

PLATINA II

SWP 5.4: Review of the Draft Final Corridor Progress Reports from the TEN-T corridor consortia

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Table of Contents

1.	INTRODUCTION	4
2.	THE METHODOLOGY APPLIED FOR REVIEWING THE PROGRESS REPORTS	5
3.	MAIN FINDINGS AND RECOMMENDATIONS.....	7
	3.1 Summary of main findings.....	7
	3.2 General recommendations	18
4.	DETAILED ASSESSMENT OF THE DRAFT FINAL TEN-T CORRIDOR PROGRESS REPORTS	22
	4.1 Rhine-Alpine (version 11 November 2014)	22
	4.2 North Sea-Mediterranean (version 2.2; 31 October 2014)	27
	4.3 North Sea-Baltic (version 12 November 2014).....	32
	4.4 Rhine-Danube Corridor (version November 2014).....	38
	4.5 Atlantic Corridor (version 1.0, November 2014)	43
	4.6 Mediterranean Corridor (version November 2014).....	48
	4.7 Orient East Med Corridor (version 10 November 2014).....	52
	4.8 Scandinavian – Mediterranean Corridor (version 07 November 2014)	58
	4.9 Baltic – Adriatic Corridor (version November-2014).....	63
	ANNEX I: POINTS OF ATTENTION CONSIDERED DURING THE REVIEW OF THE PROGRESS REPORTS.....	67

1. INTRODUCTION

The PLATINA II project supports the work of the European Coordinators by providing guidance on the integration of IWT (inland waterway transport) into the TEN-T corridor analyses and work plans to be finalized by end of the year 2014. PLATINA II has prepared for this purpose in March and May 2014 two extensive Information Packages with relevant information, particular points of attention, a checklist and a background documents.

PLATINA II has been asked by the European Commission to support the review the editions of the corridor progress reports as well as the (draft) work plans. For this purpose, PLATINA II performs the following activities:

- 1) Verify systematically the uptake of the PLATINA II Information Packages by the corridor consortia and the integration of the IWT into the deliverables of the various corridor consortia (progress reports and draft work plans).
- 2) Perform comparative analyses of the corridor deliverables as regards the uptake of IWT, identifying best practices as well as aspects to be improved.
- 3) Provide suggestions on how to improve the analyses and draft work plans, e.g. information on methodologies, reference material, results of other studies.

This document presents the assessment of IWT and inland ports related aspects of the **draft final progress reports** for all nine corridors:

- Rhine-Alpine (RALP)
- North Sea – Mediterranean (NSM)
- North Sea – Baltic (NSB)
- Rhine-Danube (RDA)
- Atlantic (ATL)
- Mediterranean (MED)
- Orient East Med (OEM)
- Scandinavia-Mediterranean (SCANMED)
- Baltic – Adriatic (BALAD)

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2. THE METHODOLOGY APPLIED FOR REVIEWING THE PROGRESS REPORTS

This review is carried out by a dedicated PLATINA II task force on the basis of the following evaluation and reporting framework. The framework consists of the following three parts and each part contains a number of elements:

Part 1: General overview of the content of the progress reports and the link with IWT and inland ports

The following six main elements relevant for IWT and inland Ports have been reviewed:

- **Alignment:** definition in the report of the alignment and exact infrastructure related to IWT and inland ports belonging to the corridor.
- **Review of studies:** analysis/description by the corridor consortia of studies and data resources consulted for the reports in relation to IWT and inland ports. This part of the analysis should include overall conclusions.
- **Characteristics and compliance:** description of the technical parameters of the corridor infrastructure related to IWT and inland ports; identification of critical issues on the corridor (bottlenecks, cross border sections, interoperability, intermodality, operational and administrative barriers) and also check on progress towards achieving policy objectives of the relevant infrastructure based on the TEN-T regulations (i.e. compliance for 2030).
- **Transport Market Study (TMS):** market study on current situation and forecast and link with IWT and inland ports.
- **Corridor objectives:** description of the IWT and inland port relevant corridor objectives (general, multimodal, modal) and measurable KPIs. The objectives should be in line with the general objectives and priorities of the TEN-T regulation (art.4).
- **Projects and implementation plans (including milestones):** list of on-going, planned and additional needed projects (including information on aspects, such as the type of project, objectives, timing and financing issues).

The above mentioned elements are expected to be addressed in the progress reports. In addition, the PLATINA II task force examined whether the progress reports present a logical and structured overall analysis based on the results obtained from the individual elements mentioned above. For example, does the report present clear conclusions based on the comparison between the gap analyses (e.g. infrastructure bottlenecks) and the transport market study (current and expected demand) taking into account the potential of IWT and inland ports? And do the projects and the implementation plan presented in the report solve the most important bottlenecks identified in order to reach the corridor objectives proposed?

Part 2: Content of the corridor studies related to IWT and inland ports TEN-T requirements

For this part of the review, the PLATINA II task force examined whether the following basic aspects have been assessed by the corridor consortia:

- **Good navigation status of waterways**
- **River Information Services (RIS)**
- **The connectivity to IWT in seaports and inland ports**
- **Non-discriminatory freight terminal(s) at inland ports**
- **Alternative clean fuels**

Guidance on these aspects has been described in more detail in the two Information Packages that have been developed by PLATINA II.

Part 3: Points of attention for the corridor analysis

For the more detailed analysis, the task force took into consideration the **points of attention presented in the two Information Packages developed by PLATINA II**. A summarized list of these points of attention can be found in Annex I of this review report.

This review report presents in chapter 3 a summarising overview of the main findings and general recommendations for all the draft final progress reports. Chapter 4 presents subsequently the more in-depth findings and recommendations for each corridor progress report.

3. MAIN FINDINGS AND RECOMMENDATIONS

3.1 Summary of main findings

The PLATINA II task force has seen **significant improvements** in all draft final progress reports. Despite the short time available, many of the recommendations provided by means of the previous PLATINA II review report have been followed-up by the consortia. For example, most of the reports have completed the literature review (seen from an IWT perspective). The documents present better links between the individual elements of the Work Plan. Most of the reports provide a better and more clear overview of compliance regarding the TEN-T regulation. Furthermore, all reports provide a comprehensive overview of identified projects.

In order to further improve the corridor reports towards the final steps and to close the remaining gaps, the PLATINA II task force has identified **some important issues that still need more attention**. The main improvements needed as regards the integration of IWT and inland port related aspects in the draft final progress reports are the following:

- There is significant room for improvement regarding the **logical structure between the bottlenecks/critical issues identified, the TMS and the list of projects**. Clear relations between these elements are often not provided. Is it for example not clear whether all the bottlenecks identified will be solved with the projects presented and thus if additional projects would be needed to catalyse and accommodate the potential of multimodal freight transport by inland waterways and the inland ports.
- Regarding the characteristics of the corridor and the status **check on compliance for the year 2030**, it is important to mention that information on important IWT and inland port characteristics are still not fully covered (especially related to the inland port requirements). In a number of studies, these compliance checks for 2030 with the TEN-T regulation did not take all required parameters into account. This is indicated by means of unchecked boxes of the checklist presented in the detailed assessment (see chapter 4). Examples are: 'good navigation status' (especially related to changing water levels and maintenance to preserve a good navigation status), the quality of the IWT connections (is trucking needed or is it a direct connection?) and the topic of non-discriminatory freight terminals at inland ports. Information is needed here in order to check the progress towards achieving policy objectives and the identification of gaps to be closed by 2030. **Figure 1** illustrates the coverage level of information on the TEN-T compliance. Especially for the aspects of non-discriminatory freight terminals, information is lacking.
- It has to be noted that especially when it comes to the **severity of the critical issues** on a corridor perspective there is no quantified analysis of bottlenecks or their characterisation allowing their future prioritisation.
- **Other important IWT related aspects** such as the quality of service, integrated infrastructure planning and greening of the fleet have not yet been sufficiently taken into account in most of the progress reports.
 - *Greening the fleet: only 1 out of 9 corridors covers this topic (i.e. RDA)*
 - *Integrated waterway planning: 2 out of 9 corridors cover this topic (i.e. RDA and OEM)*
 - *Quality of service: 4 out of 9 corridors cover this topic (i.e. RALP, NSM, RDA and OEM)*

- In general, the Transport Market Studies do not yet cover IWT aspects in a satisfactory way.
 - Many of the studies follow a country-by-country approach (i.e. presenting statistics for a single country) instead of a consistent overall corridor approach (i.e. focussing on the specific corridor network).
 - In many cases, the quantification of the future IWT market potential is not sufficiently recognised in the TMS, resulting in a high likelihood of underestimations as regards the identification of bottlenecks, the identification of the critical issues and the required projects and required actions and sense of urgency resulting from this analysis.
 - The forecasts presented in the Transport Market Studies are mainly carried out per single transport mode with limited attention to opportunities for multimodality and intermodal logistics (e.g. hub systems to interconnect rail and waterway transport services). Some corridor studies do not perform a forecast per type of commodity or market sector, which would be needed for the assessment of the future market potential for IWT in a long term multimodal perspective for the whole corridor.
 - The information sources of the Transport Market Studies are limited to EU developments lack a global market outlook, which is an important aspect to take into account for the infrastructure priorities for the coming years.

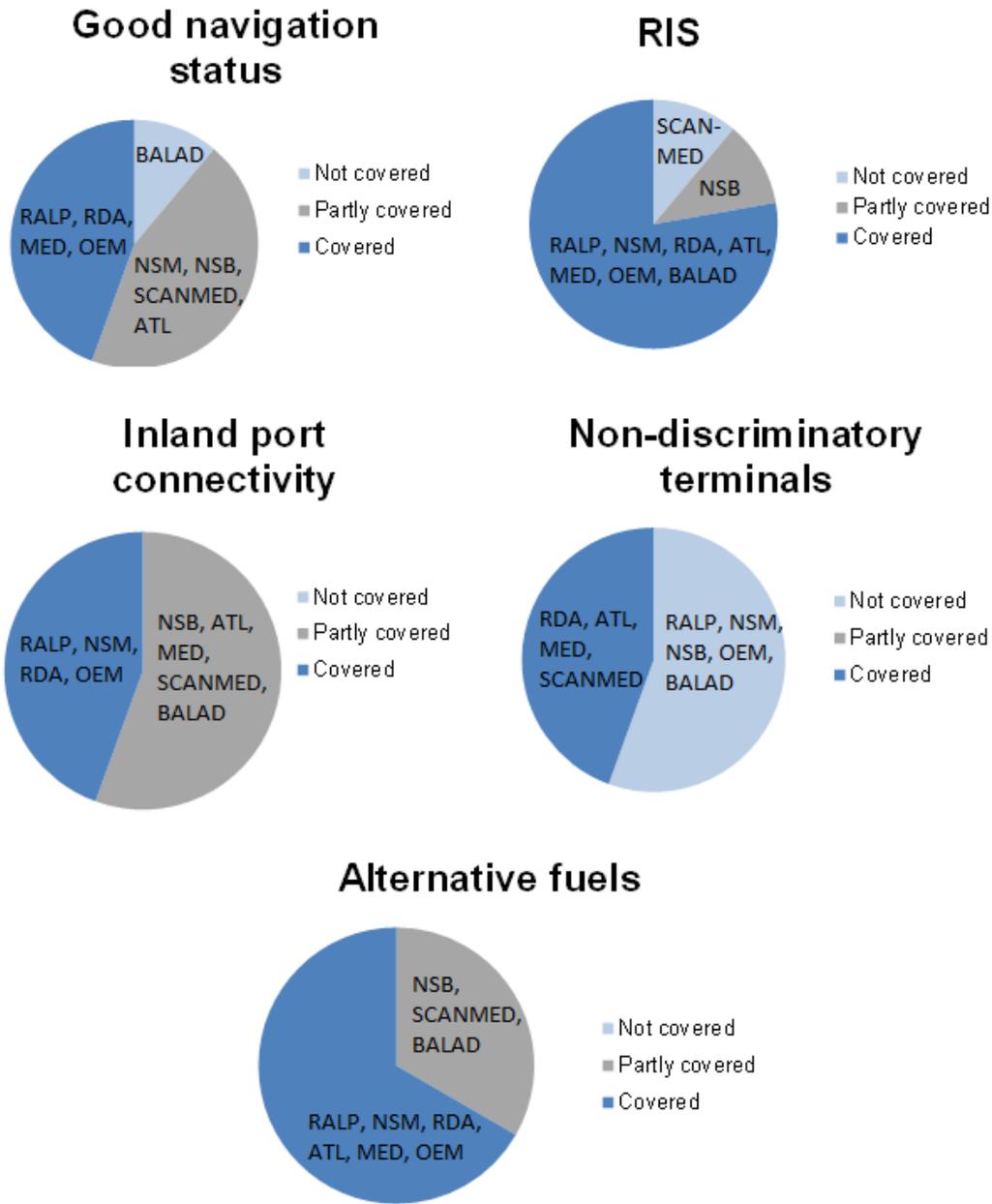
- Most of the studies do not provide yet clear conclusions from the supply (compliance check) and demand side analysis (TMS).

- Although some progress reports have introduced IWT specific objectives, in other reports this is still not being covered (nor IWT related KPI's). Furthermore, quantified, corridor-specific targets are missing as regards IWT, for instance in relation to modal shift.
 - *IWT specific objectives: 5 out of 9 corridors cover this topic (i.e. RALP, NSM, RDA, ATL and OEM)*

- Besides start and end-year of the projects identified, none of the progress reports provide information yet on the maturity level of these IWT upgrading projects.

- None of the corridor progress reports present yet Cost-Benefit-Analyses (quantitative nor qualitative) and this will make it quite difficult for decision makers to make clear choices on priorities since the CBA outcomes is one of the main indicators to take into account in the decision making process.

