



# **INLAND NAVIGATION FOR THE 21<sup>ST</sup> CENTURY**

**1 APRIL 2019 PRAGUE**

**PAUL GORIS**

**PRESIDENT**



## European Barge Union (EBU)

the European association representing a majority of the inland navigation freight and passenger carrying industry on a Pan-European level.

Its members are the national associations of barge owners and barge operators as well as (international) associations in the field of inland navigation and related areas.

EBU's mission is to contribute to the development of a sustainable and efficient European transport system via a larger share of inland waterway transport.

# **POLICY DEVELOPMENTS**

- **NAIADES**
- **MFF/CEF/H-EUROPE**
- **DINA/DTLF/e-FREIGHT TRANSPORT DOCUMENT**
- **FUTURE CHALLENGES**

 **40,000km**  
EU waterways

 **550m tonnes**  
shipped every year

**75%** of traffic  
cross-border 

**250**  
inland ports 






### Industry trends

- |  |  |
|--|--|
|  chemicals          |  containers |
|  building materials |  agribulk   |
|  petroleum products |  coal       |



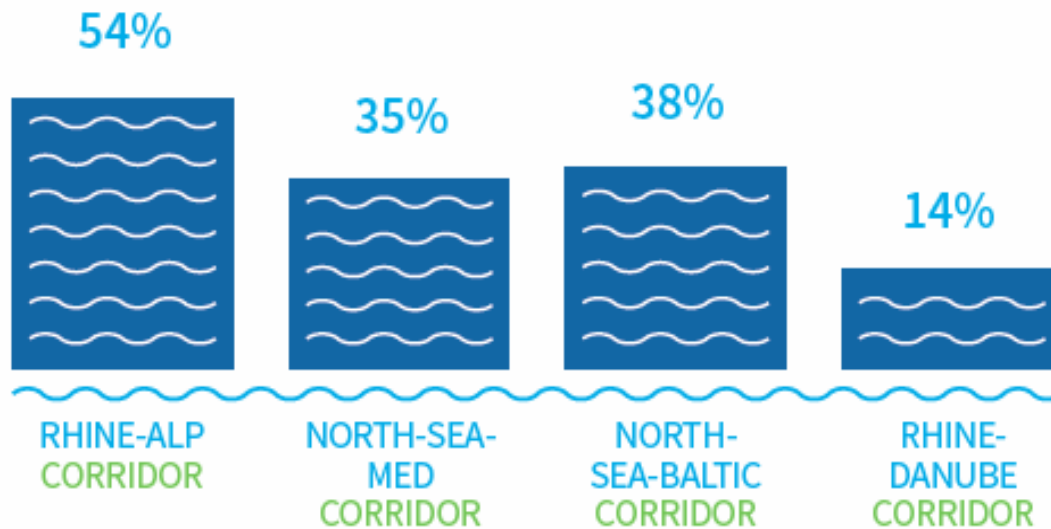
**No traffic jams**

-  60-80% less fuel
-  60-80% less carbon
-  50-75% less noise



# POTENTIAL IWT

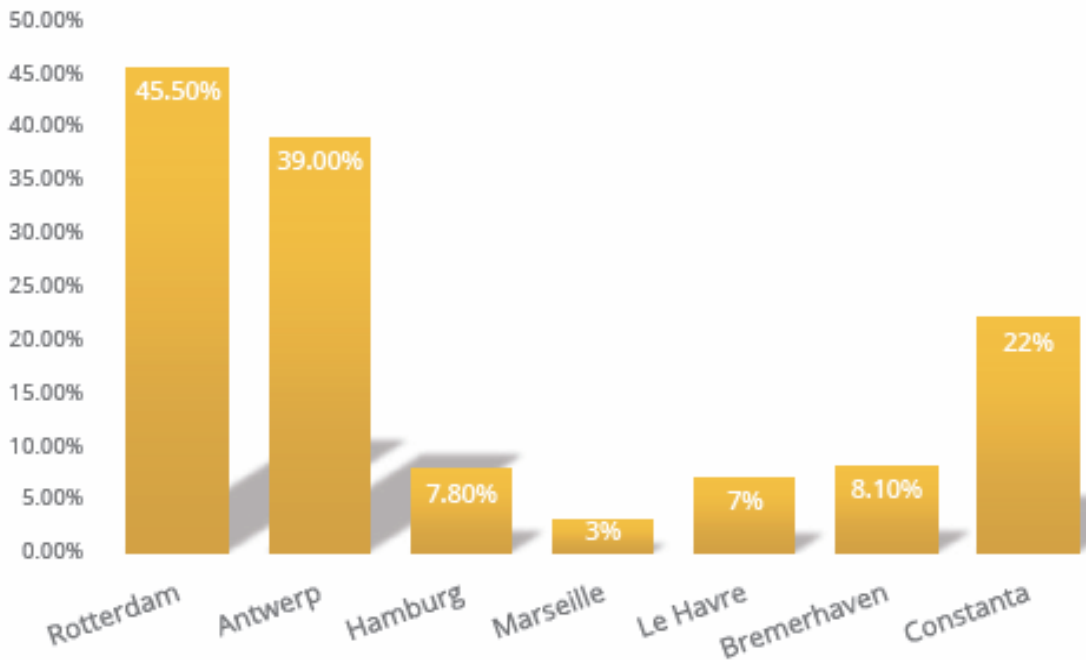
Share waterways transport in cross-border freight flows



Source : EC corridor studies

# POTENTIAL IWT

## Inland waterways transport share in seaports



Source : CCNR & Ports

# POLICY NEEDS

- **Dedicated Inland Navigation Policy**
  - **NAIADES II + follow up program NAIADES III**
  
- **TEN-T and Connecting Europe Facility (CEF)**
  - **Quality infrastructure**
  
- **Sufficient financial support**

