

(English version)

**Question for written answer E-001024/26
to the Commission
Bert-Jan Ruissen (ECR), Kris Van Dijck (ECR)
(11 March 2026)**

Subject: Shortage of mooring berths in inland waterway transport

The inland waterway transport sector is crucial for smooth and more sustainable logistics. The EU has 51 000 kilometres of waterways across 25 Member States, on which some 100 to 150 billion tkm of freight is transported annually. The sector produces fewer emissions per tonne of freight than road transport. The Commission supports the sector by means of initiatives such as the NAIADES action plans.

However, in several countries, including the Netherlands, Germany and Belgium, the sector is facing an acute shortage of suitable mooring berths ⁽¹⁾. This problem is partly caused by the fact that ships have become longer, whilst berths have reduced in number ⁽²⁾. This makes it more difficult for skippers to comply with working and rest periods.

In addition, mooring berths near industrial estates are closed increasingly often on public holidays, meaning that skippers are unable to leave the area ⁽³⁾.

The European Union has established specific norms and standards for safe and secure truck parking areas (SSTPAs) in the road transport sector. These are intended, among other things, to meet the growing need for rest areas.

Is the Commission prepared or planning to propose similar norms and standards with regard to berthing facilities for inland waterway vessels?

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**Answer given by Mr Tzitzikostas on behalf of the European Commission
(11 May 2026)**

The (TEN-T) Regulation 2024/1679 ⁽¹⁾ sets out minimum requirements for the trans-European transport network, applicable to all transport modes, including inland waterways.

Under Article 24, it identifies the modernisation and expansion of infrastructure capacity -specifically, mooring and rest places — as a priority, recognising that these facilities are vital for supporting multimodal transport operations, both within port areas and along waterways.

However, it is important to note that the responsibility for planning, deploying, and establishing the norms and standards for mooring infrastructure remains within the jurisdiction of individual Member States.

Nevertheless, the Commission has actively provided financial support to Member States for building and upgrading mooring places along TEN-T inland waterways, under the Connecting Europe Facility (CEF).

Good examples can be found on the Seine-Scheldt Network or on the Danube River; in the latter case, CEF has supported several projects with EUR 47 million which also include mooring. The CEF has also supported an overnight mooring facility Spijk on the German-Dutch border with EUR 11 million.

¹ <https://binnenvaartkrant.nl/zeeland-start-meldpunt-voor-problemen-met-ligplaatsen-en-voorzieningen>.

² <https://www.schuttevaer.nl/nieuws/actueel/2025/12/27/svs-ouderkerk-toenemende-druk-op-ligplaatsen-door-tankvaart>.

³ <https://eenvandaag.avrotros.nl/artikelen/binnenvaartschippers-ontevreden-over-aantal-ligplaatsen-maar-rijkswaterstaat-ziet-genoeg-mogelijkheden-133935>.

⁽¹⁾ <https://eur-lex.europa.eu/eli/reg/2024/1679/oj/eng>.