Figure 1: Coverage of IWT / inland ports TEN-T requirements by the progress reports



Tables 1 and 2 present an overall overview of the elements assessed and shows how these have been addressed in the various corridor studies. The comments in these tables and in the corridor-specific sections have to be considered in conjunction with the general comments. The boxes with an “x” indicate that the reports pay attention to these elements. The boxes that remain empty, refer to the important elements that need to be addressed with high urgency. These are highlighted in red and bold texts.

Table 1: Brief overview of the content of the draft final progress reports and link with IWT/ inland ports

	RALP	NSM	NSB	RDA	ATL	MED	OEM	SCANMED	BALAD
ALIGNMENT	<p><i>Elements for corridor alignment included in report:</i></p> <ul style="list-style-type: none"> ☒ start and end points ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections w/ other corridors 	<p><i>Elements for corridor alignment included in report:</i></p> <ul style="list-style-type: none"> ☒ start and end points on map ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections w/ other corridors 	<p><i>Elements for corridor alignment included in report:</i></p> <ul style="list-style-type: none"> ☒ start and end points on map ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections w/ other corridors 	<p><i>Elements for corridor alignment: included in report</i></p> <ul style="list-style-type: none"> ☒ start and end points of sections ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections with other corridors 	<p><i>Elements for corridor alignment included in report:</i></p> <ul style="list-style-type: none"> ☒ start and end points of sections ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections with other corridors 	<p><i>Elements for corridor alignment included in report:</i></p> <ul style="list-style-type: none"> ☒ start and end points of sections ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections with other corridors 	<p><i>Elements for corridor alignment included in report:</i></p> <ul style="list-style-type: none"> ☒ start and end points of sections ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections with other corridors 	<p><i>Elements for corridor alignment included in report:</i></p> <ul style="list-style-type: none"> ☒ start and end points of sections ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections with other corridors 	<p><i>Elements for corridor alignment included in report:</i></p> <ul style="list-style-type: none"> ☒ start and end points of sections ☒ involved MS and 3rd countries ☒ cross-border sections ☒ name of nodes + ports ☒ responsibilities for overlapping nodes and sections with other corridors
	<p>Clarification is needed for the Belgium waterways and inland ports. The Belgium core IWW are not part of the report while there are major freight flows over Belgium waterways relevant for this Rhine-Alpine corridor (e.g. to/from port of Antwerp). See also detailed assessment.</p>	<p>Modification of the corridor alignment has taken place (expansion) after approval with EC and on the request of the involved Member States.</p> <p>Also some inland ports that are part of the comprehensive network have been mentioned in the report for specific reasons in the list of nodes.</p>	<p>The corridor alignment needs further attention as areas east of Berlin are not covered even though the need for alignment with BALAD has been recognised. Some orphan cross border sections have been identified that show potential for IWT. Suggestions are made in the report to expand the corridor alignment for IWT.</p>				<p>Modification of the corridor alignment has taken place. Additional core and comprehensive network sections have been included in the analysis, after approval from the EC.</p>	<p>The port of Lubeck has been identified as an 'orphan' inland core, where IWT related aspect are not covered by this or any other corridor.</p> <p>The IWT aspects of the Lubeck port, including its connection with the Elbe should be included in this corridor.</p>	<p>Inland waterways are not part of the Corridor. EC and Member states have agreed to disregard inland ports. MoS and maritime ports have been included.</p>

	RALP	NSM	NSB	RDA	ATL	MED	OEM	SCANMED	BALAD
REVIEW OF STUDIES	<p>Contains listing and description of core studies and policy papers.</p> <p>The grade of detail for IWT is comparable with the other modes.</p>	<p>Contains a short summary of the type of studies assessed and the main conclusions of the review.</p>	<p>Contains short summaries of studies and policy papers.</p> <p>From an IWT perspective, the review is not complete. Current update for national transport planning in DE needs to be monitored.</p> <p>No conclusions are included.</p>	<p>Contains short summaries of core studies and policy initiatives following a corridor approach.</p> <p>Adding conclusions covering all modes together could further strengthen the report.</p>	<p>Contains listing of studies and policy papers.</p> <p>The review includes important IWT documents suggested by PLATINA II.</p>	<p>The review of studies was done country-wise and gives a good overview.</p> <p>IWT and ports are covered.</p> <p>Conclusions on the review from a corridor perspective as well as on country specific studies have been included.</p>	<p>Includes national master plans and covers all relevant IWT studies and monitor ongoing activities for a future concept for the Elbe.</p> <p>The report concludes that political decisions need to be taken before the role of IWT becomes clear.</p>	<p>Contains a summary of the most important studies (not for IWT) and describes existing initiatives as well as additionally used sources.</p>	<p>Contains an extended list of different studies with short summaries.</p> <p>The report mentions some IWW studies/projects but without concrete market potential or modal shift opportunities as no IWT relations have been reviewed.</p>

	RALP	NSM	NSB	RDA	ATL	MED	OEM	SCANMED	BALAD
CHARACTERISTICS AND COMPLIANCE / PROGRESS ON POLICY OBJECTIVES	<p>Elements for the compliance check included in report:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> distinctive characteristics of the corridor are clear <input checked="" type="checkbox"/> compliance with regulation is described <p>The grade of detail for IWT is comparable with the other modes.</p>	<p>Elements for the compliance check included in report:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> distinctive characteristics of the corridor are clear <input checked="" type="checkbox"/> compliance with regulation is described 	<p><i>Missing elements for the compliance check:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> distinctive characteristics of the corridor are clear <input type="checkbox"/> compliance with regulation is described <p>The corridor description is too general and the compliance check is not carried out/presented in the required level of detail. Important characteristics are missing regarding the network of waterways and inland ports, especially in the western part of the corridor. E.g. not sufficient attention to RIS and bottlenecks for Germany are not identified (such as bridge clearance in west German canals or cross-border section DE/PL).</p>	<p>Elements for the compliance check included in report:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> distinctive characteristics of the corridor are clear <input checked="" type="checkbox"/> compliance with regulation is described 	<p>Elements for the compliance check included in report:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> distinctive characteristics of the corridor are clear <input checked="" type="checkbox"/> compliance with regulation is described <p>Graphical maps for the compliance check have now been included in the latest version of the report.</p>	<p>Elements for the compliance check included in report:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> distinctive characteristics of the corridor are clear <input checked="" type="checkbox"/> compliance with regulation is described <p>The report includes all parameters required by regulation 1315/13 for IWW and inland ports.</p>	<p>Elements for the compliance check included in report:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> distinctive characteristics of the corridor are clear <input checked="" type="checkbox"/> compliance with regulation is described <p>Characteristics of ports are not yet fully covered.</p>	<p>Elements for the compliance check included in report:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> distinctive characteristics of the corridor are clear <input checked="" type="checkbox"/> compliance with regulation is described <p>Compliance check is clearly presented.</p> <p>RIS is however not addressed, as the corridor does not cover IWT.</p>	<p>Elements for the compliance check included in report:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> distinctive characteristics of the corridor are clear <input checked="" type="checkbox"/> compliance with regulation is described <p>For inland ports, the check is linked to the general port area (incl. seaport). New data has been included for the ports of Vienna and Bratislava on the Danube and the Odra delta ports.</p>

	RALP	NSM	NSB	RDA	ATL	MED	OEM	SCANMED	BALAD
MARKET STUDY (TMS)	<p><i>TMS covers:</i> Socio-economic profile; Cross-border and country freight flows plus mode and ports performance; ETIS data 2010 cross-checked with national sources; Corridor Performance analysis. corridor-wise prognosis and compliance analysis.</p> <p>The TMS covers developments (on a European and corridor scale), and LNG.</p> <p>Conclusions of TMS through a SWOT analysis.</p>	<p><i>TMS covers:</i> Socio-economic profile; Freight Transport profile; Corridor Modal split; Key market sectors; Forecasts, Cross-border freight flows; Continental mode and node market information.</p> <p><i>The TMS does not yet cover policy and technology developments.</i></p> <p><i>The future market potential for IWT in the long term perspective for the whole corridor is not yet clear.</i></p>	<p><i>TMS covers:</i> Cross-border and country freight flows plus mode and ports performance.</p> <p><i>Does not cover policy developments, technology or alternative fuels for IWT in all countries (at least BE, NL, DE and PL).</i></p> <p><i>It is not quite clear how the freight forecasts for IWT have been derived and the forecasts is relatively low (20% growth between 2012-2030) and it is questionable if this takes into account the true potential of IWT.</i></p>	<p><i>TMS covers:</i> A clear demand and supply based market study.</p> <p>The TMS presents a corridor mode SWOT analysis.</p>	<p><i>TMS covers:</i> Regional socio-economic; Regional, national and international transport profile; Network analysis</p> <p>Stronger conclusions are needed on the comparison between the bottlenecks identified and the TMS.</p>	<p><i>TMS covers:</i> Interesting maps and facts on the catchment area and the transport demands.</p> <p>IWW traffic flows have been highlighted in TMS.</p>	<p><i>TMS covers:</i> Transport volumes, demand scenarios, supply side capacity analysis.</p> <p>DE-Planning before flood 2002 and current approach differ from each other. Political decisions on how to manage Elbe are still pending. National master plans are to provide the database for future investments. Alternative fuels addressed at general level.</p> <p><i>No quantification of the future market potential for IWT.</i></p>	<p><i>TMS covers:</i> Future market development for each section of the corridor, analyses existing and needed capacities,</p> <p><i>The scope of the analysis on this corridor excludes IWT and inland ports.</i></p>	<p><i>TMS covers:</i> Socio-economic analysis; mode specific services and current and forecasted traffic flows.</p> <p><i>IWT development and market potential is not covered.</i></p>

	RALP	NSM	NSB	RDA	ATL	MED	OEM	SCANMED	BALAD
CORRIDOR OBJECTIVES	<p>The objectives correspond with the TEN-T regulation, incl. IWT specific objectives.</p> <p>The objectives and KPIs cover even wider topics.</p>	<p>The objectives correspond with the TEN-T regulation.</p> <p>IWT specific objectives have been presented.</p>	<p>The corridor objectives are in line with TEN-T regulation but are rather general and no KPIs are provided. Since a detailed compliance check is missing, also the corridor objectives would need to be revisited based on the outcome of the compliance checks (e.g. objectives to reach RIS compliance and to reach the minimum fairway depths and bridge heights at specific locations)</p>	<p>The objectives correspond with the TEN-T regulation and give a detailed overview of ongoing and planned projects.</p> <p>It is advised to also include the upgrading of River Main and traffic interruption for maintenance work on the Main-Danube canal.</p> <p>Some of the general KPI's might be difficult to measure.</p>	<p>General objectives are presented, but no IWT specific objectives.</p>	<p>The chapter on corridor objectives also includes a description of national policies and subsidies.</p> <p>KPI are quite numerous and probably difficult to measure.</p> <p>No IWT specific objectives.</p>	<p>General corridor objectives are presented.</p> <p>Specific IWT KPI are included.</p>	<p>Covers general, modal and multimodal objectives and KPIs defined.</p> <p>Although no IWT specific corridor objectives/KPI's are mentioned, the maritime and multimodal transport objectives can be linked to some of the IWT NAIADES objectives.</p>	<p>Besides RIS, no IWT corridor specific objectives given.</p> <p>Agreement DE-PL of river Odra is not referred to as Odra is not seen as included in regulation</p>

	RALP	NSM	NSB	RDA	ATL	MED	OEM	SCANMED	BALAD
PROJECTS AND IMPLEMENTATION (INCL. MILESTONES)	The link between the bottlenecks, and the related projects has been presented; overarching analysis of all projects has been integrated as well.	An overview is given on projects with high European value added; projects with potential for improving modal shares for IWT as well as a basic approach for monitoring the work plan. Conclusions on 'possible gaps' in needed projects are given.	Presentation of projects is fragmented throughout the report, since overviews are provided only per country and a consolidated overview for the corridor is missing. A coherent overview of project required for the implementation of the corridor needs to be presented at corridor level with indications on the added value for Europe, e.g. positive impacts cross border multimodal transport.	Exhaustive list of some 40 IWW projects covered by Danube strategy or national planning. Bottleneck linked to upgrading (draught 2,70 m in last few kilometres not yet completed).	Projects list provided. No information yet on additional projects needed.	IWT projects have been included, even for sections which are not part of the corridor (e.g. France).	Basic prioritisation (text based) and basic status overview of projects.	No information presented on IWT related aspects of projects at ports (that are both inland and maritime).	No perspectives for two layer container transport (starting with completion of ship lift Niederfinow in 2017) between PL seaports and Berlin have been provided.

Table 2: Content of the corridor studies related to IWT / inland ports TEN-T requirements*

	RALP	NSM	NSB	RDA	ATL	MED	OEM	SCANMED	BALAD
Good navigation status	The basic required information has been provided.	Most information provided. No information on low/high water level issues which are relevant for the Waal section in NL.	No detailed information provided, only CEMT classes are mentioned in a general way and some information about delays at locks and capacity issues. No information on water levels and lack of information on bridge clearance issues.	The basic required information has been provided.	Information only on compliance of CEMT class. No information yet on free flowing sections and/or changing water levels.	The basic required information has been provided. Information on compliance with CEMT class and varying water level have been provided. Bridge clearance has been listed.	The basic required information has been provided. Political masterplans from DE and CZ are still pending.	Information on compliance of CEMT class.	No information provided.
RIS	Required information is presented in a separate chapter on RIS (deployment plan).	Required information is provided per country.	No detailed information has yet been provided on the current status for the various countries into what extent the requirements are met..	The RIS elements of the corridor and issues to be addressed in future are described, a plan for future use of RIS in logistics and lowering of administrative burden has been sketched.	The require information is provided.	The require information is provided.	The require information is provided. A comprehensive RIS deployment plan has been included.	Aspects of VTMISS implementation are covered.	Isolated information is provided for PL, CZ, SK, AT and IT with regard to nodes.

