INLAND WATERWAY TRANSPORT

Saimaa, 5 September 2018

INE INLAND NAVIGATION EUROPE

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INE sees major opportunities to contribute to long-term strategies for sustainable transportation by moving more goods by water in EU regions and cities with accessible and navigable rivers and canals.

WHO Network of waterway managers, ministries and organisations promoting waterway transport

WHAT
- EU advocacy for policies which make waterway transport easier to use
- Promotion
- Networking

WHY
- Use better existing asset of waterways
- Improve mobility with more freight and people on water

KONINKLIJKE BLN-SCHUTTEVAER
Flanders State of the Art
viadonau
vnf Voies navigables de France
AIPo Agenzia Interregionale per il fiume Po INTERREGIONAL AGENCY FOR THE PO RIVER
VIA NAVEGÁVEL DOURO APDL
ARVD AGENTURA ROZVOJA VODNEJ DOPRAVY
De Vlaamse Waterweg nv
MGMiŻŚ Ministry of Maritime Economy and Inland Navigation
Wallonie
LE GOUVERNEMENT DU GRAND-DUCHÉ DE LUXEMBOURG Ministère du Développement durable et des Infrastructures Département des transports
KAMMERUNION ELBE/ODER
pro DANUBE INTERNATIONAL
Port de Bruxelles Haven van Brussel
RSDE
INE

WATERWAYS IN EUROPE

EU Waterways

- 40.000 km
- ½ accessible to ≥ 1.000 tonne vessels
- 19 out of 28 EU Member States have navigable waterways
- 550 million tonnes per year