# **POLICY NEEDS – NAIADES III**

## **Dedicated Inland Navigation Policy**

- **NAIADES II + follow up program NAIANES III**

**Council conclusions of Ministers of Transport on 3  
December 2018 with a reference to EBU/ESO's  
Declaration**

**Motion by the European Parliament adopted on 14  
February 2019**





INLAND WATERWAY  
TRANSPORT INDUSTRY  
DECLARATION VIENNA  
10 OCTOBER 2018

EBU and ESO, the European associations representing the Inland Waterway Transport industry, endorse the following declaration:



# INDUSTRY DECLARATION



## CALL UPON THE EUROPEAN DECISION MAKERS

to launch and support a follow up program of NAIADES II for the period until 2030. In this program a holistic approach should address

- **Infrastructure:** reliable and climate resilient infrastructure
- **Innovation & Greening:** suitable funding by public authorities at all levels to accelerate greening of the fleet and its transition to lower emissions and highest operational efficiency.

# INDUSTRY DECLARATION



## CALL UPON THE EUROPEAN DECISION MAKERS

to launch and support a follow up program of NAIADES II for the period until 2030. In this program a holistic approach should address the following topics with sufficient support in terms of investment, governance & coordination and where necessary legislation:

- Human agenda
- Digital agenda
- Governance and cooperation

# POLICY NEEDS - INFRASTRUCTURE



## TEN-T and Connecting Europe Facility (CEF)

### ➤ Quality infrastructure

- **CEF PROPOSAL EC May 2018: 30,6 bio €**
- **CEF VOTING OF EP December 2018: increased budget**  
€33.51bn. This budgetary increase was the main objective of the Transport Coalition “More EU budget for transport, the best investment plan for Europe”