	RALP	NSM	NSB	RDA	ATL	MED	OEM	SCANMED	BALAD
Connectivity to IWT	Basic information is provided but can be expanded (see detailed assessment).	Information has been provided on the availability and quality of the rail/road connections to inland ports.	Not yet sufficiently covered. More information can be provided on the situation on inland nodes, and their multimodal connectivity to road and rail	The required information is provided, including planned projects.	Information provided on availability of IWT connections (not on the quality of these connections).	Not (yet) fully covered in nodes of Lyon and Budapest.	A high level of information is provided.	Connectivity has been analysed for maritime ports. Only some basic information has been provided for trimodal ports.	Information is not included on the quality of the connections. Kammerunion Elbe Oder can provide information
Non-discriminatory freight terminal (s) at inland ports	No information provided.	No information provided.	No information has been provided.	Information provided.	Information provided.	Information provided.	No information provided. Kammerunion Elbe Oder can provide information.	Information provided (for seaports).	No information provided. Kammerunion Elbe Oder can provide information
Alternative clean fuels	Required information is provided.	Required information is provided. (except for LU).	No detailed information has been provided, only for some seaports the situation is briefly described.	Information is provided. Ports which plan to construct LNG bunkering stations are named. Information on external power supply could be improved by including a link to public mooring facilities equipped with shore power in addition to list of ports.	Required information is provided	Required information is provided.	Required information is provided	information is provided, not related to IWT	Limited information provided for the core inland ports. One planned LNG terminal in PL mentioned.

* Based on the checklist for the verification of compliance of IWT infrastructure in 2030 presented in Annex III of the second Information Package developed by PLATINA II.

3.2 General recommendations

The PLATINA II task force recommends the following actions based on the conclusions of the assessment:

- In order to improve the report, **please provide better conclusions highlighting the relations between the identified bottlenecks/critical issues, the TMS and the project list**. Include information on possible additional projects needed. A graphical match (e.g. figure or table) between bottlenecks/critical issues and existing projects could be useful, in order to illustrate clearly if there are bottlenecks that are not addressed by any of the identified projects.

See for inspiration:

- *For linkages between the supply and demand side analysis: SWOT analysis of the RALP and RDA reports*
- *For conclusions on additional projects needed: RDA, OEM report and the 'possible gaps' identified in the NSM report.*

- Regarding the missing characteristics for the **compliance for the year 2030**, the Consortia are advised to **pay more attention** especially to the aspects of **IWT connectivity** and the topic of **non-discriminatory freight terminals at inland ports**. For example, specify not only the availability of multimodal connections of inland port, but also the quality and more detailed characteristics of these connections.

Suggestion: See for more details on this topic, the 1st and 2nd PLATINA II Information Packages.

For inspiration, see the RDA report.

- The Consortia are advised to integrate in the **TMS** analysis, the current and forecasted IWT situation (also per market segment) and estimate the **real inland waterway transport potential for the whole corridor on the longer term, from a multimodal perspective**. Also include in the TMS, the topics of IWT and inland port linked to the global market outlook and technological trends.

- A more robust and global market outlook is necessary to underpin the infrastructure priorities for the coming years. IWT is often part of a global supply chain and plays a key role in hinterland transport of mainports of Europe (e.g. container transport, steel production, oil and chemical industries via major seaports). The following sources provide examples on how to present this:

- Worldbank: <http://www.worldbank.org/content/dam/Worldbank/document/Trade/LPI2014.pdf>

- OECD:

- <http://www.oecd.org/eco/lookingto2060.htm>

- <http://www.oecd.org/eco/outlook/Long-term-growth-prospects-and-fiscal-requirements.pdf>

- Please build in scenarios what the impact will be of full implementation, partial and no implementation of projects. This has already been presented in some of the corridor reports, but could be included in others.

For inspiration, see the ATL report.

- Additional topics such as Greening the fleet, Integrated Waterway planning and quality of IWT services are important aspect to consider. The Consortia are advised to include these topics in the analysis and conclusions. Regarding greening some attention is paid to plans for LNG bunker facilities and short side power, but more attention is needed on green technologies for the vessels (e.g. LNG engine deployment and retrofitting of after treatment systems on the vessels).

For inspiration, see the RDA report on all these issues.

- Some of the progress reports that have presented **IWT specific objectives** still need to elaborate the **IWT related KPI's** (e.g. more detailed/specific quantification of targets). The Consortia are advised to link the KPI's to the main modal shift objectives presented in the Commission White Paper. Based on these main objectives, specific modal share targets should be developed for each of the IWT corridors. For IWT/inland ports, especially the reliability of the fairway conditions should be considered as a KPI. PLATINA II has previously proposed KPIs for the reliability of IWT, such as number of navigable days per year at maximum payload of the allowed vessels for the sections of waterways. It can be expected that in the decision making process for defining and selecting IWT specific KPI's, attention shall also be paid to the availability of the data needed to give the score on the KPI.

Suggestion: especially for the development of IWT specific corridor objectives, please take into account the objectives presented in the NAIADES II Communication (see also the PLATINA II information packages on this point, especially section 2.3.6 of the second Information Package developed by PLATINA II).

For inspiration, see also the RDA and RALP report.

- Regarding the **maturity level of the IWT upgrading projects**, see the second PLATINA II Information Package for ideas on how to present the maturity level of a project.
- Regarding the presentation of a **Cost-Benefit-Analysis**, the corridor progress reports could be improved by means of presenting a qualitative assessment on cost and benefits where no quantitative information can be provided.
- In the last PLATINA II review reports, a few **“orphan” waterways and inland ports** have been mentioned. In the 3rd progress report, the Elbe-Seiten Canal has been introduced in the OEM corridor. However, there is still room for improvement, as it is important to include these waterways/inland ports in the analysis to create an overall picture of the network. For example the following can be mentioned:
 - The Port of Lübeck and its IWT hinterland is still a point of attention, as it has only been considered and analysed as a seaport in the ScanMed corridor (which excludes IWT in the analysis). Although the Consortia has indicated that the IWT flows on this port and canal are rather limited, the PLATINA II Taskforce concludes that in order to complete the analysis according to the TEN-T regulation, at least a RIS compliance check for the port should be carried out. The other compliance elements are already being covered from a seaport perspective. With the exception of Lübeck, all ports used as inland ports on this corridor are covered by other corridors. The Lübeck port as inland port should therefore, together with its IWT hinterland connection – including as regards RIS implementation –, be covered by the OEM Corridor.
 - It is recommended to fully include Wesel-Datteln-Kanal and Elbe Seiten Kanal (ESK) in the alignment of the corridor (e.g. NSB) with 18 million tonnes at present and an expected 20 million tonnes in 2030 (coming from ARA at WDK) and ESK with 9 million tonnes today and significant increase predicted from Hamburg.
 - The Havel-Oder waterway: this section is currently not part of the NSB corridor or any other corridor, while this is a relevant cross border section. It is advised to include this in the analysis of the NSB Corridor, in the same way as *other corridors have extended their analysis with sections initially not part of the official TEN-T corridor alignment, see the NSM and MED reports.*

Based on the overall overview, the most important aspects that each corridor consortia is recommended to address in the next Progress Report have been summarized in Table 3.

Table 3: Main aspects that the corridor consortia are recommended to address in the next Progress Report

CORRIDORS	MAIN ASPECTS		
RALP	The characteristics and compliance description for IWW should be elaborated and detailed for inland ports (including the issue of non-discriminatory freight terminals and clarification or completion of the corridor study report with the waterways and inland ports in Belgium).	The development Maasvlakte 2 should be analysed from an IWW perspective as well.	Information on possible additional projects needed will improve the progress report.
NSM	The report misses information on non-discriminatory access to freight terminals and information on low/high water level issues for a good navigation status (≠CEMT class).	Regarding the TMS, the consortium is advised to include in the report information on forecasted IWT growth potential on the long-term.	It is not yet clear if the long-term projects ('Set 2') will address the 'possible gaps' identified. Furthermore, a broader application of the Declaration of Talin is recommended (also Ghent-Terneuzen and Albert Kanaal)
NSB	The consortium is advised to use a similar structure as other reports and adopt a corridor approach for the entire report. The analysis does not include IWW in the triangle Swinoujscie, Szczecin, Berlin as it is not viewed as covered by the regulation. The potential for growth of traffic between the mouth of the Odra (PL) and its hinterland in PL and DE are not described. I.e. multilayer container transport becoming possible in 2017 between PL and Berlin, upgrade of river Odra for seagoing vessels until Schwedt is not mentioned.	Please provide a detailed description of the characteristics and the detailed compliance check in line with the regulation and present a precise identification and quantification of the bottlenecks in a corridor perspective including their severity.	The consortium is advised to establish a link between the identified bottlenecks, projects and TMS.
RDA	Please monitor ongoing TMS studies in the Danube strategy and at national level in DE (Bundesverkehrswegeplan 2015). For DE, the consortia is advised to further examine the most recent traffic forecasts (Verflechtungsprognose 2030).	The consortium is advised to extend the implementation needs for the Main-Danube-Canal sections where lengthy breaks for planned repair works (sometimes more than 14 days p.a.) have a negative impact on continuous traffic flow).	Adding cost benefit information is recommended regarding the projects.

ATL	Stronger conclusions based on the comparison between the supply/ bottleneck analysis and the TMS will improve the report. It is still not clear whether specific (additional) projects are needed to solve the bottlenecks identified, especially based on the expected in transport flows in the coming years.	No IWT specific objectives have been set for this corridor. The consortium is advised to take this into account (e.g. in a similar way as the rail specific objectives proposed).	The list of projects refers to IWT projects in Portugal, however these have not been mentioned in the critical issues presented. The severity of these bottlenecks are still unclear.
MED	The description of critical issues and the list of projects covers all of the required TEN-T topics. The Consortia is advised to provide more description information on some of the parameters of the TEN-T compliance.	IWT specific objectives are not yet covered. The Consortia is advised to address this issue.	The report could be improved if it would provide clear conclusions on additional projects needed.
OEM	No long term market potential for IWW has yet been identified. The corridor consortium is advised to address this issue in the next progress report. Port of Lubeck and its link to the Elbe should be covered by this corridor.	The report does not present yet milestones planned in the project list nor a CBA at a corridor level. It must be noted that this is partly due to the fact that for the Elbe, decisions on how to develop navigation are still pending in CZ and DE. However, account should be taken of the inclusion of the Elbe in the TEN-T core network. As for canals between Hamburg and Mittellandkanal and the Weser branch, decisions on future investments are currently being reviewed in a CBA procedure for the new DE investment plan 2015.	In relation to inland ports important information is missing (e.g. the availability of non-discriminatory freight terminals at inland ports).
SCANMED	The Consortia is advised to include in the report at least a basic compliance check for the port of Lubeck and its IWW connections for RIS, as the other compliance issues are already covered from the point of view of seaports.	The report does not present information on IWT related aspects of projects at ports (that are both inland and maritime). The corridor consortium is advised to address this issue in the next version of the report.	The report could be improved if it would provide clear conclusions on additional projects needed.
BALAD	The analysis for the IWW in the triangle Swinoujscie, Szczecin, Berlin should be taken up by the NSB corridor.	Linked to inland ports, the compliance check carried out on the rail connections and the availability of alternative clean fuels is focused on seaport areas. New information is added for nodes at the Danube (Vienna and Bratislava) that link the corridor to other corridors.	The report does not cover yet important topics such as the future IWT market potential for the corridor, good navigation status and non-discriminatory access to freight terminals. The corridor consortium is advised to consider these issues.

4. DETAILED ASSESSMENT OF THE DRAFT FINAL TEN-T CORRIDOR PROGRESS REPORTS

This chapter presents the detailed assessment of the draft final corridor progress reports in a concise manner. Please note that the PLATINA II team is available to give clarification and further idea's and guidance on the analyses.

4.1 Rhine-Alpine (version 11 November 2014)

4.1.1. Alignment / Definition of the Corridor (pages 26–34 and Annex 1)

Elements for corridor alignment:

- start and end points
- involved MS and 3rd countries
- cross-border sections
- name of nodes + ports
- responsibilities for overlapping nodes and sections with other corridors

- Moselle, Neckar and French inland ports on the Rhine: the report clarifies that it has been agreed with the EC, that Moselle, Neckar and French inland ports on the Rhine are integrated in the data collection and TMS.

Room for improvements:

- Belgian waterways and inland ports: the report states on page 5 and 27 that the Belgian waterways are not included in this corridor (as they are part of the NSM/NSB corridor) and that no Belgian IWW infrastructure or *facilities* are reported. However, there are several references in the report to *inland ports* in Belgium without referring to its inland waterways (e.g. Table 4), making the alignment unclear and the report difficult to read on itself. See also the corridor alignment presented on figure 1 (page 5) and compare the left picture [where Belgian IWW sections are not included] with the right picture [where Belgian inland ports are included].

Suggestion: a clear clarification on these differences (between the inclusion of inland ports versus IWW) is needed to avoid confusion. For example, in the Executive Summary and on page 28 when stating that due to the importance regarding strategy and development, all Belgian inland waterways projects that could enhance the Rhine-Alpine Corridor for this specific network will be taken into account in the North-Sea Mediterranean Corridor. Another option would be to added Belgium waterways and inland ports in the report, in order to have a full corridor report containing all details. If the latter option is selected, please ensure consistency with the descriptions in NSM corridor. The Commission has a preference for the latter option.