EU Roads

- 4.800.000 km

EU Railways

- 200.000 km

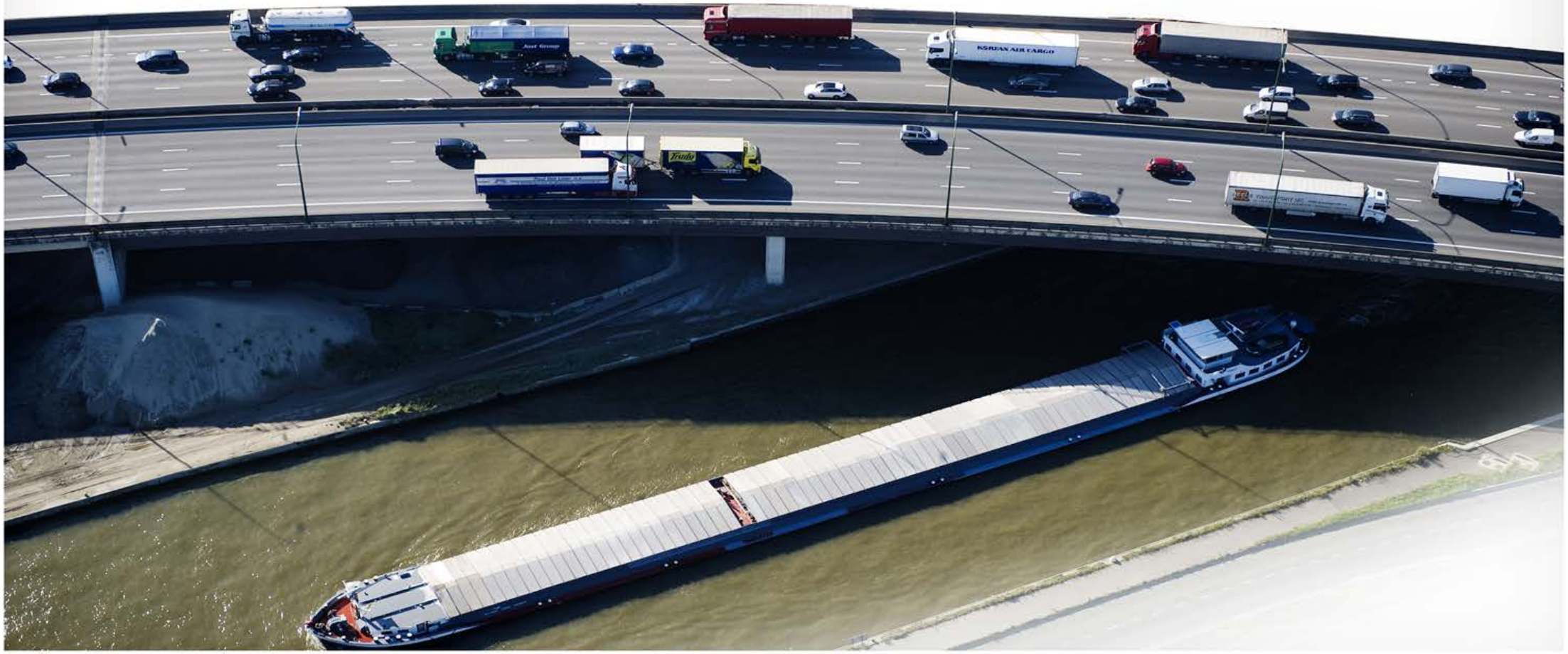
Waterways elsewhere

- USA 42.000 km
- Russia 85.000 km
- China 121.000 km

NO TRAFFIC JAMS

Slower but reliable – only mode with spare capacity

Rotterdam	→	Duisburg	24 hours
Paris	→	Le Havre	36 hours
Basel	→	Antwerp	48 hours