# Quality Infrastructure - conditio sine qua non



MoreEUbudget4transport

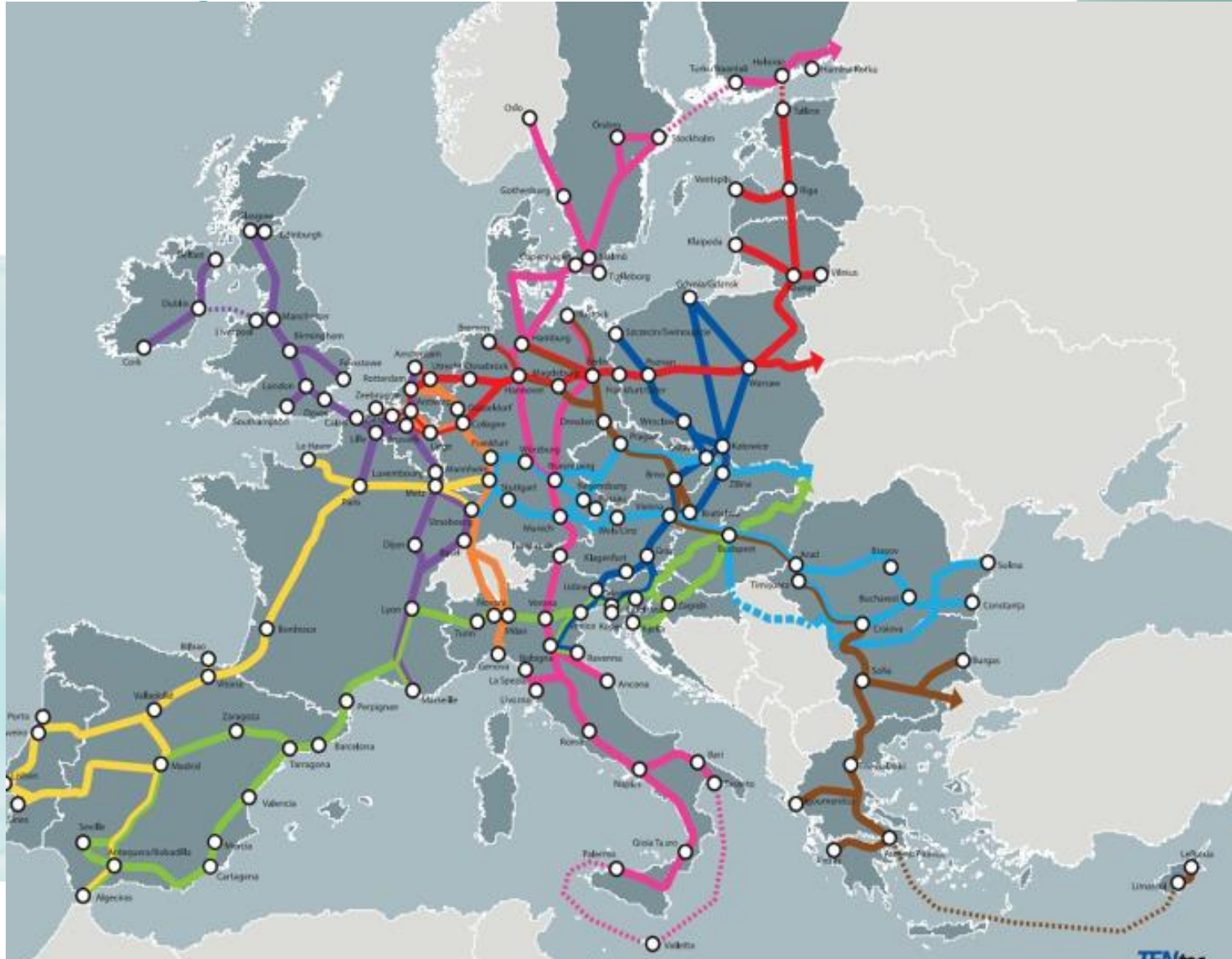
The best Investment  
Plan for Europe

## Ljubljana Declaration

by the Stakeholders of the MFF Tansport Campaign

<https://www.moreEUbudget4transport.org/>

# Quality Infrastructure



# TEN-T waterway infrastructure works

- PLANNED
- ONGOING
- STUDY/PILOT

## North Sea-Baltic

- 30 - Eelde lock & Twente canal
- 31 - Beatrix lock
- 32 - IJmuiden lock
- 33 - Fairway IJsselmeer-Meppel
- 34 - Lemmer-Delfzijl phase 2
- 35 - Kornwerderzand
- 36 - Mittelland canal extension
- 37 - Dortmund-Ems-Canal
- 38 - RHR + WDK canals/bridges
- 39 - EHK canal 2nd Zeeben lock
- 40 - Havel waterway, Sacrow-Parstzer canal Berlin