4.1.2. Review of studies (pages 38-51; Annex 4; Annex 5 and Annex 6)

The report contains listing and description of EU and national studies and policy papers with details in annexes 4, 5 and 6.

- The reports list the relevant IWT studies.

Room for improvements:

- Maasvlakte II and IWT: an important element to take into account in the analysis is the future development of Maasvlakte II in the Netherlands. Future development of Maasvlakte II is dealt with in the report only in relation to road and rail and not in relation to IWT and this is remarkable as the modal split share for IWT shall be at least 45% for IWT.

Suggestion: please include the IWT related aspects of Maasvlakte II into consideration in the analysis such as the need to reduce dwell times in seaports, sufficient capacity and windows for inland barges and the need for consolidation of cargo.

4.1.3. WP preparation – Characteristics and compliance (pages 65, 66, 76-80, Annex 9 and 12)

Elements for the compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

- The report covers infrastructure, bottleneck description, RIS, inland ports and capacity of terminals and alternative fuels. The critical issues are now listed in Annex 7 and a clear figure has now been presented showing the bottlenecks and compliance issues for IWW (figure 11).

Room for improvements:

- No detailed inland port description presented in section 4.2.5. Information on inland ports are partly covered in the TMS (demand), but from the supply side limited information has been provided.
- Non-discriminatory access to freight terminals has not been addressed yet.
- Greening the fleet and Integrated Waterway planning are not mentioned and missing in the report.

4.1.4. Market study – current situation, forecast (pages 87-164, Annex 13)

The TMS covers:

- DGDP/population/density;
- Cross-border and country freight flows;
- Mode performance per commodity and volume transported;
- Corridor Performance analysis
- Presents chain based approach for O/D.

- The TMS covers European policy developments; by integration of the EU “Trends to 2050” reference scenario into the report, also policy targets were integrated in the analyses.
- Furthermore, the EU “Trends to 2050” reference scenario presents a corridor-wise prognosis of transport performance.
- Conclusions on the TMS have been given by means of a modal SWOT analysis.

Room for improvements:

- Although the TMS covers policy developments, these come from European policy documents. The Consortia is advised to take into account that no national policy documents have been included in this part of the analysis.
- Limited regional level data have been included in the TMS. Just cross-border transport flows have been covered. When possible, the national scenarios were complemented by port-focussed studies (e.g. Capacity of German ports). For the Netherlands, references to ongoing studies have been integrated. Scenarios for a multimodal Rhine-Corridor have been integrated. However, inland waterway transport is just pictured via the criteria LNG fuel for ships and improving the Seine-Escaut

section (due to basis: EU “Trends to 2050” reference scenario), which does not give the full picture. However, it has to be acknowledged that this is not in the hands of the Consortium.

- No detailed IWT information presented for ports that are both seaport and inland ports (e.g. number of terminals, type of goods handled, etc.). For these type of ports, the detailed information presented (e.g. type of goods) is related to the seaport activities.
- From the supply-side analysis for IWW, the report presents limited information on lock issues. More detailed figures are given for ZARA and German ports.

4.1.5. Corridor objectives (pages 165-177)

- Extended list of objectives and KPIs provided for IWT. It covers also broader issues like externalities.
- The objectives and key performance indicators have been outlined sufficiently also for IWT.

4.1.6. Implementation (pages 177-239, Annex 7 and 8)

- Extensive overview and analysis of project types, timeframe, costs, etc.
- The link between the type of bottlenecks and the related projects has now been presented in the annexes.
- Clear identification presented of the projects falling under the CEF funding.

Room for improvements:

- No cost-benefit analysis (quantitative nor qualitative) has been provided yet.
- Information on the timing of the identified projects. However, no information has been provided on the maturity of the project.
- A graphical match between bottlenecks and existing projects would be good in order to illustrate clearly if there are bottlenecks that are not addressed by a project yet. This will provide useful information for possible additional projects needed.

Suggestion: this information can be presented using a map and/or table comparing the bottlenecks with the projects identified and highlighting the bottlenecks that are not expected to be tackled by the identified projects. This information can be obtained from Annex 7 and 8.

4.1.7. Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report? (x=covered; = not available.)

Achieving and maintaining a good navigation status	
X	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher?
X	Are parts of the corridor subjected on a regular basis to extreme low or high water levels?
X	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum <u>draught</u> (2.50 metres) <u>as well as</u> the minimum height under <u>bridges</u> (5.25 metres)?
X	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such

	a way that during dry/low water periods these inland waterways are still navigable?
X	Are there bottlenecks on the corridor due to inadequate dimensioned <u>locks</u> (e.g. long waiting times)? Or limitations due to the operating hours of the locks? <i>It must be noted that the information presented on lock issues is rather limited.</i>
X	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class V or higher) and would upgrading of the other sections with lower standards be justified?
X	In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue?

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
Does the corridor (core network) cover the RIS elements (see elements below)? <i>A dedicated RIS chapter based on the RIS policy evaluation document is included in the report.</i>	
Notices to Skippers	<i>Covered</i>
AIS:	<i>Covered</i>
Electronic Ship Reporting:	<i>Covered</i>
ENC:	<i>Limited coverage of some ports. Suggestions: check at least if ENC are available for big ports like Duisburg or Cologne.</i>
Connect inland ports with the road or rail infrastructure	
X	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)? <i>No detailed overview, but reference to congestion constraints.</i>
X	Is the inland port connected to rail infrastructure?
X	Is trucking needed at the inland port to transhipment cargo between IWT and rail?
X	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle this issue?
Offer at least one non-discriminatory freight terminal at inland ports	
<input type="checkbox"/>	Is at least one terminal at each inland port currently open to all operators

	(including third parties) in a non-discriminatory way with transparent charges?
<input type="checkbox"/>	Does this port/terminal apply transparent charges for all operators?
<input type="checkbox"/>	If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?
Provide alternative clean fuels on the core network	
X	Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?

4.2 North Sea-Mediterranean (version 2.2; 31 October 2014)

4.2.1 Alignment / Definition of the Corridor (pages 22-31 and Annex 1)

Elements for corridor alignment:

- start and end points involved MS and 3rd countries
- cross-border sections
- name of nodes + ports
- responsibilities for overlapping nodes and sections w/ other corridors

- The corridor alignment is now considered as being finalised and is significantly expanded compared to the initial maps (e.g. Amsterdam-Rijn kanaal, Waal river (Rotterdam-Nijmegen) and IWW links to comprehensive inland ports Tilburg and Veghel have been added to the corridor definition).
- The report shows different maps with the nodes and the transport infrastructure network for all modes (in one figure) using different abbreviations to indicate the classification of the type of node. . A map has been added with IWT infrastructure network and nodes. The legend under the figures now presents the meaning of the abbreviations used.

Room for improvements:

- Minor suggestion: for figures 3 and 4 it would make it more clear if the meaning of the grey dots is presented (i.e. comprehensive nodes with a high importance in the transport system). For example, in the legend or right under the figure as a note.

4.2.2 Review of studies (pages 39-40)

The third progress report presents the main conclusions from the literature analysis (i.e. that no studies address the full corridor scope).

- It must be noted that the draft final progress report does not present a list of the individual studies analysed. This has been presented in the second progress report (v3.9), which contained a short description of core studies and full information source summaries in the Annex.

The PLATINA II task force suggested in the review of the second progress report to also consider the sources presented in the first PLATINA II Information Package on pages 53, 54, 55, 57 and 59 in order to complete the information. Since the draft final progress report does not present a list of the individual studies analysed, the PLATINA II task force has not been able to assess whether the reports suggested have been taken into account.

- A reference to the Declaration of Tallinn has now been included. However, please note the wider application of the Declaration, such as the Ghent-Terneuzen and Albert kanaal sections.

4.2.3 WP preparation – Characteristics and compliance (pages 43-75 and Annexes 2 & 5)

Elements for the compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

- The report presents the main aspects of the IWT infrastructure characteristics, the summary of the compliance check and the identification of the main critical issues. A clear summarized overview of the results of this part of the analysis is presented in the Executive Summary.

Room for improvements:

- Visual maps on Annex 2 providing an overview of compliance aspects for CEMT IV class and road/rail connections on a corridor perspective are a great addition to the report.
Suggestion: the picture would be complete if other TEN-T compliance aspects such as RIS and the availability of non-discriminatory terminals would be added.
- Missing information: non-discriminatory terminals and info water level issues for a good navigation status (≠CEMT class).
- On page 61 the following has been stated: “River Information System must be developed in Belgium...”. The River Information Services do not need to be developed, but must be *further* developed. Please check other grammatical references to this aspects in the report.
- It is important to fully align the information presented in the RALP and NSM corridor for the Moselle and mention explicitly how the river is dealt with on a corridor perspective. The same is true for consistency for the Belgium waterways between NSM and RALP. In order to provide a full corridor overview, it is recommended to include in the RALP report a coverage of the IWW sections and ports in Belgium as well.
- On pages 72, the cross-border issue on the Seine and Scheldt basin (BE-FR) is mentioned. A reference to cross-border issues could be also added for:
 - Ghent-Terneuzen lock (BE-NL)
 - Luik-Maastricht (BE-NL)
 - Moselle locks (DE-FR-LU)*Suggestion: mentioning the names of the countries involved in cross-border issues would make the overview clearer.*
- It is advisable to include information on quality of service, greening of the fleet and integrated waterway development to complete the picture.
Suggestion: the second PLATINA II Information Package provides guidance to complete this information.

4.2.4 Market study –current situation, forecast (pages 76-79 and Annex 4)

The TMS covers:

- Socio-economic profile (i.e. GDP (per capita); population; density)
- Freight Transport profile (i.e. transport volumes per country/per mode; country forecast per mode)
- Corridor Modal split
- Key market sectors
- Forecasts of the transport market
- Cross-border freight flows
- Continental markets per mode and node (including specific information on inland ports)

Room for improvements:

- Efforts have been made to present on page 76 information about transport flows on a corridor level, compared to the previous country-based approach (still presented in Annex 4). Nevertheless, from the TMS it is still not clear what the forecast is for IWT on a corridor level. The PLATINA II taskforce understands that this information might not be available from the studies reviewed. Nevertheless, a rough estimation on the range of growth expected could cover this issue. More detailed analyses

would be required to derive plans taking into account the real potential for IWT on the long-term for the corridor.

- The TMS could be further improved by presenting information on the type of goods transported by IWT on the corridor and/or at the inland ports (e.g. what kind of bulky cargo?).
Suggestion: a few sentences per inland port could be added.
- Page 276 states “The waterway connections (dominated by the Rhine) have been illustrated in the map above, but are part of the Rhine Alpine, and not the NSMED corridor”. However, no map has been presented.
- Presenting information on the following topics will improve the content of the TMS: technology / greening of the fleet developments and policy developments. The TMS is based on existing and country forecasts. As policy developments have not been taken yet into account in the TMS, it makes the underlying basis for the next steps less robust.
- Clear conclusions regarding the supply (bottlenecks/critical issues) and demand (TMS) analysis are still needed. The possible gaps and capacity constraint are not yet clear.

4.2.5 Corridor objectives (pages 80-85)

- IWT specific corridor objectives have been identified.

4.2.6 Implementation (pages 86-164)

- The report presents in the Executive Summary and in chapter 5 a valuable overview of projects with high European value added and projects that are part of key branches of the corridor with potential for improving modal shares for IWT.
- Section 4.4.2 presents for each country conclusions on ‘possible gaps’ that are expected to arise after comparing the ‘Set 1’ projects with the objectives. This provides some information on additional projects needed.

Room for improvements:

- Projects have been categorised into two sets. The analysis of projects have only been carried out for the projects with more complete information and shorter term (before 2020). It is important to note that given the time horizon of the TEN-T project for the core network (i.e. 2030), this would leave a set of projects planned between 2020-2030 out of the assessment.
- Clear relationship between (‘Set 1’) projects and objectives as well as conclusions on additional projects needed (see ‘possible gaps’ on section 4.4.2). Linked to the previous point of attention mentioned, the question still remains: will the possible gaps be covered by projects on ‘Set 2’? This cannot be answered with the information currently being presented in section 4.4.2.
- The report presents a first basic approach for monitoring the work plan, based on elements of the TEN-T regulation.
Suggestion: the approach could be improved by including for each indicator proposed, possible parameters that can be used to estimate the yearly development (in %).
- The timing of the projects are presented, but there is no information provided on the level of maturity of the projects.
- The draft Work Plan does not yet have a CBA on a corridor level.
- The Consortia is advised to take the aspect of integrated planning / territorial development into account when assessing the projects.

4.2.7 Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report?

(x=covered; = not provided, missing information (or not relevant for the corridor))

Achieving and maintaining a good navigation status	
X	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher?
<input type="checkbox"/>	Are parts of the corridor subjected on a regular basis to extreme low or high water levels? No information has been presented yet on this issue, but this is relevant for the Waal river.
X	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum draught (2.50 metres) <u>as well as</u> the minimum height under bridges (5.25 metres)?
<input type="checkbox"/>	In case of non-compliance regarding minimum draught and height under bridges, what would be the justifications for any exemption to be requested to the Commission?
X	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such a way that during dry/low water periods these inland waterways are still navigable?
X	Are there bottlenecks on the corridor due to inadequate dimensioned locks (e.g. long waiting times)? Or limitations due to the operating hours of the locks?
X	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class V or higher) and would upgrading of the other sections with lower standards be justified?
X	Are there missing links on the core network where new inland waterways should be created?
X	In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue?

