
Statement on Climate change adaptation

August 2020

[EFIP](#) is the unique representative of the European inland ports since 1994 and is a network constituted of 200 inland ports located in 18 Member States of the EU and Switzerland, Serbia and Ukraine. As enablers of green logistics, inland ports are committed to supporting the sustainability of Europe's logistics system.

[INE](#) is the European platform of national & regional waterway authorities and organisations promoting waterway transport, established in 2000, INE sees major opportunities to contribute to long-term strategies for sustainable transportation by moving more goods and people by water in EU regions and cities.

The Climate Change Adaptation (CCA) Strategy should aim to ensure safe and reliable navigation in order to achieve the modal shift goal of the European Green Deal.

The inland waterway transport (IWT) sector is a foundational part of the European logistics network. As such, IWT operates at a cross-border level, with waterway infrastructure and ports supporting the sector. This enables the sector to service a wide range of businesses and segments of the economy, touching the lives of all Europeans.

Droughts, heavy rainfall and other extreme weather are becoming more frequent due to climate change. This is impacting IWT, leading to a reverse modal shift and a loss of jobs in the European economy. Inland waterways and ports are critical infrastructure for IWT but if they are ill-prepared to climate change, it negatively affects supply chains across Europe.

IWT has the capacity to adapt to changing weather situations as it has shown in the past. Currently, fragmented actions are already being taken. However, given the scale of climate change, there is a need for a **comprehensive, innovative and European-wide action plan integrated in the wider European Climate Adaptation Strategy.**

As the inland ports and waterway infrastructure managers, we believe that the European Climate Change Adaptation Strategy should aim to **achieve the future-proof climate resilience** of

- waterway and port infrastructure;
- logistics;
- fleet.

Increasing climate preparedness requires the following actions:

Support for research and development	<ul style="list-style-type: none">▪ Step up research and development to understand risk, vulnerability, and impacts of waterway, port infrastructure and logistics operations. This includes building better tools, tracking impacts and evaluating results addressing the full cycle of CCA management, coupled to an effective platform for peer-to-peer learning to better inform and advance the planning and management of infrastructure and logistics.
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<p>Smart solutions</p>	<ul style="list-style-type: none"> ▪ Sound and smart decision-making requires data, be it for infrastructure management or operational planning (e.g. loading factors, increasing storage capacity and interconnectivity). ▪ Develop easy access to open data rooted in a robust data infrastructure to facilitate cross-sectoral sharing of information on climate, water, hydrology, biodiversity and mobility. ▪ Support the creation of tools to assist with planning and monitoring. ▪ Support bimodal contingency solutions that allow for the multimodal rerouting of goods by creating a robust and adaptable European-wide network and digital planning tools to ensure business continuity. ▪ Set-up an EU observatory linked to data, i.e. an effective early warning system is vital to identify risks at an early stage, reduce impacts and inform decision-making – the more we can look into the future, the better.
<p>Dialogue and coordination</p>	<ul style="list-style-type: none"> ▪ Promote effective cross-sectoral dialogue, coordination and approach for the preparation of EU guidance and requirements between mobility and industrial actors as well as among all water actors. This would decrease exposure to unforeseen risks and maximise the co-benefits between water users to enhance multi-functional resilient solutions for more EU added value.
<p>Mainstream Climate Proofing in European legislation</p>	<ul style="list-style-type: none"> ▪ Create policy integration and consistency: ensure dovetailing of guidance and requirements between climate proofing, biodiversity, water management and sustainable mobility to accelerate planning and implementation.
<p>Fit-for-Future Infrastructure</p>	<ul style="list-style-type: none"> ▪ Create synergies among the Green Deal objectives, especially between climate change mitigation (modal shift) and adaptation to maximise co-benefits. ▪ Improve climate resilience of critical infrastructure with flexible, and adaptive soft and hard engineering solutions rather than only preventing damage, safeguarding water upstream and promoting nature-based solutions. ▪ Accelerate deployment with flexible and adaptive solutions: Action should not await the availability of perfect knowledge about all dimensions of future climate change. Precautionary measures that generate win-win solutions irrespective of uncertainty can be taken step-by-step and adapt to changing conditions.
<p>Funding and financing</p>	<ul style="list-style-type: none"> ▪ Ensure easy access to funding and financing for climate-prepared infrastructure and fleet, strengthen human capital and provide instruments to quantify and monetise benefits and risks to increase investments in climate resilience of infrastructure, fleet and logistics.

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