## North Sea-Med

- 1 - Albert canal bridges
- 2 - Ghent-Terneuzen lock
- 3 - Royers lock
- 4 - Aempsin Neuville lock
- 5 - Meuse deepening
- 6 - Monsin weir
- 7 - Seine-Scheldt
- 8 - Bray-Rogent
- 9 - Yonne & Canal du Nivernais
- 10 - Canal du Rhône à Sète
- 11 - Magéo
- 12 - Maasroute
- 13 - Noordlandbrug waiting dock
- 14 - Wijnegem lock (Albert canal)
- 15 - Blauwe Kei lock
- 16 - Volkerak lock
- 17 - Kreekrak lock
- 18 - Grave lock

## Rhine-Alpine

- 26 - Future eastern Waal
- 27 - Gamsheim locks upgrade
- 28 - Cleverly locks and control lock
- 29 - Moselle
- 34 - Deepening Waal

## Orient East-Med

- 70 - Extension navigability Vltava
- 71 - Praha-Staré Město lock chamber
- 72 - Lock Dečín
- 73 - Labe navigability extension

## Rhine-Danube

- 60 - Upper Main
- 61 - Straubing - Vilshofen
- 62 - FAIRway Danube
- 63 - Danube East of Vienna
- 64 - Gabčíkovo lock upgrade
- 65 - Serbian Danube
- 66 - Capital dredging Romania
- 67 - Lock upgrade in Romania

## Mediterranean

- 50 - River Po regulation
- 51 - Fissero-Tartaro canal Bianco upgrade
- 52 - Trieste and Litoranea Veneta
- 53 - Missing link Milano-Cremona

billion

EU funding 2014-2016	total Investment 2017-2020	total Investment 2021-2030
circa 1.5	circa 5	circa 15

# POLICY NEEDS - INFRASTRUCTURE



## TEN-T and Connecting Europe Facility (CEF)

### ➤ Quality infrastructure

- **CRUCIAL TO KEEP THE CO-FUNDING RATES FOR INLAND WATERWAYS IN COMPARISON TO CURRENT CEF (50 % for cross-border sections and bottlenecks)**
- **REHABILITATION: as an important aspect within TEN-T and CEF to help keeping up the network**



**DIGITALISATION:**

**DINA/DTLF/e-FREIGHT TRANSPORT DOCUMENT**

**EBU member of Digital Transport & Logistics Forum 2015-2019, recently renominated for second term of DTLF as of 2019**

- contributed to the release of the e-freight transport document directive (eFTI).
- ongoing discussions regarding the digital agenda and multimodal digital connection

# INNOVATION & GREENING

## EU POLICIES REGARDING REDUCTION OF EMISSIONS (COP 21)

### Adoption of the Ministerial Declaration focusing on ambitious environmental goals

- reduction GHG 2035 by 35 %
- by 2050 almost 0 GHG

# INNOVATION & GREENING



## ENERGY TRANSITION TOWARDS RENEWABLE FUELS IWT

- Sufficient financial & funding support to green the fleet
- Study regarding financing greening of the fleet by CCNR and its member states

# **FUTURE POLICY DEVELOPMENTS / CHALLENGES**

## **FOCUS TO REALISE WITH OUR VISION TOWARDS 2030**

- Modalshift 10/15 % in 2030/40:
- Seamless infrastructure by 2025
- Multimodal connection with support of digitalisation

Our common vision of green, smart and congestion-free transport and logistics servicing a circular and bio-based economy will only materialise tomorrow if we build a solid policy strategy and equip our people with effective implementation tools today and tomorrow.