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
Does the corridor (core network) cover the RIS elements (see elements below)? Information has been provided on the RIS elements per country in Annex 8.	
Notices to Skippers	Covered
AIS:	Covered
Electronic	Covered

Ship Reporting:	
ENC:	Covered
Connect inland ports with the road or rail infrastructure	
X	General question: Did you collect information on the characteristics of <i>all the inland ports</i> in the core network of the corridor (e.g. connections to road/rail, number of terminals, type of goods handled, etc.)? See Annex 4.
X	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)?
X	Is the inland port connected to rail infrastructure?
X	Is trucking needed at the inland port to transshipment cargo between IWT and rail?
<input type="checkbox"/>	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle this issue?
Offer at least one non-discriminatory freight terminal at inland ports	
<input type="checkbox"/>	Is at least one terminal at each inland port currently open to all operators (including third parties) in a non-discriminatory way with transparent charges?
<input type="checkbox"/>	Does this port/terminal apply transparent charges for all operators?
<input type="checkbox"/>	If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?
Provide alternative clean fuels on the core network	
X	Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?

4.3 North Sea-Baltic (version 12 November 2014)

4.3.1 Alignment / Definition of the Corridor (pages 5-10 and the different country chapters)

Elements for corridor alignment:

- start and end points
- involved MS and 3rd countries
- cross-border sections
- name of nodes + ports
- responsibilities for overlapping nodes and sections w/ other corridors

- The report now includes all the basic elements for the corridor alignment, but some remarks are made on sections that could be added to the alignment

Room for improvements:

- A few of the issues with alignment raised in the previous Platina report have been solved (Wesel Datteln and Elbe Seiten Kanal), however, the Oder and the Havel-Oder-Canal are neither included in NSB nor in Baltic-Adriatic, leaving it an orphan section, despite the potential and interest to promote container transport by waterways on this section with the potential to significantly increase traffic volumes. As NSB alignment for IWW goes from the western sea ports to the eastern sea ports, it makes a lot of sense to include also the IWT connection of the Berlin inland port to the sea/inland port of Szczecin (PL), through the Havel-Oder canal and the Oder which are on the core network. This connection is currently excluded as described in the NSB report in chapter 9, page 7 (although there are services already in operation and a 40% increase in traffic is predicted in Verflechtungsprognose 2030). It is proposed to integrate this at least in the alignment of the corridor in order to settle this for the next revision of the report.

Suggestion: please keep in mind that on the Odra basin, which has a cross-border section to Germany (especially the Berlin area), bridges are currently being replaced to avoid hinder regarding the layering of container for the transport between the PL sea port Szczecin and the German capital.

- Traffic on Odra river and cross-border sections into German should be reviewed. Consortium is advised to include the lower Odra basin or at least mention it in the report as an action that need to be addresses in the next steps of the TEN-T project.

4.3.2 Review of studies (Chapter 2, pages 2-20)

Contains short summaries of core studies and policy papers.

Room for improvements:

- The study on Medium and Long Term Perspectives of IWT in the European Union is not included in the overview. In this report there is specific attention paid to the East-West corridor with respect to the freight volumes and a European corridor forecasts for 2020 and 2040 as well as the infrastructure bottlenecks. The NSB consortium is advised to include this study in the NSB report and also to consider to use this source for the Transport Market Study.
- In Germany, please take up the current review of IWW projects proposed by the federal government, federal states and stakeholders (according to list published by BMVI).

4.3.3 WP preparation – Characteristics and compliance (pages 11-13, 15-16 and Chapters 9-11)

Elements for the compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

Room for improvements:

- In general the check whether the IWW and Inland Ports situation already complies with the 2030 requirements is missing in the document. It is strongly recommended to use the checklist provided in the Annex III of the PLATINA II second information package as a basis and to provide maps indicating any bottlenecks that are not yet being addressed by current or planned projects in the near future. This includes that the Consortium is recommended to provide detailed and structured description of the navigation status, the status of implementation of River Information Services (use the report recently published¹, inland ports, the availability of bunkering of alternative fuels (LNG) and integrated waterway management.
- Please provide a detailed description of the IWT characteristics for Germany, Netherlands and Belgium in line with the regulation. For instance, a statement that maintenance of IWW in Germany is not sufficient is not enough for a draft final report and should be made much more specific and detailed with a link to actions that are needed and whether the actions are already planned or not.
- Provide a detailed description in quantitative and qualitative terms, include inland ports and for Germany in particular address gap between current Bundesverkehrswegeplan 2002 and current situation.
- All conclusions remain general with regard to IWT, as the findings on IWW are very superficial, in particular the description in the summary is too limited and vague.
Suggestion: please complete the IWT, RIS and inland port description in order to complete the conclusions.
- The report covers, shattered across the document, national characteristics and compliance at varying level of detail with regard to Infrastructure, ITS for logistics, trimodal terminals and Alternative Fuels. The report is a summary of national descriptions for DE-NL-BE, the characteristics and their compliance for inland waterways and inland ports are incomplete:
 - focussing on longer distance and weaker infrastructure when connecting ARA to German hinterland in Ruhr area and beyond Rhine-Herne-Kanal with 2,50 m, 135 m passing only after waiting time, more low bridges with only 13 million tonne performance today instead of considering Wesel-Datteln-Kanal with 2.80 m, 135 m passing without restraints and higher bridges with a performance of 18 million tonnes p.a. today.
 - Construction of a new lock at Lüneburg-Scharnebeck replacing the current ship lift for 100 m vessels with costs around 250 million Euros is not reflected even though federal state of Lower Saxony wants to include project in Bundesverkehrswegeplan 2015 and federal authorities are currently studying dimensions of a possible future lock.
- The report makes reference to the need for RIS logistics trimodal development for growth. However, the topics of Good navigation status, Quality of Service, RIS deployment, Inland port description, Greening the fleet, Integrated Waterway Planning are not mentioned.
Suggestion: please take into account the PLATINA II second Information Package for more information on these topics.

4.3.4 Market study – current situation, forecast (Chapter 3, pages 2-41 and annexes)

The TMS contains a current and a future demand analysis until 2030.

¹ The main report and the country reports, including the countries relevant for NSB corridor are available to download from the website of the European Commission:
http://ec.europa.eu/transport/modes/inland/studies/inland_waterways_en.htm

The demand analysis covers:

- National transport volumes and national modal split
- International transport volumes and corridor modal split (source ETISplus 2010)
- Freight type analysis
- Ports information and valuable future demand prognoses.

Room for improvements:

- A supply analysis has not been included yet.
- Overall growth prognoses for IWT indicate an increase of less than 20%. Zooming at different corridor regions, an increase of 10% in the Rhine area means a lot more in terms of tonnage than a 40% increase in Havel-Oder-Canal area, where the cross border section DE-PL is far less frequented than the Rhine basin area.

Suggestion: more detailed figures would be very much welcome to accompany the tremendous charts provided by the consortium. Please also take into account the forecasts prepared for the East-West corridor for IWT (and other modes) in the Medium and Long Term Perspectives study².

4.3.5 Corridor objectives (Chapter 1, page 19)

Room for improvements:

- The general corridor objectives of the regulation are outlined without a link to specific projects.
- An important attention point is to cover *IWT specific* corridor objectives, as these have not been presented yet.

Suggestions:

- *please take into account the second PLATINA II Information Package on IWT specific corridor objectives (chapter 2).*
- *please take into account reliability for IWT and consult the PLATINA II second Information Package on other indicators for quality of service (section 2.3.6). This section also includes other possible performance indicators.*
- *for ideas on how to cover IWT specific corridor objectives see how this has been done in other corridor studies (e.g. RALP).*

4.3.6. Implementation (Chapter 1, page 20; Chapters 9-11)

Room for improvements:

- The IWT pre-identified projects are presented with reference to the CEF regulation and national funding without much detail.
- The report contains the list of pre-identified sections with comments and only a few of the projects are further explained. There is information provided on the costs, but indications (at least qualitative) regarding the benefits is missing.
- No information is given on the concrete maturity of the IWT upgrading projects on this corridor.
- The work plan outlines the project lists, but without link to the TMS and partial link to critical issues. More explanations and indications would be welcome.
- An indication on the level of severity of bottlenecks followed by an analysis which projects address and would solve the critical issues in relation to market needs and TEN-T regulation in a corridor perspective would improve the analysis.

² Report can be downloaded at:

http://www.ce.nl/publicatie/medium_and_long_term_perspectives_of_inland_waterway_transport_in_the_european_union/1213

- General suggestion: for ideas on how to present the IWW projects, see how this has been done in other corridor studies (e.g. RDA).

4.3.7. Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report? (x=covered; = not available)

Achieving and maintaining a good navigation status	
X	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher?
<input type="checkbox"/>	Are parts of the corridor subjected on a regular basis to extreme low or high water levels? No information provided, therefore please describe the situation and whether actions are planned to improve the navigability (more stable waterway depth, less impact of weather conditions such as floods or dry weather periods).
X	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum draught (2.50 metres) <i>as well as</i> the minimum height under bridges (5.25 metres)? The description provides little details and refers to bridge clearance of 4 m (this needs to be refined as some section allow multilayer container transport).
<input type="checkbox"/>	In case of non-compliance regarding minimum draught and height under bridges, what would be the justifications for any exemption to be requested to the Commission?
<input type="checkbox"/>	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such a way that during dry/low water periods these inland waterways are still navigable?
<input type="checkbox"/>	Are there bottlenecks on the corridor due to inadequate dimensioned locks (e.g. long waiting times)? Or limitations due to the operating hours of the locks? Only described for NL in detail, whereas BE and DE section could be more detailed.
<input type="checkbox"/>	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class V or higher) and would upgrading of the other sections with lower standards be justified? No plans for upgrading Havel-Oder-Kanal between Berlin and PL border in terms of draught, endangering two layer container transport between Szczecin sea port and Berlin, too.
X	Are there missing links on the core network where new inland waterways should be created? Twente-Mittelland is mentioned in the report and there is a long discussion about this 'missing link'. Last year an Quick Scan update of the cost benefit analysis was prepared by Planco and Panteia.
<input type="checkbox"/>	In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue?

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
<p>Does the corridor (core network) cover the RIS elements (see elements below)? RIS is only addressed on a general level. More specification is needed. Please use the Panteia RIS evaluation report (2014) that is already available: http://ec.europa.eu/transport/modes/inland/studies/inland_waterways_en.htm</p>	
Notices to Skippers	Missing
AIS:	Missing-
Electronic Ship Reporting:	Missing
ENC:	Missing
Connect inland ports with the road or rail infrastructure	
<input type="checkbox"/>	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)?
<input type="checkbox"/>	Is the inland port connected to rail infrastructure?
<input type="checkbox"/>	Is trucking needed at the inland port to transshipment cargo between IWT and rail?
<input type="checkbox"/>	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle this issue?
Offer at least one non-discriminatory freight terminal at inland ports	
<input type="checkbox"/>	Is at least one terminal at each inland port currently open to all operators (including third parties) in a non-discriminatory way with transparent charges?
<input type="checkbox"/>	Does this port/terminal apply transparent charges for all operators?
<input type="checkbox"/>	If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?
Provide alternative clean fuels on the core network	
<input type="checkbox"/>	<p>Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?</p> <p>The report mentions the LNG bunkering deployments in several seaports in the corridor, but no detailed information for inland core ports.</p>

4.4 Rhine-Danube Corridor (version November 2014)

4.4.1 Alignment / Definition of the Corridor (pages 42, 62-67)

Elements for corridor alignment:

- start and end points of sections
- involved MS and 3rd countries
- cross-border sections
- name of ports
- responsibilities for overlapping nodes and sections with other corridors

- The length of cross-border sections is now highlighted, as the river Danube has more than 40% of border stretches.
- Ports of 3rd countries have been completed (e.g. BiH and Moldavia).

Room for improvements:

- Differentiate between nodes and sections part of the CNC (eligible for funding) and those which will be considered in the analysis (TMS, TENtec).
- The transport network and overlaps with other corridors are well described. Information on further relevant infrastructure that is not part of the corridor would be valuable additional information.

4.4.2 Review of studies (pages 21-33)

The review contains short summaries of core studies and policy initiatives.

Additional results of the study reviews are included in the characteristics chapter.

The review of studies follows a corridor approach, including sub-chapters for each mode.

- The contents of the separate chapters are well elaborated

Room for improvements:

- Conclusions covering all modes jointly are missing, yet stored in databases.

4.4.3 WP preparation – Characteristics and compliance (pages 41-138–128)

Elements for the compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

- In general, the report provides an extensive overview of characteristics covering all aspects as foreseen in the PLATINA II Information Packages. It could serve as a good practice. The report covers infrastructure, maintenance for the Danube area, RIS, administrative processes, alternative fuels.
- The compliance with Regulation parameters is described clearly from a corridor perspective. The chapter not only concentrates on the TENtec parameters and their compliance with the regulation, but also takes a look at other relevant issues. The analysis covers additional topics like administrative barriers etc.
- Greening the fleet, the market structure (fragmentation) and integrated planning are now mentioned explicitly.

Room for improvements:

- The Main basin (including the northern, older branch of the Main-Danube-Canal and its stretches with bridges where the canal is crossing rivers that require intensive repair works of more than 14 days each year) needs some more attention.
- Critical issues like shortage of qualified planning personal are clearly addressed. Yet additional problems of recruiting qualified engineers for the public and private sector could be described too.
- Passenger numbers are only mentioned for cruise vessels, leaving day trip vessels out of consideration.

4.4.4 Market study – Infrastructure requirements, current situation, forecast (pages 142-203–187)

The TMS contains general characteristics of the catchment area and information on the transport market. It presents concrete examples of the most important inland ports being TEN-T nodes. It provides clear demand and supply based market study.