Lyon	→	Marseille	48 hours



WATERWAY GEOGRAPHY

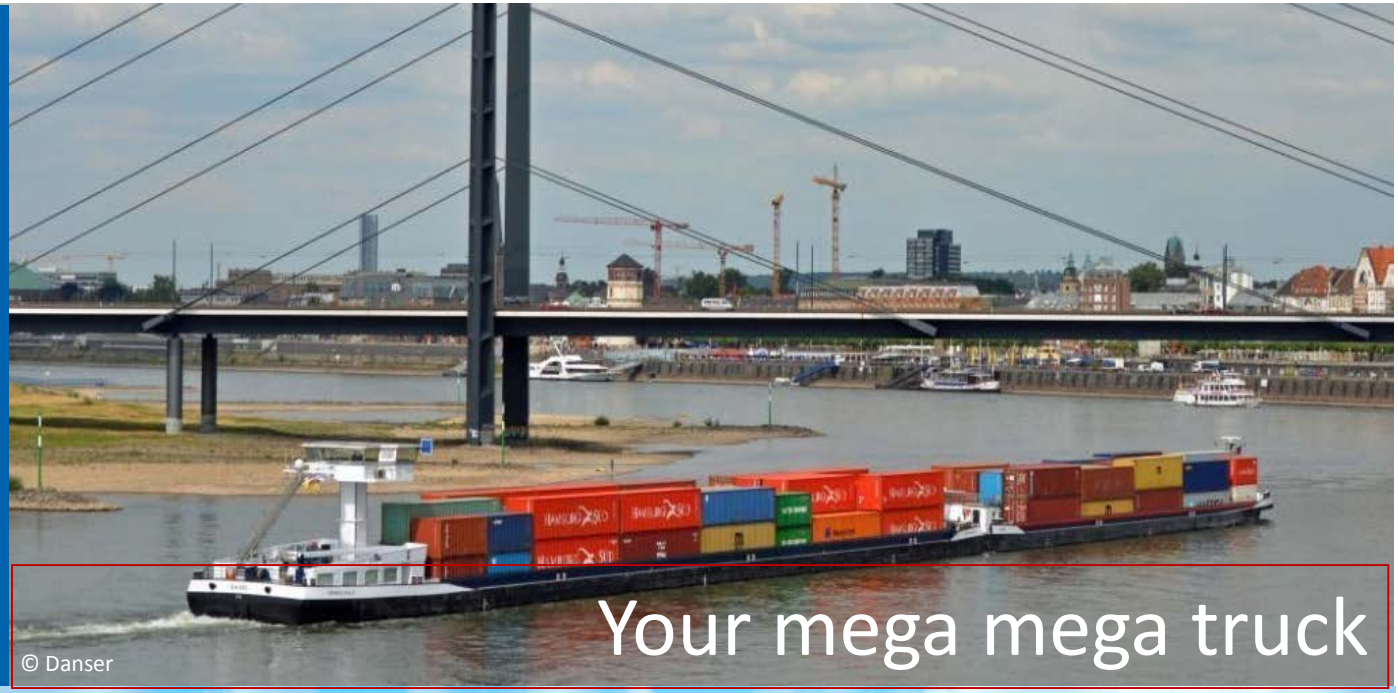
Strong in navigable regions

- Low transport share in EU28
- BUT, up to 40% in hinterland of major seaports
- 83% of waterfreight in BE, DE, NL
- Strong link with combination presence of markets and quality of infrastructure
- 140 billion tkm/y

