

**Question for written answer E-002802/2013
to the Commission
Rule 117
Corien Wortmann-Kool (PPE)**

Subject: Naiades programme

In May 2013 the Commission will be launching the long-awaited Naiades II action plan for the 2014-2020 period.

This ambitious follow-up programme aims to produce an increase in the share of traffic carried by inland waterways and boost its environmental subsidy until 2020. Transport by inland waterways delivers a sizeable CO₂ saving of between 43 and 63 % in comparison to road transport and thus delivers an important contribution to resource efficiency and CO₂ emissions reduction for our transport system.

Transport by inland waterways has a vital part to play in solving the problems of ever-increasing traffic jams and capacity shortfalls on our roads. The issue of traffic jams gives rise to major costs and affects the competitiveness of our businesses. In countries like the Netherlands, a substantial increase in the modal share of inland waterways transport is indispensable in order to manage further increases in traffic volume.

Meanwhile, the agreement on the Multiannual Financial Framework (2014-2020) in the Council will result in a reduction of the budget for the Connecting Europe Facility.

1. How does the Commission see the way forward for the Naiades II programme with a smaller budget, given that we have already seen from the mid-term review of the first Naiades programme (SEC(2011)0453 final) that there were shortcomings in implementation as a result of insufficient funds?
2. What measures does the Commission view as important in order to increase inland waterways transport's modal share and to boost its environmental subsidy?
3. What minimum budget does the Commission view as necessary for the proper and efficient implementation of these measures?