- Consultants note that forecasts are based on current economic situation in countries.
- The demand forecast is based on existing and country baseline scenario forecasts (indicated as inherent weakness by consultants).

Room for improvements:

- The Consortia is advised to insert new forecast data for freight transport flow in Germany for 2030 (Verflechtungsprognose 2030) also in order to detect matches or mismatches with long term prognoses until 2040.

4.4.5 Corridor objectives (pages 206-217)

The objectives take full account of all relevant aspects of IWT. This could serve as example for other corridor reports.

- The objective to reach higher standards than ECMT class IV is realistically addressed in terms of areas, where draughts of 2,50 m are unlikely to be achieved.
- KPI's are difficult to measure as no common standards for KPI in IWT are available yet.
- The report mentions the Ports communication as a guidance document with respect to the KPIs.
- Please keep in mind that the ports package is still under discussion in the European Council and Parliament.

4.4.6 Implementation (pages 217-281)

Exhaustive list of IWW projects covered by Danube strategy or national planning.

- The report presents a good overview of bottlenecks that are not sufficiently covered by the projects identified.
- The report covers current infrastructure status and all on-going projects (2014).

Room for improvements:

- The standstill in upgrade of upper Main in DE is not mentioned where upgrading is still needed until the Wipfeld section
- The timing of the projects are presented, but there is no information provided on the level of maturity of the projects.
- The draft Work Plan does not yet have a CBA on a corridor level (quantitative nor qualitative).

4.4.7 Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report? (x=covered; □ = not available)

Achieving and maintaining a good navigation status	
X	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher?
X	Are parts of the corridor subjected on a regular basis to extreme low or high water levels? It is mentioned that there are fluctuating water levels and regular low water periods. The impacts are not explained further.
X	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum draught (2.50 metres) <u>as well as</u> the minimum height under <u>bridges</u> (5.25 metres)?
X	In case of non-compliance regarding minimum draught and height under bridges, what would be the justifications for any exemption to be requested to the Commission? There are hints on justifications for not complying with minimum draught and minimum height under bridges but it is not explicitly mentioned. For example the AGN stipulation to ensure a draught of 2.5m for 240 days on average per year on waterways with fluctuating water levels (300 days for upstream sections) or the low height of arch bridges which are no obstacle to navigation due to their height in the middle of the fairway.
X	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such a way that during dry/low water periods these inland waterways are still navigable?
X	Are there bottlenecks on the corridor due to inadequate dimensioned <u>locks</u> (e.g. long waiting times)? Or limitations due to the operating hours of the locks? Locks where capital repair is needed (and mostly already planned) are listed.
□	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class V or higher) and would upgrading of the other sections with lower standards be justified? It would be advisable to include the name of sections which could/shall achieve higher standards in the study.
X	Are there missing links on the core network where new inland waterways should be created? This only goes for the Bucharesti-Danube canal.
X	In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue? There is no planning for renewal of portil de fier locks known yet.

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
Does the corridor (core network) cover the RIS elements (see elements below)?	
The RIS elements of the corridor and issues to be addressed in future are described.	
Notices to Skippers	Only addressed on a general level.
AIS:	The report covers AIS shore-side infrastructure and on-board equipment, AIS transponders, more information could be given on future data exchange between countries.
Electronic Ship Reporting:	Covered
ENC:	Covers all aspects, but provision free of charge.
Connect inland ports with the road or rail infrastructure	
X	General question: Did you collect information on the characteristics of <i>all the inland ports</i> in the core network of the corridor (e.g. connections to road/rail, number of terminals, type of goods handled, etc.)?
X	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)?
X	Is the inland port connected to rail infrastructure?
X	Is trucking needed at the inland port to transhipment cargo between IWT and rail?
X	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle this issue?
Offer at least one non-discriminatory freight terminal at inland ports	
X	Is at least one terminal at each inland port currently open to all operators (including third parties) in a non-discriminatory way with transparent charges?
X	Does this port/terminal apply transparent charges for all operators?
X	If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?

	Provide alternative clean fuels on the core network
X	<p>Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?</p> <p>Ports which plan to construct LNG bunkering stations are named. Information on external power supply could be improved.</p>

4.5 Atlantic Corridor (version 1.0, November 2014)

4.5.1 Alignment / Definition of the Corridor (pages 18–22)

Elements for corridor alignment:

- start and end points of sections
- involved MS and 3rd countries
- cross-border sections
- name of ports
- responsibilities for overlapping nodes and sections with other corridors

- The report presents a figure indicating which IWW and inland ports it covers (e.g. Le Havre, Rouen and Paris).

Room for improvements:

- Including an Executive Summary in the report would enhance it. This has been done in other corridor reports.

4.5.2 Review of studies (pages 15-17 and Annex 7)

The reports contains a summarized chapter on the type of studies/documents and policy papers reviewed. Annex 7 presents information on the content of these studies.

- The main report mentions the two PLATINA II Information Packages as sources used for the selection of IWT related studies. Annex 7 presents some key IWT related studies (e.g. NAIADES II Communication; Mobilité 21; Port services plan for the Ile-de-France region; Mission to reconfigure the Canal Seine-Nord Europe, Seine-Escaut network).
- The conclusions on the literature review include now also the impacts of measures such as the Seine-Nord Canal.

4.5.3 WP preparation – Characteristics and compliance (pages 22, 23, 29-35, 37-49)

Elements for the compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

- The PLATINA II taskforce acknowledges that significant effort has been made to improve the information and visual presentation of the characteristics of the corridor and its TEN-T compliance. The report provides now a better understanding of the corridor compliance and the expected plans to solve identified discrepancies.
- Annex 5 presenting specific information on ports, is a useful addition to the report.

Room for improvement:

- Minor comment: the text on some of the figures in section 4.1.2 are difficult to read. A zoom in might solve this.
- In order to complete the analysis for the good navigation status, please include information on free flowing sections and/or changing water levels (≠CEMT class). For example: are there IWW sections on the corridor hampered by periods of low water levels during the year?

- The reports mentions the availability of connections between IWT and rail. The report would be improved if information is also provided on whether these IWT-rail connections are direct ones or that short distance trucking is needed between these modes (e.g. for the Port of Rouen).
Suggestion: contacting the inland ports and/or using satellite pictures might provide input on this issue.
- The report could be improved if the topics of quality of service, greening of the fleet, inland waterway planning are addressed (see for an example the RDA corridor progress report).

4.5.4 Market study –current situation, forecast (pages 49-52 and Annex 3)

The TMS covers (based on 73 NUTS 3 regions):

- Regional socio-economic (e.g. GDP; population, density and employment)
 - Regional, national and international transport profile (e.g. current and expected freight flows; including EU reference forecast)
 - Corridor and scenario analysis
- The TMS presents information and clear conclusions the impacts of horizontal policies on Corridor transport activities, which is a good addition to the report.

Room for improvement:

- Information on type of goods transported is presented for the whole corridor (the total of all modes) or for individual ports. The report could be improved if specific information is presented on the type of goods transported by IWT on a corridor level, as well as the forecasts of type of goods transported by IWT. The figure on page 166 presents this for seaports.
- Passenger IWT has not been addressed (only rail/car/air passenger transport).
- Stronger conclusions based on the comparison between the supply/ bottleneck analysis and the TMS will improve the report, in order to assess network capacity versus future transport flows (i.e. are specific projects needed to solve the bottlenecks identified, especially based on the expected in transport flows in the coming years?).

4.5.5 Corridor objectives (pages 52-57)

The report presents a set of corridor specific objectives and proposed KPI's.

Room for improvement:

- Specific corridor objectives have been defined for different modes of transport, however no attention has been given to IWT specific corridor objectives. The NAIADES II Communication is included in the list of documents reviewed, but has not been linked to the topic 'Corridor objectives'.
- The KPI's presented in the report are linked to the TEN-T regulation, as the Consortia indicates that the EC is currently discussing the KPI definition for all nine corridors.

Suggestion: please consider also navigation reliability as one of the possible indicators (which is one of the most important performance indicators for IWT, besides costs). Other KPI's could be waiting time at locks and the quality of inland ports. The PLATINA II second Information Package presented information on indicators for quality of service (section 2.3.6). This section also includes other possible performance indicators.

4.5.6 Implementation (pages 57-82)

- Figures 16 and 17 provide a good overview of the projects linked to the critical issues identified in pages 44 to 46.
- Clear identification presented of the projects falling under the CEF funding.

Room for improvement:

- Please take into account that figure 17 does not include projects related to the critical issues identified on pages 45 and 46 for Seine downstream.
- The list of projects refers to IWT projects in Portugal and identifies certain IWW bottlenecks. These have not been mentioned in the critical issues presented on pages 44 to 46. The severity of these bottlenecks are still unclear.
- The report could be improved if it would provide clear conclusions on additional projects needed. Suggestion: this could be carried out by comparing the list of projects with the bottlenecks identified. Figures 16 and 17 could serve as a basis to answer the question if the projects identified now cover all the bottlenecks/critical issues or if additional projects are needed.
- No cost-benefit analysis (quantitative nor qualitative) has been provided yet.
- Information on the timing of the identified projects. However, no information has been provided on the maturity of the project.

4.5.7 Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report? (x=covered; □ = not available)

Achieving and maintaining a good navigation status	
X	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher?
□	Are parts of the corridor subjected on a regular basis to extreme low or high water levels? Not addressed.
X	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum draught (2.50 metres) <u>as well as</u> the minimum height under <u>bridges</u> (5.25 metres)?
□	In case of non-compliance regarding minimum draught and height under bridges, what would be the justifications for any exemption to be requested to the Commission?
X	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such a way that during dry/low water periods these inland waterways are still navigable?
X	Are there bottlenecks on the corridor due to inadequate dimensioned <u>locks</u> (e.g. long waiting times)? Or limitations due to the operating hours of the locks?
X	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class V or higher) and would upgrading of the other sections with lower standards be justified? IWW on this corridor already reaches these higher standards.

X	Are there missing links on the core network where new inland waterways should be created? The Port 2000 project is seen as a missing link.
X	In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue?

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
Does the corridor (core network) cover the RIS elements (see elements below)? A summary has been presented on RIS availability and planned projects in France, as well as other more detailed information in section 4.3.3.	
Notices to Skippers	Covered
AIS:	Covered
Electronic Ship Reporting:	Covered
ENC:	Covered
Connect inland ports with the road or rail infrastructure	
X	General question: Did you collect information on the characteristics of <i>all the inland ports</i> in the core network of the corridor (e.g. connections to road/rail, number of terminals, type of goods handled, etc.)?
X	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)?
X	Is the inland port connected to rail infrastructure?
<input type="checkbox"/>	Is trucking needed at the inland port to transhipment cargo between IWT and rail? Not yet clear from the information provided in the report.
X	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle this issue?
Offer at least one non-discriminatory freight terminal at inland ports	
X	Is at least one terminal at each inland port currently open to all operators

	(including third parties) in a non-discriminatory way with transparent charges?
X	Does this port/terminal apply transparent charges for all operators?
X	If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?
Provide alternative clean fuels on the core network	
X	Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?

4.6 Mediterranean Corridor (version November 2014)

4.6.1 Alignment / Definition of the Corridor (Annex)

Elements for corridor alignment:

- start and end points of sections
- involved MS and 3rd countries
- cross-border sections
- name of ports
- responsibilities for overlapping nodes and sections with other corridors

- General comments: the report presents a comprehensive overview of the elements for the Work Plan.
- Inclusion of other core or comprehensive network sections has been proposed by the MS and accepted by the EC. The report presents arguments related to the need for modifications.
- The elements of the corridor are listed, sections which have been modified/adapted are now described clearly.

4.6.2 Review of studies (pages 14-73)

- Conclusions on the study review have been added. IWW and ports are covered.

4.6.3 WP preparation – Characteristics and compliance (pages 90 -92)

Elements for the compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

- The column “requirements” has been filled out. The content of the column refers to TENtec parameters.
- Compliance of IWT with the regulation is now described correctly, parameters have been included for: minimum height under bridges, good navigation status, RIS and availability of clean alternative fuels.
- The “offer of at least one non-discrimatory freight terminal” has been included.

Room for improvements:

- There is only little text describing the distinctive characteristics of the corridor. For example, IWW is only included in the Corridor in Italy on the River Po, traffic via seaports is important (hints can be found in other chapters).
- It has to be noted that IWT road/rail connectivity is not covered in nodes of Lyon and Budapest.
- Additional topics related to NAIADES II: quality of service, greening of the fleet and integrated waterway development are not covered.

4.6.4 Market study – Infrastructure requirements, current situation, forecast (pages 117-194)

Cross-border and international traffic has been analysed and forecasted.

- Even though IWT on this corridor only relates to the Po and is therefore national, inland waterway related data is found in the TMS.

4.6.5 Corridor objectives (pages 252-254)

Objectives refer to Regulation 1315 and to national policies. For IWT, only general White Book objectives with inland ports as possibly better used nodes are referred to.

Room for improvement:

- IWT-specific objectives are not mentioned.
- The Consortia is advised to reduce the KPI's to a manageable amount of measurable indicators with existing statistical data.

Suggestion: please take into account the second PLATINA II Information Package on IWT specific corridor objectives (chapter 2). Also take into account reliability next to cost for IWT and other indicators in the PLATINA II second Information Package (section 2.3.6).

4.6.6 Implementation (pages 233-298)

IWT projects have been included, even for sections which are not part of the corridor (e.g. France).

- The listed projects are categorized according to their objective (e.g. reduce bottleneck, improve multimodality, etc.).

