The case FOR inland waterway transport

Inland Navigation Europe
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Inland Navigation Europe (INE)

- Founded in 2001 with support of European Commission - no commercial interests
- Initiative of Austrian, Belgian, Dutch and French waterway managers and promotion offices
- 75% of all transport law originates from EU

**Mission statement**
- Waterways are an indispensable asset in promoting efficiency and sustainability in supply chains – we advocate for measures at EU level to make freight by water easy-to-use
How does INE work

- **Internal exchange platform**
  - Regular meetings of waterborne colleagues
  - Exchange of know-how, expertise and good practice
  - Copy opportunity of successful national/regional measures
  - Tapping teaming-up opportunities

- **EU policy monitoring and advise**
  - Policy two-ways information: Let Brussels know what we do – Let us know what Brussels does (EU <> national/regional)
  - Proactive, reactive and early stage contacts and advise
  - Information on co-financing

- **Promotion**
  - Teaming up for cross-border action
INE priorities

- A set of constructive and pragmatic targets
  1. More maritime hinterland and continental flows by waterway transport (only mode with free capacity)
  2. Improve the entire infrastructure system for waterborne logistics: waterways, ports and ITS (take away bottlenecks)
  3. Increase environment and safety performance of the fleet and the infrastructure (strengthen existing bonus)
  4. Reduction of red tape and creation of a level playing field (an attractive business environment)
  5. Enhance information and networking to foster awareness & cooperation (let people know about the opportunities)
Some EU policy achievements

- A dedicated EU waterway transport action plan: Naiades I
- Two large projects in priority list of trans-European networks
- Increased TEN-T co-financing for waterway cross-border projects
- Appointment of EU waterway coordinator
- Harmonised cross-border RIS deployment via framework directive to avoid different technology supports and increased costs
- EU co-financing budget for RIS deployment
- Tailored co-financing for waterway transport in Marco Polo
- Low-sulphur fuel (10ppm) for waterway vessels
- Dedicated administrative barrier exercise for waterway transport
- Extension of de-minimis rule to waterway transport
- Directive for reliable and comparable statistics for transport of goods by waterway
- EU and national funding handbook for waterway transport
- EU co-financing for waterway promotion activities
**Planning in a changing world**

- **A climate of change**
  - Economic downturn
  - Changes unfolding with long-term impact but no single predictable outcome
    - Climate change and resources challenge
    - Globalisation, power and population shift
    - Urban congestion
    - Innovation: internet and mobile tech, nanotech, renewable energy, life cycle approach

- **Growth will resume but at slower and different pace**

- **“Business as usual” is not an option**
Supply chain trends

- Paradigm shift: low carbon – low cost
  - Nearshoring
  - Fewer, greener & slower miles
  - Bigger, cleaner vehicles and vehicle fill
  - Information sharing and transparency to enhance flow management
  - Collaborative solutions

- Asset inland waterway transport & ports
  - Many waterways link economic centres
  - Energy-efficient, low carbon and slower modality
  - Economies of scale
  - RIS and link-up to other ITS
  - Spare capacity and co-modal transport
The greater story of mobility

Distribution centres & main goods flows

Source: European Distribution Report, Cushman & Wakefield

Freight flows and waterway geography
- Rhine-Scheldt
- North-south
- East-west

Although Danube area has highest growth figures
FUTURE SUPPLY CHAIN
Long haul shipping is done via inland waterways and rail with clean vehicles doing the last mile.

NEW LOGISTICS SOLUTIONS SHARE INFORMATION, TRANSPORT AND WAREHOUSING TO CUT COSTS AND EMISSIONS.
Which policy framework to foster IWT in changing supply chains

- General transport policy
  - Transport strategy: level playing field and framework for competitive & green innovation
  - Infrastructure policy: flow management & network integration
  - Urban policy: inland ports = asset on multi-purpose waterfront
  - Logistics policy & eFreight

- IWT policy
  - Naiades II

- Other policies
  - Biodiversity and water policies: Working with Nature for win-win
  - Environmental policies: create opportunities
  - Regional policies: collaborative planning and usage of waterfront
  - Innovation policies: less EU red tape in grants
General transport policy

- IWT asset & full part in horizontal and integrated policies
- Level playing field
- Ensuring flow management in network modes & nodes
- Empowering co-modal and green supply chain efforts
- Not limited to decarbonisation
- Enhancing collaborative solutions: transport, warehousing & information (cross-modal ITS)
- Rewarding green mileage on the basis of standardised external cost measurement and labelling
- Technological and systems innovations
- Encouraging switch to sustainable modes and vehicles where possible at infrastructure level and operational level
Infrastructure

Repeat success story of Rhine in other corridors =
Quality network for flow enhancement and flexibility

- Optimisation within networks
- Connections between networks
- Quality nodal points for seamless co-modality – benefit of freight in heart of cities
- Information flow management intra-modal and cross-modal
- Green corridors
EU NAIADES II

- Naiades I without budget mid term
- Sound evaluation for appropriate follow-up
- Empowering out of crisis sector with measures and incentives to benefit of entire EU transport policy
- Forward looking new programme with long term strategy and action for green innovation & competitiveness
- Tailor-made to the specific character of the sector
- A realistic budget for tangible results
- A dynamic drive by all involved
RIVERS: ARTERIES FOR DEVELOPMENT

TOWARDS A 2020 LANDSCAPE

On rivers, there are bursts of activities that happily co-exist. This turns rivers into arteries for the regional economy.

Investments in rivers serve many purposes at once.

1. Transport and logistics:
   - Sea and inland ports enhance clean freight distribution solutions. Traffic jams are strongly reduced through the use of clean trucks only for last mile deliveries.
   - Clean water truck convoys split in single units to serve factories and terminals located on smaller rivers.
   - Intelligent transport systems link up all means of transport ensuring efficient and safe services and better planning.

2. Wildlife and biodiversity:
   - Estuaries, rivers, lakes, and canals host a rich fauna and flora.
   - Smart infrastructure such as fish ladders ensure the migration of fishes upstream and downstream.
   - Natural river banks are home to a wide variety of species.

3. Energy production:
   - Lock movements produce clean energy.
   - Factories on the waterfront use the water to run their electricity.

4. Water supply and management:
   - Water bodies provide drinking water to citizens and are core to a number of economic activities like industry and agriculture.
   - Water basins store water to regulate water levels in dry and high water periods.
   - Locks help to prevent floods.

5. Leisure and tourism:
   - The city waterfront is an exciting area of freight and leisure activities. People live and stroll around. Waterbuses, taxis and excursions enhance sustainable mobility.
   - In the countryside, fishermen, cyclists and sailors enjoy the rich water environment.
INE Brochures

- A changing world
  A new vision on infrastructure development

- Just add water
  How to multiply IWT