HISTORIC ADVANTAGE

Plenty of waterborne trade opportunities

- Most people in EU live near coast or in main river valleys.


Your mega mega truck
© Danser

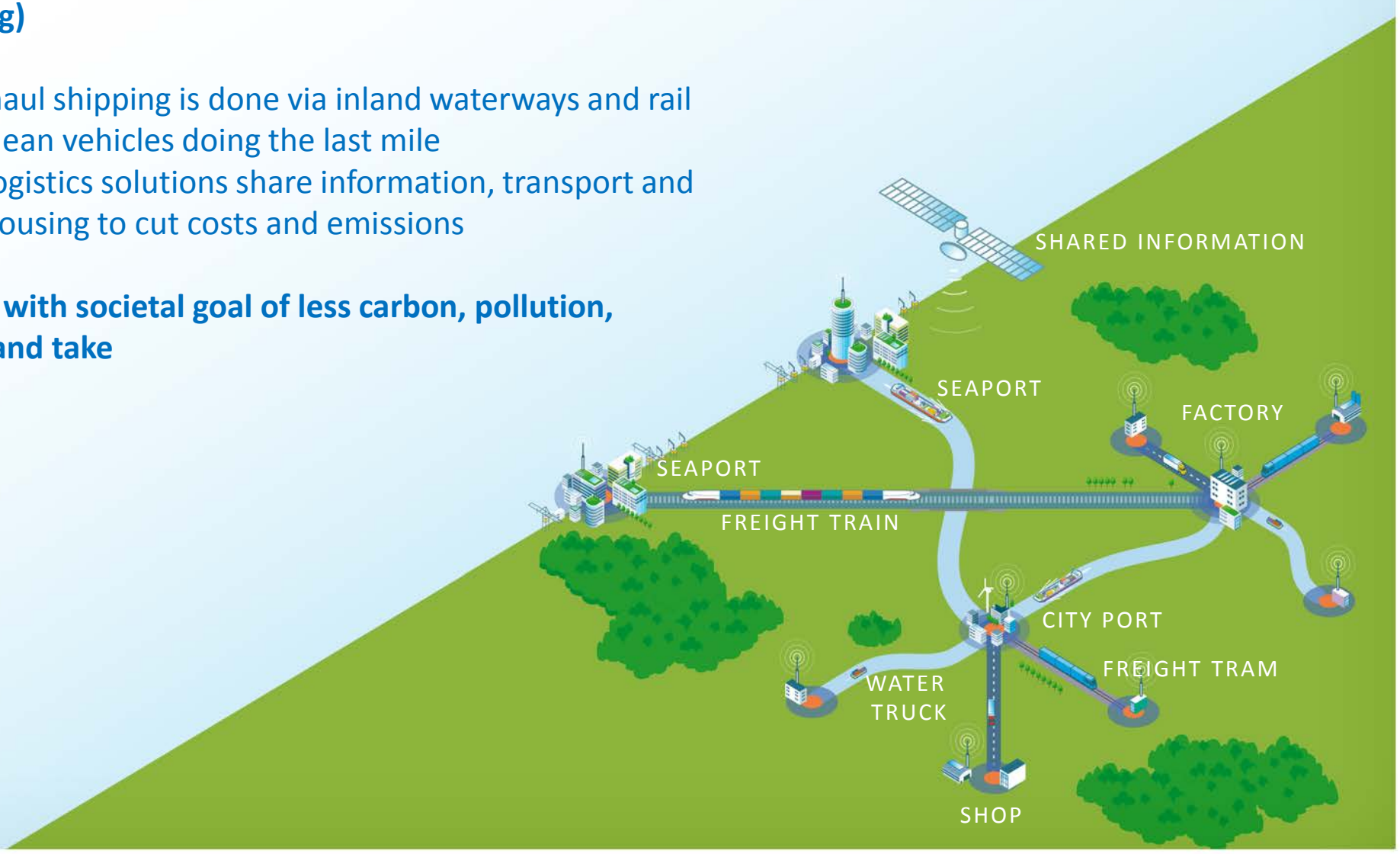

Your water truck
© De Vlaamse Waterweg

2020 SUPPLY CHAIN

Future supply chain: cut costs (fuel, congestion, units, warehousing)