Room for improvement:

- The report could be improved if it would provide clear conclusions on additional projects needed.
Suggestion: this information can be presented using a map and/or table comparing the bottlenecks with the projects identified and highlighting the bottlenecks that are not expected to be tackled by the identified projects.
- The timing of the projects are presented, but there is no information provided on the level of maturity of the projects.
- The draft Work Plan does not yet have a CBA on a corridor level (quantitative nor qualitative).

4.6.7 Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report? (x=covered; □ = not available)

	Achieving and maintaining a good navigation status
X	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher? <i>The ECMT class IV requirements are objective of the Po basin project upstream the Po delta.</i>
X	Are parts of the corridor subjected on a regular basis to extreme low or high water levels? <i>Changes of water levels are now mentioned in the description of critical sections.</i>
X	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum <u>draught</u> (2.50 metres) <u>as well as</u> the minimum height under <u>bridges</u> (5.25 metres)?

<input type="checkbox"/>	In case of non-compliance regarding minimum draught and height under bridges, what would be the justifications for any exemption to be requested to the Commission?
X	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such a way that during dry/low water periods these inland waterways are still navigable? Maintenance to preserve a good navigation status has not been mentioned as a requirement. But maintenance constraints have been included in the description of critical sections in the Po and the Budapest area of the Danube where also a lack of capital to finance new passenger vessels has been mentioned.
X	Are there bottlenecks on the corridor due to inadequate dimensioned <u>locks</u> (e.g. long waiting times)? Or limitations due to the operating hours of the locks?
<input type="checkbox"/>	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class V or higher) and would upgrading of the other sections with lower standards be justified? It is recommended to include concrete sections which could/shall achieve higher standards in the study.
X	Are there missing links on the core network where new inland waterways should be created? There are no missing links mentioned.
X	In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue? Gaps have been identified, even if preserving a good navigation status is not mentioned as a requirement, projects have been included.

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
Does the corridor (core network) cover the RIS elements (see elements below)?	
The current status of RIS deployment has been added to the report and measures are included in the list of projects.	
Notices to Skippers	Covered
AIS:	Covered
Electronic Ship Reporting:	Covered
ENC:	Covered

Connect inland ports with the road or rail infrastructure	
X	General question: Did you collect information on the characteristics of <i>all the inland ports</i> in the core network of the corridor (e.g. connections to road/rail, number of terminals, type of goods handled, etc.)?
X	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)?
X	Is the inland port connected to rail infrastructure?
X	Is trucking needed at the inland port to transhipment cargo between IWT and rail?
X	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle this issue?
Offer at least one non-discriminatory freight terminal at inland ports	
X	Is at least one terminal at each inland port currently open to all operators (including third parties) in a non-discriminatory way with transparent charges?
<input type="checkbox"/>	Does this port/terminal apply transparent charges for all operators? Has not been analysed or included as a requirement to be met by 2030.
<input type="checkbox"/>	If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?
Provide alternative clean fuels on the core network	
X	Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?

4.7 Orient East Med Corridor (version 10 November 2014)

4.7.1 Alignment / Definition of the Corridor (pages 37, 38, 55-64)

Elements for corridor alignment:

- start and end points of sections
- involved MS and 3rd countries
- cross-border sections
- name of ports
- responsibilities for overlapping nodes and sections with other corridors

- No third countries involved.
- Cross-border section DE-CZ is well described.
- Overlaps and responsibilities are explained clearly. Transparent decision not to deal with Danube east of Vienna.
- Elbe-Seitenkanal has been taken into account in the 3rd Progress Report.
- Lübeck inland port and its IWT connection should be covered.

4.7.2 Review of studies (pages 23-36)

The review of studies is comprehensive. The analysis is integrated in the report at characteristics of the IWW infrastructure.

- IWW and ports are included in the analysed studies.
- Perspectives of inland ports in the Elbe section of the corridor are mentioned naming IWT clients in freight transport.
- The Masterplan from the State of Hamburg (Hafenentwicklungsplan 2013) is not mentioned in this section, but has been included in Annex 4.

4.7.3 WP preparation – Characteristics and compliance (pages 55-96)

Elements for the compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

- The text describing the distinctive characteristics of the corridor is clear, including cross-border sections.
- Compliance with the regulation is well described (in the report as well as in Annex 1b).
- The requirements for IWW to meet class IV and to be equipped with RIS are included. Info on bridge clearance has been specified.
- The report gives a detailed analysis of the current navigation status (2013) of IWT infrastructure in the region of Hanseatic ports (Bremen-Lübeck-range), hinterland in central Germany and the Czech Republic. It clearly states that good navigation status of the Elbe is currently discussed politically in both MS of the northern corridor area.
- Preserving a good navigation status is not mentioned in the report as a requirement, however it has been described in depth as an obstacle for Corridor development.
- Information on the identification and quantification of infrastructure bottlenecks/severity: detailed analysis performed, also addressing the type of projects as well as their timing.

Room for improvements:

- Characteristics of ports are not fully covered yet. Compact descriptions of the inland ports have been added (location, main types of goods transhipped). The hinterland connections of ports have been analysed and projects integrated in the project list, but the availability of non-discriminatory freight terminals is not addressed.
- It is advisable to include information on information on the aspect of greening of the fleet to complete the picture. IWW is not addressed in section 7.3.2. (Recommendations regarding resilience and environmental impact).

Suggestion: the second PLATINA II Information Package provides guidance to complete this information.

4.7.4 Market study – Infrastructure requirements, current situation, forecast (pages 44-50, 122-183)

The results of the TMS cover IWT and describe transport volumes, demand scenarios as well as a supply side capacity analysis.

- A table of commodity groups transported was integrated. A solid prognosis of transport development is given for IWT.

Room for improvements:

- In general, no forecast of development of commodity groups is given. Providing this type of information will improve the TMS.
- Transport volume on the Elbe-Lübeck-Kanal could be doubled without much further IWT infrastructure adaptations. Through the promotion of multimodality, the IWT volume levels could be increased again to those previously achieved in the past. This has to be highlighted in the report.

4.7.5 Corridor objectives (pages 51, 192-198)

Specific objectives for the OEM Corridor have been selected from a list of general multimodal objectives (i.e. they are multimodal).

- KPI are mode specific and include IWT related objectives.

Room for improvements:

- DE: The corridor objectives are depending on the future Elbe approach as the re-construction of status quo ante flood 2002 does not seem to be feasible without new concept (Gesamtkonzept Elbe) which is due in 2015. The report is clear on this issue. DE-Planning before flood 2002 (re-installation of 1,60 m fairway depth on 345 days p.a. and 2,50 m on 185 days p.a. with a CBA of 1:5) and current approach differ from each other.
Suggestion: monitor outcome of corridor objectives for the Elbe and Vltava River (under discussion for CBA of investment in the River Elbe).
- CZ: objectives depend on the implementation of the Decin projects (lock solution or no lock solution) which is currently under discussion. The report should be more explicit on the possible consequences of the two alternatives that are currently being discussed. CZ MOT could provide further information.

4.7.6 Implementation (pages 52-54 and 199-266)

- Critical issues for IWW are summarized well. The main bottleneck for IWW is pointed out, which provides a basic prioritisation.
- The implementation plan is clearly structured and contains relevant information on critical issues related to IWT and port bottlenecks.
- The RIS deployment plan is comprehensive and covers all the required aspects.

Room for improvement:

- The timing of the projects are presented, but there is no information provided on the level of maturity of the projects.
- The draft Work Plan does not yet have a CBA on a corridor level (quantitative nor qualitative).

4.7.6 Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report? (x=covered; □ = not available)

Achieving and maintaining a good navigation status	
X	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher?
X	Are parts of the corridor subjected on a regular basis to extreme low or high water levels? Yes, for all ports between Geesthacht lock (DE) to Streckov lock (CZ).
X	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum draught (2.50 metres) <u>as well as</u> the minimum height under <u>bridges</u> (5.25 metres)?
X	In case of non-compliance regarding minimum draught and height under bridges, what would be the justifications for any exemption to be requested to the Commission? Free flowing river not allowing constant draught of 2.50 metres.
X	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such a way that during dry/low water periods these inland waterways are still navigable? in extreme low water periods the river Elbe becomes commercially non-navigable
X	Are there bottlenecks on the corridor due to inadequate dimensioned <u>locks</u> (e.g. long waiting times)? Or limitations due to the operating hours of the locks? True for the CZ section of the River Elbe
X	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class V or higher) and would upgrading of the other sections with lower standards be justified? Subject to studies in DE and CZ (Gesamtkonzept Elbe / Decin lock study).
X	Are there missing links on the core network where new inland waterways should be created?

X

In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue?

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
Does the corridor (core network) cover the RIS elements (see elements below)?	
The report makes reference to the PLATINA II inventory of RIS deployment. It is important to mention that RIS implementation according to prioritization of DE IWW network is not covered, leaving out ports like Lübeck (which is also not covered by the SCANMED corridor).	
Notices to Skippers	X
AIS:	X
Electronic Ship Reporting:	X
ENC:	X
Connect inland ports with the road or rail infrastructure	
X	General question: Did you collect information on the characteristics of <i>all the inland ports</i> in the core network of the corridor (e.g. connections to road/rail, number of terminals, type of goods handled, etc.)?
X	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)?
X	Is the inland port connected to rail infrastructure?
X	Is trucking needed at the inland port to transshipment cargo between IWT and rail?
X	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle this issue?
Offer at least one non-discriminatory freight terminal at inland ports	
<input type="checkbox"/>	Is at least one terminal at each inland port currently open to all operators (including third parties) in a non-discriminatory way with transparent charges?
<input type="checkbox"/>	Does this port/terminal apply transparent charges for all operators?
<input type="checkbox"/>	If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?

	Provide alternative clean fuels on the core network
X	Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?

4.8 Scandinavian – Mediterranean Corridor (version 07 November 2014)

4.8.1 Alignment / Definition of the Corridor (pages 16-32; 62-63)

Elements for corridor alignment:

- start and end points of sections
- involved MS and 3rd countries
- cross-border sections
- name of ports
- responsibilities for overlapping nodes and sections with other corridors

- Clear figures for the definition of the Corridor; cross border sections and overlapping sections with other corridors.

Room for improvements:

- Regarding the modes of transport considered in the analysis, the following statement is presented in the report:

“Due to the fact that inland waterways are not subject of the analysis of this corridor, the Commission and Member States agreed to disregard also inland ports from the analysis.”

The PLATINA II taskforce, mentioned in the previous reviews that this is difficult to understand in view of the multimodal nature of all TEN-T corridors and also taking into consideration the TEN-T requirements regarding the analysis, as all ports (exclusively) used as inland ports and interconnected with the main IWW are covered by other Corridors, except the port of Lübeck.

The ScanMed Corridor Consortia has considered the comment made by PLATINA II, but came to the conclusion that given the agreement with the Commission and the Member States of not including IWT in the corridor and taking into account the relatively limited yearly IWT volume (compared to other sections) to/from the port of Lubeck, the issues proposed by PLATINA II will not be analysed in ScanMed corridor study.

The PLATINA II taskforce agrees that the arguments provided by the ScanMed Corridor Consortia are comprehensible. However, considering the multimodal nature of all TEN-T corridors and the TEN-T requirements regarding the analysis, it is important that the IWT issues are not completely overlooked (especially for inland ports not covered in other corridors).

Suggestions:

- *include in the report at least a basic compliance check for the port of Lubeck (e.g. combining it with the chapter on seaports). As the main compliance elements of the TEN-T regulations have already been presented in the report linked to the seaports, this would only imply presenting brief info on the RIS compliance. The Panteia RIS evaluation report of 2014 can be used as a source.*

4.8.2 Review of studies (pages 56-61 and Annex 2)

Contains a summary of the most important studies and describes existing initiatives as well as additionally used sources. The chapter gives a compact overview. Additional conclusions are not necessary. Annex 2 presents a list of reviewed studies and other sources, indicating the relevance to each mode, work package and the filling of the TENtec database.

- As the ScanMed corridor does not cover IWW and inland ports, the studies analysed do not cover IWT.

4.8.3 WP preparation – Characteristics and compliance (pages 32-50; 63-64; 66-68; 72-73; 116-147; 184-185; 205-209; 216-220)

Elements for compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

- A clear summarized overview of the results from the analysis (for the different elements of the Work Plan) is presented at the start of chapter 4.
- It must be noted that as IWW and inland ports are not being covered in this corridor, for ports that are both seaports as well as inland ports, the same datasheet has been used in TENtec (i.e. seaport related TENtec info).
- The compliance check has been clearly presented and is visually appealing. The report covers the CEMT class compliance, non-discriminatory access to terminal(s), hinterland connections of seaports to rail/road/IWT and alternative fuels.
- Linked to the TMS, the report identifies bottlenecks and missing links. In addition critical issues on the Corridor have been identified per mode (not for IWT). Critical issues like the lack of icebreaking capacities in the Northern Baltic Sea or the IMO conventions requiring lower emission vessels are described.

Room for improvements:

- Only info on RIS deployment is lacking for a basic compliance check related to maritime ports also using inland waterway infrastructure for cargo transport.
- There seems to be some inconsistencies regarding trimodal ports (IWW) when comparing Tables 7, text on page 48 and Table 9. Table 7 presents only Nürnberg as a trimodal port (IWW), while Table 9 mentions two trimodal port (IWW) locations in Germany (Nürnberg and Hannover?).
- Regarding prioritization of the identified bottlenecks or the projects, the Consortia indicates that the EC may add a prioritisation on those projects which require coordination.

4.8.4 Market study (pages 68-69; 151-184 and Annex 5)

The multimodal transport market study (MTMS) covers the future market development for each section of the corridor, analyses of the existing and needed capacities.