## Our vision towards 2030

### Expected Benefits

#### Thriving circular and bio-based economy



Inland waterways are green corridors for transporting renewables and recyclables. Inland ports boost the circular and bio-based economy and are crucial for greening the last mile as multimodal logistics hubs near urban nodes.

The inland waterways and ports network creates

- logistics network capacity for innovative industrial clusters
- competitive cross-sector value chains



#### Abundant green transport capacity



Waterfront cities, agriculture and industry benefit from uncongested waterways on their doorsteps. People take the water taxi and waterbus. Goods, from bulk and outsized cargo to parcels and waste, will be shipped in and out by green, smart and modular vessels of all sizes.

Green waterway transport

- solves limited road and rail capacity
- reduces traffic jams
- without additional land take



#### Smart & connected multi-modal transport



Ship and shore exchange real-time and forecast information with each other, other transport modes and nodes. Digital communication increases safety, reduces fuel consumption, improves load capacity and optimises the use of the transport infrastructure.

Digitalisation

- saves time and energy
- makes multi-modal inland waterway logistics solutions as easy-to-use as single mode transport



#### Business of people



The inland waterway and port sector is a backbone for the single market by keeping traffic flowing for people and industry and creating jobs in Europe. People on board and on shore enjoy lifelong learning, high social security and job mobility.

A well developed network of waterways and multi-modal ports creates

- high quality jobs on board and ashore
- increased workers' mobility
- career perspectives in the sector and beyond



#### Much more than transport



Waterways are EU arteries for sustainable and safe transport and logistics, but not only. They also provide clean energy, secure water supply, conserve wildlife and boost tourism and leisure.

Cross sectoral cooperation

- fuels cross-regional development
- creates a socio-economic multiplier for EU investments



## To turn this vision into reality, we need



### Investment

75% of inland waterway transport is cross-border - seamless infrastructure is essential for green & smart services as part of the EU decarbonisation strategy

- public investment plans to create bottleneck-free EU waterways amount to 15 billion.
- this requires a long-term and stable EU investment framework to create good navigation status and boost greening and digitalisation
- a 3 billion funding scheme for clean vessels would reduce external costs by 22 billion
- EU grants are a vital ingredient to enhance investments with a high EU added value and strong socio-economic return



### Coordination

Inland waterway transport is the fastest grower after road transport.

Let's keep it growing with:

- an ambitious Inland Waterways & Ports Agenda for Europe with effective actions towards 2030 as successor to the NAIADES 2014-2020 action plan
- integration of inland waterways and ports in all relevant EU cross-sectoral policies to maximise various synergies
- Strong cooperation between inland waterway institutions, creation of a knowledge platform and a permanent basis for CESNI



### Legislation

Regulation can facilitate and accelerate decarbonisation and digitalisation with a good mix of high standards and innovation rewards:

- harmonised, non-conflicting EU waste legislation enabling safe use of waste in the EU and its swift transport across borders
- take RIS to the next stage with a standardisation of information flows and secure data sharing to remove digitalisation barriers such as the use of electronic information exchange across borders and modes
- eliminate technical and administrative barriers hindering internal market and innovation by withdrawing superfluous legislation and improving access to funding schemes
- ensure a strong backing of greening and innovation in the CEF Regulation



### Innovation

Inland shipping is carbon-efficient and over 95% of commercial vessels are digitally connected - let's take it to the next level:

- explicitly dedicated topics for inland waterways infrastructure, ports and vessels in the next research and innovation programme
- continued regional innovation facilitation support to improve access to innovation programmes for microsize and small size businesses and promote market uptake
- an incentive scheme to stimulate shippers to choose for green. Making greening of inland waterway transport a joint responsibility of the entire logistics chain

Let's connect Europe by water with an ambitious EU policy action plan and continuity in funding!



**MANY THANKS FOR YOUR ATTENTION**

**[www.ebu-uenf.org](http://www.ebu-uenf.org)**