- 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

Compatible with societal goal of less carbon, pollution, accidents, land take

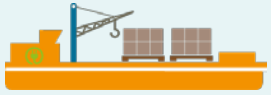


4 WAVES

Bulk
- Traditional market of large volumes
- Steel, oil, coal, building materials, agrobulk etc.
- Stabilising trend, see reshoring, energy independence, climate

Container
- Successful maritime market
- Slowing growth
- Still +72% by 2030 in Antwerp-Rotterdam and impact megaships

Continental
- Building materials
- High & heavy
- Pallets & parcels (atomisation)
- Bio-economy & renewables
- Waste & recyclables



Synchro-modal in seaport hinterlands and continental markets
- Changing demand & freight flows
- Growing urbanisation
- Flexible a-modal logistics
- EU goal by 2030
  - 30% from road to rail/water
  - carbon-free city logistics

EU WATERWAY TRANSPORT POLICY

Naiades plan I (2006-2013)

- Investment in bottlenecks
- Studies into markets, jobs & skills, fleet
- Removing barriers
- No financial support

« preparation »

Naiades plan II (2014-2020)

- Innovation & greening
- Uniform technical and education standards
- Investment in bottlenecks and good navigation status
- Digitalisation & automation

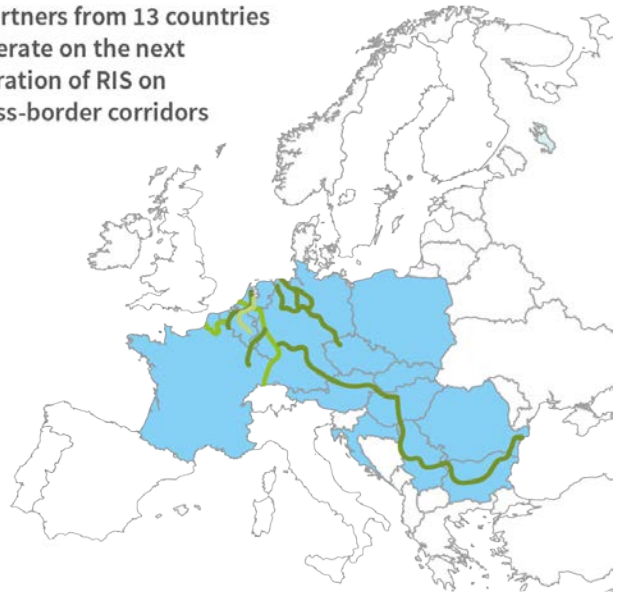
« implementation »

Stronger link required with port, urban, infrastructure and logistics policies

RIVER INFORMATION SERVICES

From safety to logistics

15 partners from 13 countries cooperate on the next generation of RIS on 7 cross-border corridors



Towards a European single window

Traffic planning

Optimisation of lock and bridge schedules in cross-border corridors to reduce waiting times, the overall duration of the voyage and to optimise energy use.

Logistics planning

Single window access for the exchange of vessel and cargo position information among logistics users to make waterway transport visible in the digital supply chain.

Route planning

Provision of network information incl. its operation status to support route planning. Actual and forecast information on the fairway allowing for more efficient planning.

Less red tape

Single window services limit multiple reporting. In addition, data are collected and analysed for a more efficient use of the waterway infrastructure.

Voyage planning

Supporting voyage planners with real-time and predicted traffic information and interface to traffic planning services to ensure best-possible ETAs.

Berth management

Berths are the waterway parking spaces. The tool provides online information about available berths & their facilities and allows booking of berth space.