- As mentioned before, the Consortia excluded IWW and inland ports from the analysis. Although ports which are both - inland and maritime - have been analysed, the report does not present specific IWT or inland port statistics and traffic flows, nor the future IWT market potential.
- Motorways of the Sea and maritime ports play an important role in the study. A clear overview is presented of 'hot spots' of future freight and passenger traffic at sea ports.

4.8.5 Corridor objectives (pages 65-66; 224-226; 228-232)

General qualitative objectives, modal and multimodal objectives and KPI's per mode have been defined.

- As the ScanMed corridor does not cover IWW and inland ports, no IWT specific corridor objectives have been mentioned. However, the maritime ports and multimodal transport objectives and KPI's presented in the progress report provide a strong link with the IWT objectives presented in NAIADES.

4.8.6 Implementation (pages 69-70; 232-247 and Annex 3)

The chapter describes the most important on-going or planned projects for the improvement of seaports.

Room for improvements:

- The report does not present information on IWT related aspects of projects at ports (that are both inland and maritime). This is a particular issue for inland ports that are not covered by other corridors studies (e.g. Port of Lübeck).
Suggestion: although the Baltic-Adriatic corridor does not focus on IWT either, the project list includes IWT related measures for ports that are both seaports and inland ports.
- The report could be improved if it would provide clear conclusions on additional projects needed.
Suggestion: this information can be presented using a map and/or table comparing the bottlenecks with the projects identified and highlighting the bottlenecks that are not expected to be tackled by the identified projects.
- The timing of the projects are presented, but there is no information provided on the level of maturity of the projects.
- The draft Work Plan does not yet have a CBA on a corridor level (quantitative nor qualitative).

4.8.7 Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report? (x=covered; □ = not available)

	Achieving and maintaining a good navigation status
X	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher? The report presents a compliance check on this issue, however it must be noted that there are no inland waterway sections assigned to this corridor.
□	Are parts of the corridor subjected on a regular basis to extreme low or high water levels?
□	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum draught (2.50 metres) <u>as well as</u> the minimum height under <u>bridges</u> (5.25 metres)?
□	In case of non-compliance regarding minimum draught and height under bridges, what would be the justifications for any exemption to be requested to the Commission? free flowing river not allowing constant draught of 2.50 metres.
□	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such

	a way that during dry/low water periods these inland waterways are still navigable? in extreme low water periods the river Elbe becomes commercially non-navigable
<input type="checkbox"/>	Are there bottlenecks on the corridor due to inadequate dimensioned <u>locks</u> (e.g. long waiting times)? Or limitations due to the operating hours of the locks? True for the CZ section of the River Elbe
<input type="checkbox"/>	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class V or higher) and would upgrading of the other sections with lower standards be justified?
<input type="checkbox"/>	Are there missing links on the core network where new inland waterways should be created?
<input type="checkbox"/>	In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue?

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
Does the corridor (core network) cover the RIS elements (see elements below)?	
<p>Not included in the report. Availability of VMITS has been analysed. Please include at least a basic compliance check for RIS deployment on sections not covered by other corridors. Information on this aspect can be found in the Panteia RIS evaluation report (2014) that is already available:</p> <p>http://ec.europa.eu/transport/modes/inland/studies/inland_waterways_en.htm</p>	
Notices to Skippers	Missing
AIS:	Missing
Electronic Ship Reporting:	Missing
ENC:	Missing
Connect inland ports with the road or rail infrastructure	
X	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)? Basic information provided on trimodal ports.
X	Is the inland port connected to rail infrastructure? Basic information provided on trimodal ports.

<input type="checkbox"/>	Is trucking needed at the inland port to transshipment cargo between IWT and rail?
<input type="checkbox"/>	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle this issue?
Offer at least one non-discriminatory freight terminal at inland ports	
X	Is at least one terminal at each inland port currently open to all operators (including third parties) in a non-discriminatory way with transparent charges?
X	Does this port/terminal apply transparent charges for all operators?
X	If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?
Provide alternative clean fuels on the core network	
X	Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?

4.9 Baltic – Adriatic Corridor (version November-2014)

4.9.1 Alignment / Definition of the Corridor (pages 38-82 and Appendix C)

Elements for corridor alignment:

- start and end points of sections
- involved MS and 3rd countries
- cross-border sections
- name of ports
- responsibilities for overlapping nodes and sections with other corridors

- The study indicates that it does not include IWW in the analysis.

4.9.2 Review of studies (page 14 and Appendix B)

Contains an extended list of different studies with short summaries.

- The report mentions some IWW studies/projects.

4.9.3 WP preparation – Characteristics and compliance (pages 38-82, 117-118 and Appendix D)

Elements for the compliance check:

- distinctive characteristics of the corridor are clear
- compliance with regulation described

- The compliance check and the assessment of the critical issues (i.e. missing links and bottlenecks) has not been carried out for IWW as this study does not include IWW in the assessment.
- Regarding the check for inland ports, all information given by the inland ports is presented on the availability of connections from IWT to the rail / road network and availability of alternative clean fuels.

Room for improvements:

- A few sea ports on the Adriatic like Koper and Trieste have not provided sufficient information.
- IWT is not covered and thus also not the topics of: Good navigation status, Quality of service and Greening of the Fleet.
- RIS is covered for all corridor countries, however specific information on the value added for the whole corridor is missing as the study does not include IWW links connecting the inland ports.
- For the core inland ports of Ravenna, Trieste and Venezia it has been stated that no information is available about the CEMT-class.

4.9.4 Market study – current situation, forecast (pages 83-99, Appendix E)

The TMS cover:

- Socio-economic analysis
- Mode specific services on the corridor
- Current and forecasted traffic flows along the corridor

- The TMS does not cover IWT, therefore no information is provided for the quantification of the future IWT market potential.

4.9.5 Corridor objectives (pages 32-34)

The report contains general and corridor specific objectives; actions/projects and priorities and indicators.

- Beside a specific objective for port infrastructure efficiency related to RIS, in general mode specific objectives, actions and priorities are not given for IWT.

4.9.6 Implementation (pages 34-38 and Appendix B)

- The list with planned projects presents measures for seaports and inland ports.
- The report presents an extensive list with planned projects and investments, including the modernisation project of the Port of Bratislava mentioned in the second Information Packages developed by PLATINA II (Annex IV). For the other inland ports, information is presented on the general development of the port area (i.e. mainly linked to the development of the seaport).

Room for improvements:

- The timing of the projects are presented, but there is no information provided on the level of maturity of the projects.
- The draft Work Plan does not yet have a CBA on a corridor level (quantitative nor qualitative).

4.9.6 Checklist presented in Annex III of the PLATINA II Information Package Volume 2

The next checklist presented in Annex III of the PLATINA II Information Package Volume 2 has been used to check if the content of the following aspects is described in the report? (x=covered; = not available)

Achieving and maintaining a good navigation status	
<input type="checkbox"/>	Are <i>all the sections</i> of the inland waterways on the corridor (core network) CEMT class IV or higher?
X	Are parts of the corridor subjected on a regular basis to extreme low or high water levels?
<input type="checkbox"/>	Do the inland waterways on the corridor meet <i>at least</i> both the requirement of minimum draught (2.50 metres) <u>as well as</u> the minimum height under <u>bridges</u> (5.25 metres)?
<input type="checkbox"/>	In case of non-compliance regarding minimum draught and height under bridges, what would be the justifications for any exemption to be requested to the Commission? free flowing river not allowing constant draught of 2.50 metres.
<input type="checkbox"/>	Are the inland waterways on the corridors well maintained (i.e. regularly dredged), in such a way that during dry/low water periods these inland waterways are still navigable? In extreme low water periods the river Odra becomes commercially non-navigable
<input type="checkbox"/>	Are there bottlenecks on the corridor due to inadequate dimensioned <u>locks</u> (e.g. long waiting times)? Or limitations due to the operating hours of the locks?
<input type="checkbox"/>	Are there parts of the core network that shall achieve higher standards (e.g. CEMT class

	V or higher) and would upgrading of the other sections with lower standards be justified?
<input type="checkbox"/>	Are there missing links on the core network where new inland waterways should be created?
<input type="checkbox"/>	In case gaps are identified for achieving and maintaining a good navigation status, are there projects on-going or planned to tackle this issue?

Are the contents of the check list described in the report? (Check means “yes”)

Equip rivers, canals and lakes with RIS	
Does the corridor (core network) cover the RIS elements (see elements below)?	
Information on the RIS elements are included per country. For Italy, limited information is provided as RIS is expected in the future. RIS information is not connected to any IWT project.	
Notices to Skippers	Covered
AIS:	Covered
Electronic Ship Reporting:	Covered-
ENC:	Covered
Connect inland ports with the road or rail infrastructure	
X	General question: Did you collect information on the characteristics of <i>all the inland ports</i> in the core network of the corridor (e.g. connections to road/rail, number of terminals, type of goods handled, etc.)? Most information is included for the inland ports on the corridor is only referred to as urban nodes.
X	Does the inland port have high quality road infrastructure to facilitate quick connections to the motorway network (on both directions)? Most information is included for the inland ports on the corridor.
X	Is the inland port connected to rail infrastructure? Information is provided for sea ports at Odra mouth which are inland ports at the same time.
<input type="checkbox"/>	Is trucking needed at the inland port to transshipment cargo between IWT and rail?
<input type="checkbox"/>	In case of no connection to high quality main roads or rail infrastructure next to the waterways at inland ports, are there projects on-going or planned to tackle

	<p>this issue? Information is included for the Vienna and Bratislava ports.</p>
	<p>Offer at least one non-discriminatory freight terminal at inland ports</p>
X	<p>Is at least one terminal at each inland port currently open to all operators (including third parties) in a non-discriminatory way with transparent charges?</p>
<input type="checkbox"/>	<p>Does this port/terminal apply transparent charges for all operators?</p>
<input type="checkbox"/>	<p>If the charges at port/terminals are currently non-transparent, are there plans to change this in order to meet the TEN-T requirements?</p>
	<p>Provide alternative clean fuels on the core network</p>
<input type="checkbox"/>	<p>Are there currently on-going projects or plans to construct LNG bunkering stations for IWT?</p> <p>Information has been included on the construction of a new LNG terminal in Świnoujście, however it will not include facilities for the refuelling of vessels from the beginning of its operation as this is planned to be developed in the future. The consortium states that they are not aware of other investments and studies concerning the implementation of LNG at inland waterway ports subject of study.</p>

ANNEX I: POINTS OF ATTENTION CONSIDERED DURING THE REVIEW OF THE PROGRESS REPORTS

PLATINA II INFORMATION PACKAGE Volume I

Use of Infrastructure and market studies

- Has attention been given to the reliability and other specific issues related to the statistics on transport flows? For example:
 - presentation of historical development before and after the year 2007 per good segment (NST/R and NST 2007 issue)?
 - reliability of transport flows IWT data (especially for NL and BE) and inland port throughput data (related to double count issue)?
- Have the impacts of specific events on transport flows during a year been taken into account and been neutralized (e.g. impacts extreme low water levels and accidents)?
- Has the ETISplus database been used?
- Have the costs of pre- and endhaulage / transshipment been considered in the door-to-door cost analysis (esp. for continental cargo)?
- Is the importance of logistic facilities / industries near terminals been highlighted? Have the loading and unloading facilities for IWT been identified?

Cross border sections

- Have custom problems been highlighted (e.g. between MS and Serbia / Ukraine / Belarus / Russia; also for sea-river vessels)?
- Have maintenance and investments issues on cross-border sections been highlighted?
- Have data exchange issues on cross-border sections been highlighted?

Bottlenecks

- Have the following current and expected physical bottlenecks been identified on the corridor (affecting the good navigation status)?
 - Missing links?
 - Limited fairway depth and dimensions of waterways (even on small parts of the waterways) and need for dredging?
 - Limited bridge clearance (for container transport)?
 - Limited lock capacity and/or dimensions: waiting times (indicator: I/C ratio); limiting larger vessels; opening hours (e.g. closed during nights and weekends)?
 - Problems with reliability of fairways (i.e. impacts on transport / freight rates)?
 - Bottlenecks at terminals and inland ports?

Interoperability

- Have issues related to loading units; quality of the multimodal terminals; data exchange / RIS) been mentioned?

Intermodality and interconnections

- Has attention been given to inland ports/terminal configurations and possible complications for transshipment (e.g. distance between rail and IWT and quality of the road/rail connections)?
- Has the transshipment capacity of the inland port been identified (i.e. for possible terminal expansions) and is the methodology followed similar to that of other corridors?

Operational and administrative barriers

- Is the list with 'orphan' administrative and regulatory barriers developed by PLATINA I been considered by the Consortia (see section 4.7 of first Information Package for more info)?
- Have aspects where harmonization is needed been considered?
- Issue of closed networks (i.e. dedicated 'discriminatory' terminals) and related charges?

PLATINA II INFORMATION PACKAGE Volume II

Objectives

- Have the NAIADES II objectives been considered for the corridor objectives?
- Has attention been given to the following aspects:
 - Free-flowing rivers?
 - Greening of the fleet?
 - PPP in gaining and sharing of information on fairway conditions?
 - Horizontal cooperation between barge owner / operators (related to issue of fragmented market)?
 - Collecting / market observatory for IWT?

Projects

- Have the current and planned IWT projects been identified (IWT as well as inland port projects)?
- Do these projects go in line with the projects presented in Annex IV of the second PLATINA II Information Package?
- Has the maturity of these projects been presented?
- Is information also presented on inland core ports that are not EFIP members (see Annex V of the second PLATINA II Information Package)?
- Have possible additional projects been identified so far?

Integrated infrastructure planning / territorial development

- Has the analysis considered the multiple functions of waterways into account and the need for an integrated infrastructure planning approach (especially in CBA)?