

**Question for written answer E-004445/2013  
to the Commission**  
Rule 117  
**Peter van Dalen (ECR)**

Subject: Inland waterways crisis

Various countries in Europe have seen protests and strikes by inland waterway operators in recent days. Over-capacity and a lack of prospects for inland waterway carriers seem to be important factors driving them to these actions. The situation in the inland waterways sector has already been deteriorating since 2009, and the outlook does not seem promising for the near future either.

1. What is the Commission's view of the current situation in the inland waterways sector?
2. Does the Commission share my view that the inland waterways sector has ended up in a structural crisis, as specified by Directive 96/75/EC? If not, why not?
3. Does the Commission agree with me that the last survey carried out into a 'serious market disturbance' in 2010 must be carried out again as a matter of urgency because the inland waterways crisis has obviously deepened and the long-term prospects have deteriorated, which is also due to the Seine-Scheldt section being postponed? If not, why not? If so, does it intend to set up a working group in the very near future to carry out an analysis again?
4. If this working group reaches the conclusion that the inland waterways sector is in crisis, will the Commission then comply with the request from a Member State – if this Member State submits a request for the inland waterways sector to be declared as being in a structural crisis – as a result of which various support measures will be made available for the inland waterways sector? If not, why not?
5. What further measures will the Commission take in terms of offering the inland waterways sector new opportunities?