ON THE EU AGENDA

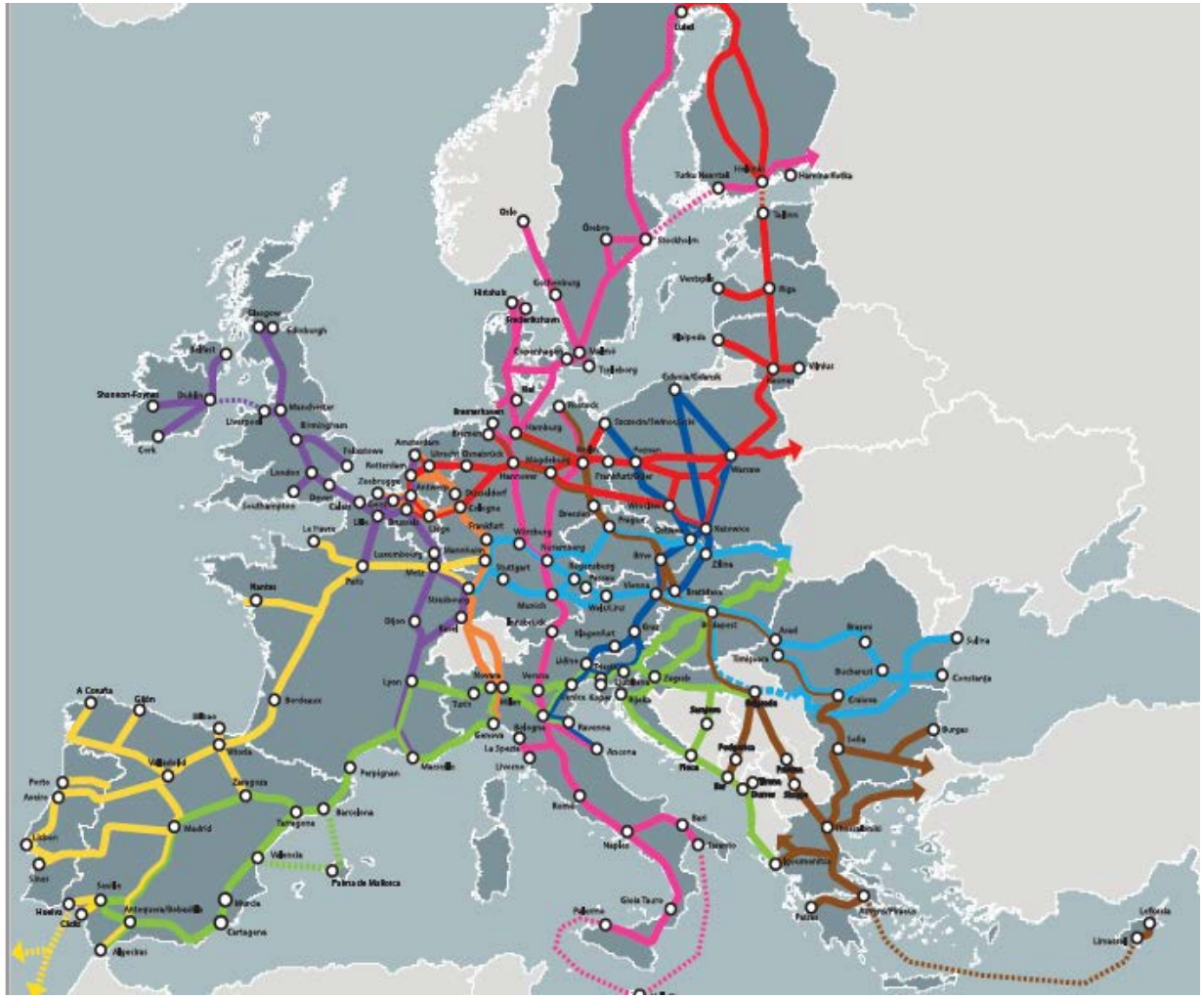
European Commission

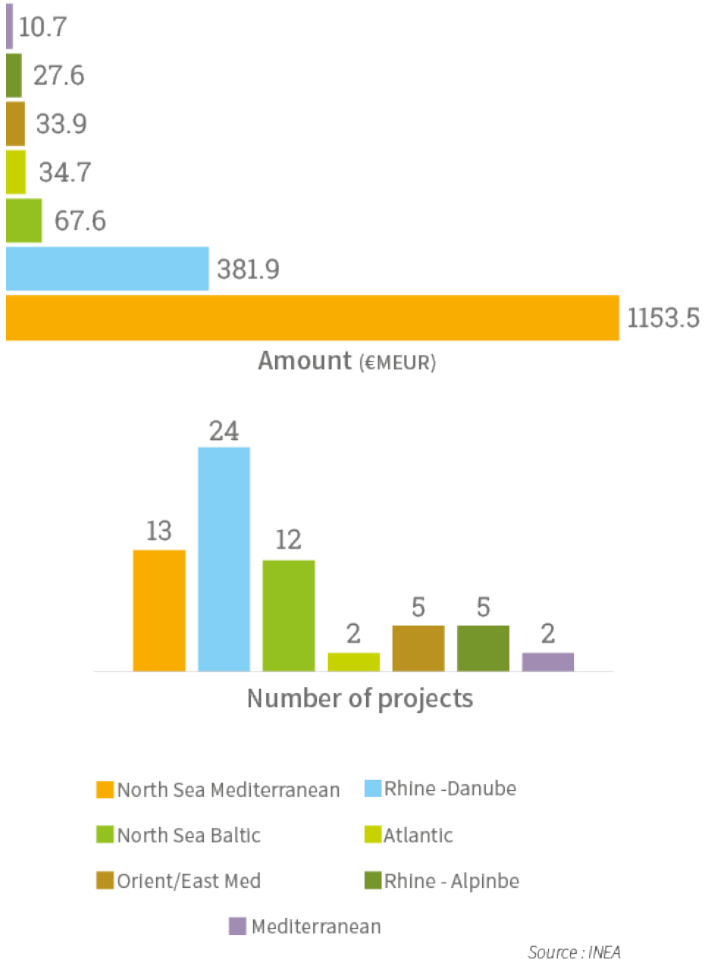
- Naiades 2 mid-term report
- DINA document
- RIS directive evaluation
- Impact assessment e-tools
- Good navigation status expert group and guidelines under preparation

