2026	RIVERWISE — Resilient Inland Waterways for Europe: A Systemic Approach to Climate-Resilient Navigation, Ecosystems and Infrastructure						
Country	**Contract value (€)**	**% by Epsilon**	**Staff # provided**	**Client**	**Origin of funding**	**Date (start/end)**	**Consortium Members**
EU-wide (TEN-T)	5,999,315	5.0% (€302,250)	3	EU / CINEA	Horizon Europe	2027–2030 (tbc)	NTUA (EL, coord.) + 19 partners from 14 countries

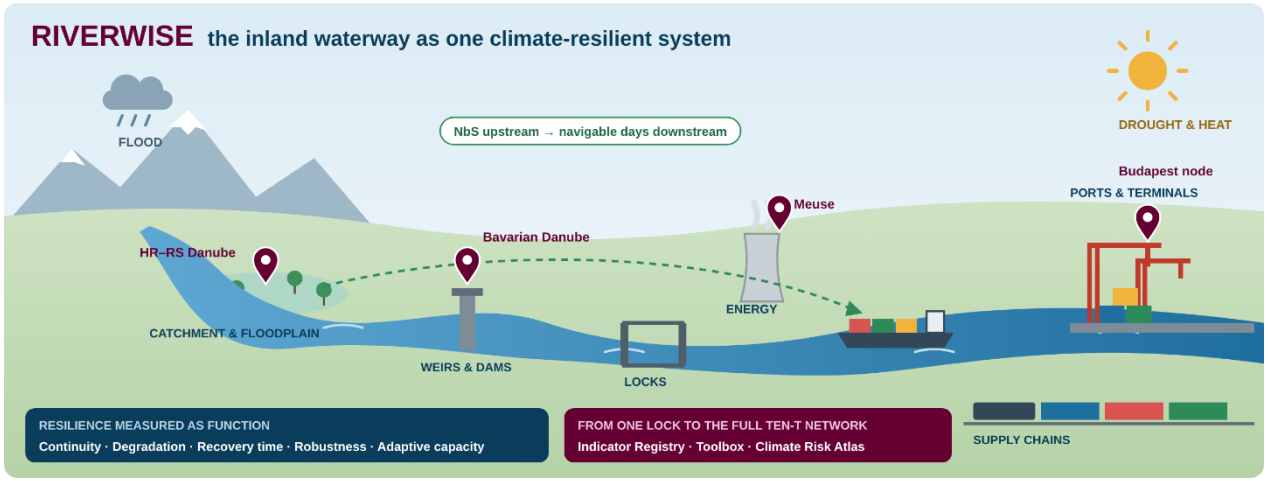
The Proposal

Europe's inland waterways carry 118 billion tonne-kilometres of freight a year and are the most carbon-efficient land transport mode, yet volumes have not recovered since the 2018 low-water crisis. Drought, flood and sedimentation now disrupt whole basins at once, with navigation increasingly competing with energy, water supply and ecosystems for a shrinking river.

RIVERWISE proposal shifts inland-waterway climate work from assessing risk to securing function. It treats the waterway as one service-delivering system, from rivers, canals, locks, weirs, dams, ports and terminals to the catchments upstream and the energy and supply chains downstream, and measures resilience as service continuity, degradation, recovery time, robustness and adaptive capacity, with indicators that keep the same meaning from a single lock to the full TEN-T network.

The proposal framework was aimed to be validated in four test beds with distinct failure logics: the Meuse water–energy–navigation nexus, a Bavarian Danube capital scheme, the Budapest intermodal node and the transboundary Croatian–Serbian Danube. Calibrated transfer functions with quantified validity domains then extend the results to every navigable TEN-T corridor, and a national water authority runs the full chain on corridors the project never modelled.

Catchment nature-based solutions are routed downstream so that the navigable days they restore can be computed and priced, and an operational European freight model is made climate-endogenous. RIVERWISE delivers an open Indicator Registry, Systems Resilience Toolbox, handbook and pan-European Waterway Climate Risk Atlas, NbS-first adaptation pathways with costs of inaction, and co-developed policy solutions.



Services to be provided by EPSILON

EPSILON is one of 20 partners from 14 countries and leads the project's stakeholder engagement, communication, dissemination and exploitation (DEC), with 32.5 person-months concentrated in the DEC work packages (WP16–WP18), and acts as the link between the research partners and the waterway, port and basin authorities who will use the results.

Stakeholder mapping and engagement (T13.1, M1–M12): EPSILON builds the single project-wide stakeholder map, covering waterway and port authorities, basin commissions, energy operators, shippers, environmental agencies, regional authorities and civil society, and defines the roles, channels and co-design protocol used in the test beds, adaptation-pathway co-design and Delphi rounds, providing the respondent pool for the Delphi surveys and the participant base for all workshops (D13.1).

Communication, dissemination and exploitation (T16.1–16.2, M1–M36): EPSILON designs and updates the DEC strategy, branding, KPI framework, open-access policy and exploitation plan for the Key Exploitable Results (Registry, toolbox, transfer-function library and Atlas). It runs the website, social media, newsletters, factsheets, corridor and policy briefs, videos and the open Registry release events, leads D16.1, D17.1 and D18.2, and co-organises the final conference.

Technical contributions: EPSILON contributes to the transfer-function library (T12.2), the Systems Resilience Toolbox v1.0 (T12.5), the costs of inaction and adaptation investment needs (T10.5) and the Regulatory Impact Assessment of the recommended policy solutions (T15.1).

Key expertise: stakeholder engagement and DEC management, Earth observation, geospatial analytics and AI for environmental and infrastructure applications, built up in EU research and consulting since 1985.

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