given the original provisions of the Mannheim Convention, carriers from the latter countries would be able to participate freely in navigation on the Rhine and maintain a system of unfair competition.

This measure will continue to be needed in the short-term. There are indeed grounds for extending the real link to all EC waters and for incorporating a system of penalties, since these are not provided in the second additional protocol. It appears that as a result of bilateral contracts last year vessels from Poland and Czechoslovakia received licences from the German

authorities to operate within the EC. This of course led to protests from EC masters since they pay premiums to the scrapping fund in order to reduce the capacity of the EC fleet while masters from third countries are bringing in additional capacity. Bilateral contracts between EC countries and third countries will therefore have to exclude vessels from third countries from transport within the EC. The 'real link' declaration is a requirement for participation in transport between ports within the EEC and it should be restricted to EC vessels. At this stage the Commission should ensure that the bilateral contracts are in line with EC legislation. This might change in the future if the situation in the countries of Central and Eastern Europe changes to such an extent that carriers from those countries can compete with EC inland waterways carriers with comparable cost structures. The target could then be further liberalization and reciprocity. The bilateral contracts could then be replaced by multilateral agreements entered into by the Commission.

8. Relations between the CCNR and the Commission

In recent years international inland waterways shipping has been concentrated almost exclusively in the Rhine basin. Management of this system of waterways is the responsibility of the CCNR. It has a wealth of experience and expertise and has always performed its task successfully. The infrastructure of international inland waterway shipping is now extending beyond the Rhine basin (Rhine/Main/Danube link, East-West connections etc.). The Commission's sphere of interest in this respect is also expanding. It would be useful to establish in what way cooperation between the CCNR and the Commission can be strengthened to make optimal use by the Community of the CCNR's expertise.

9. Stimulating inland waterways transport

It appears that many firms and ordinary people are not sufficiently aware of the potential of inland waterways. This calls for an active sales promotion campaign. In this connection the Inland Waterways Information Bureau has been set up in the Netherlands; all the inland waterways organizations and carriers work together to put across the advantages of inland waterways. It is important to start up similar activities in neighbouring countries.

At the same time the position of the inland waterways needs to be strengthened in the following areas:

- creating a network of adequate disposal points with standard terms and conditions for collecting polluting substances generated on board (Topmann report, PE 145.075),
- research into more rapid loading and discharging facilities,
- responding to new transport concepts, reliability, just-in-time deliveries, the use of remote communication system and linking up with the data systems of seaports, carriers and the other transport modes,
- encouraging the vocational training and (re-)training of staff (e.g. in the light of new technology).
- responding to (new) growth markets, such as the transport of household waste, manure and dangerous substances.

MOTION FOR A RESOLUTION

pursuant to Rule 63 of the Rules of Procedure

by Mr COIMBRA MARTINS, Mr DEFRAIGNE and Mr GOMES

on Community measures to promote the transport of goods by inland waterway

The European Parliament,

- A. concerned that the transport of goods by inland waterway represents a steadily decreasing proportion of total cross-border transport of goods within the Community,
- B. whereas inland waterway transport has definite advantages from the point of view of safety, respect for the environment, energy consumption and cost,
- C. whereas the increase of intra-Community road transport and the consequent congestion of the road network require appropriate Community measures,
 1. Considers that inland waterways should play a greater part in the transport of goods within the Community in view of the particular advantages of this means of transport;
 2. Advocates Community measures designed to improve the:
 - infrastructure,
 - logistical and information technology support,
 - competitiveness and
 - quality of servicein inland waterway transport;
 3. Considers, further, that efforts should be made to promote waterway transport in those Member States which have traditionally used such transport but are not linked to the European inland waterway network;
 4. Instructs its President to forward this resolution to the Council and Commission.

MOTION FOR A RESOLUTION

pursuant to Rule 63 of the Rules of Procedure

by Mr BORGIO, Mrs BINDI, Mr BONETTI, Mrs CASSANMAGNAGO CERRETTI, Mr GUIDOLIN, Mr N. PISONI, Mr SBOARINA and Mr PARODI

on the rational development of inland navigation in Northern Italy

The European Parliament,

- A. whereas, for reasons of efficiency, economy, energy saving, safety and environmental protection, goods traffic should be distributed more rationally than at present among the various forms of transport, notably by reducing the congestion affecting many areas of the road network,
 - B. whereas waterway transport, particularly inland, represents a form of transport which is reliable, inexpensive, fuel-efficient, safe and compatible with environmental requirements,
 - C. whereas in Italy inland waterways could well be developed, especially in the Padua-Venice area, in conjunction with coastal shipping thus making it possible to integrate the extension inland of Tyrrhenian coastal waterways into a major waterway network,
 - D. whereas, under the Italian General Transport Plan and amendments thereto, inland waterways are given an important role, particularly as a strategic extension of coastal shipping in the country's most developed areas, with the aim of transferring a significant volume of traffic from roads to waterways,
 - E. whereas a bill currently before the Italian Parliament for the building of the Padua-Venice waterway network, has already been approved by one of its organs,
1. Supports these initiatives taken by the Italian Government to rationalize the way in which traffic is distributed, and in particular reduce road traffic by developing inland waterways;
 2. Calls on the Commission to ensure that these proposals are given maximum support and to ask the Italian Government to provide the necessary instruments, including financial resources, for their rapid implementation.