Council preparing Council conclusions on Naiades III

ONGOING & PLANNED WATERWAY INFRASTRUCTURE PROJECTS

TEN-T CORE NETWORK CORRIDORS





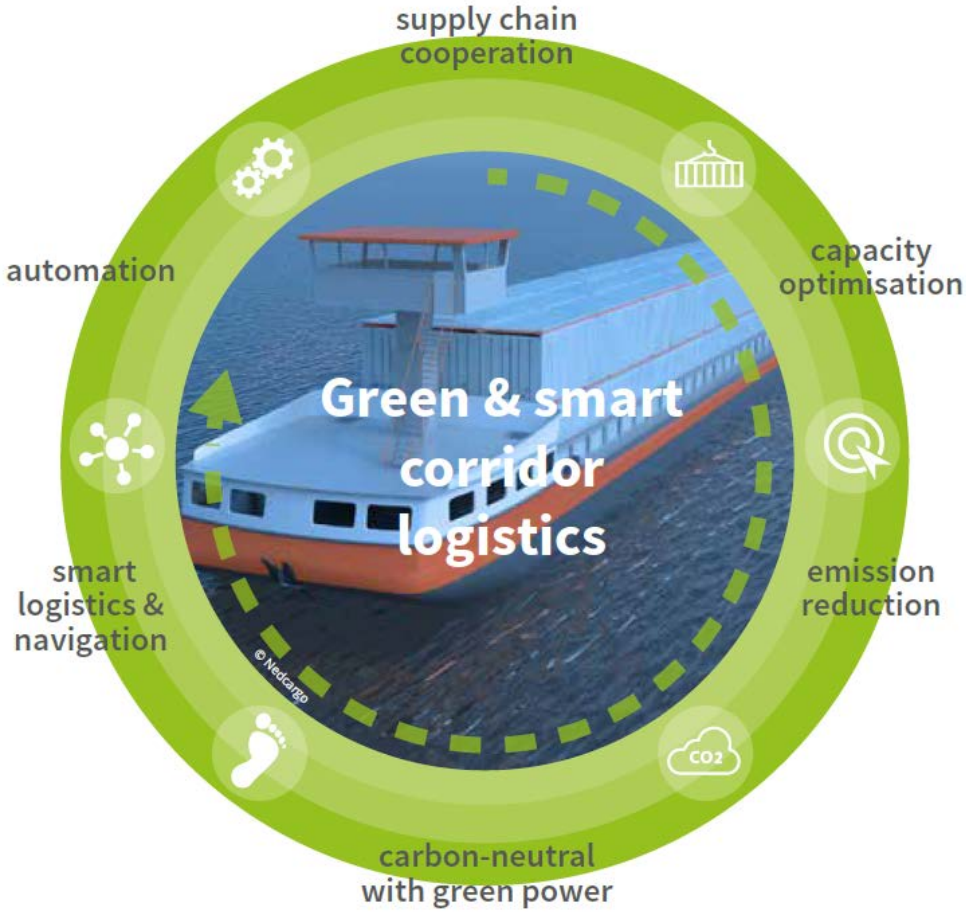
ON THE EU AGENDA

European Commission

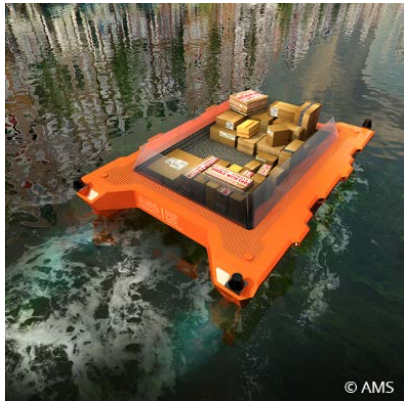
- CEF II proposal 2021-2027
- Budget for transport 30 BEUR: 12.83 general, 11.29 cohesion, 6.5 military mobility
- 60% to infrastructure (of which 75% to core network corridors), 40% to innovation
- Co-financing rates: non-cohesion 30% - 50%

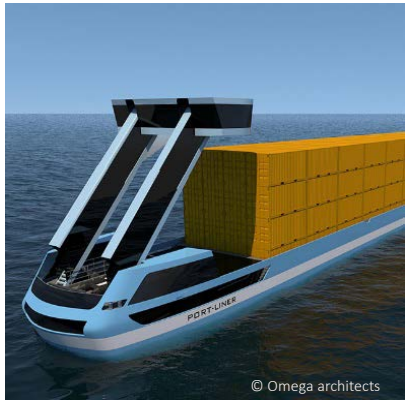
Co-decision by Council and Parliament

CHANGING POLICY ROLES

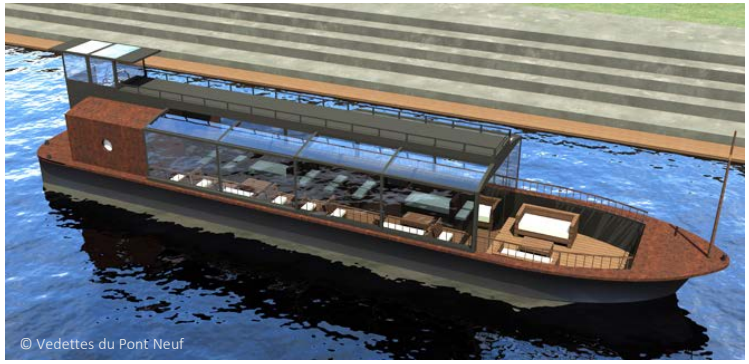


GREEN WATER LOGISTICS





WATER MOBILITY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ON THE EU AGENDA

Horizon 2020

- Call topic “Moving freight by water”
- Working programme 2020

Horizon Europe 2021

- Specific implementing programme
- Strategic planning and preparation working programmes
- STRIA working group
- Strategic Research Agenda IWT

BEYOND TRANSPORT

- Arteries of development for communities and regions
- Burst of activities co-exist
- Joint development instead of competition
- Coordination to deliver on climate goals and resource efficiency
- Larger societal and economic return

2030 VISION