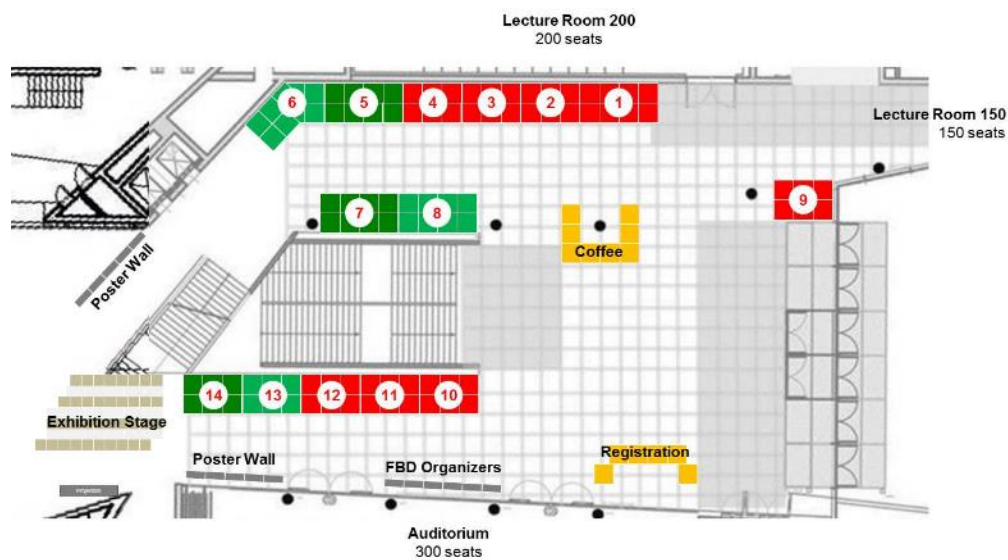


# DOCUMENTATION OF BALTIC IWT INFORMATION DAYS (BIWIDAS)

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## 1 BACKGROUND TO THE BIWIDAS MEETING REPORT

Baltic IWT Information Days (BIWIDAS) are EMMA information fora **on occasion of existing** transport related meetings, workshops, conferences or exhibitions at European level (especially Baltic Sea Region).

BIWIDAS shall inform and/or involve stakeholders about EMMA (intermediate) results and/or inland waterway transport in general, its challenges, needs and opportunities within the Baltic Sea Region.

The target group of BIWIDAS are politicians in charge for transport policy on national and European level. Main focus should be on the European level.

The core aim of all events was to involve the target groups to ensure a high acceptance and impact of the EMMA intermediate outcomes. The participants are expected to play active roles in the event formats like panel discussion and workshops.

By better recognition of IWT by the European Commission, general acceptance of IWT by national parliaments/ governments was aimed to be enhanced. This makes decisions easier where a political consensus is required. The business sector will benefit as IWT in the BSR will be improved.

EMMA project partners developed a concept paper which can be understood as strategy paper, summing up the aims and needs to bring BIWIDAS to success. It answers, besides others, the questions: “What are BIWIDAS?”, “Which are the aims of BIWIDAS?”, “How to set BIWIDAS up?” and “What are the framework conditions for BIWIDAS?” As such it can be understood being a guideline for organisers to set-up BIWIDAS. The paper can be downloaded here: [www.project-emma.eu/content/act-52-concepting-biwidas](http://www.project-emma.eu/content/act-52-concepting-biwidas)

## 2 DOCUMENTATION OF BEWIDAS

### 2.1 7<sup>th</sup> Strategy Forum for the EUSBSR

Date and venue: 8<sup>th</sup> Nov. 2016, during the 7<sup>th</sup> Strategy Forum for the EUSBSR event. The Brewery Conference Centre, Torkel Knutssongatan 2, 11825 Stockholm, Sweden.

Title of event: “How to embed inland navigation in transport chains? Swedish challenges and European Best Practices.”

The EMMA panel discussion was embedded in the overall programme of the 7th Forum of the EU Strategy for the Baltic Sea region: “One Region, One Future – Vision 2030 for the Baltic Sea Region”, taking place from 8<sup>th</sup> – 9<sup>th</sup> November 2016

Event characteristic: Panel debate

Involvement of the target group: Speaker:

- Stefan Engdahl, Swedish Transport Administration
- Birgitta Schäffer, German Federal Ministry of Transport and Digital Infrastructure
- Johan Lantz, Avatar Logistics (Barge operator)
- Hans van der Werf, Central Commission for the Navigation of the Rheine

Audience:

Approximately 50 participants followed the discussion on how to embed inland navigation in transport chains. Besides others: Thomas Erlandson, PAC Transport, EUSBSR, representatives from Swedish Transport Administration, Swedish Maritime Administration.

Outcome and impact on the project:

Sweden's decision to implement EU Directive 2006/87/EC (a set of rules and regulations dictating technical and operational requirements for ships engaged in inland waterway traffic) into the Swedish legislation, provides new conditions for an increased utilization of the Swedish inland waterways especially in Lake Vänern and Mälaren area.

The panel participants discussed challenges and opportunities of the latest legislation focusing on inland navigation in Sweden, availability of infrastructure and European tonnage for the Swedish market as well as associations and organisations voice to strengthen the sector.

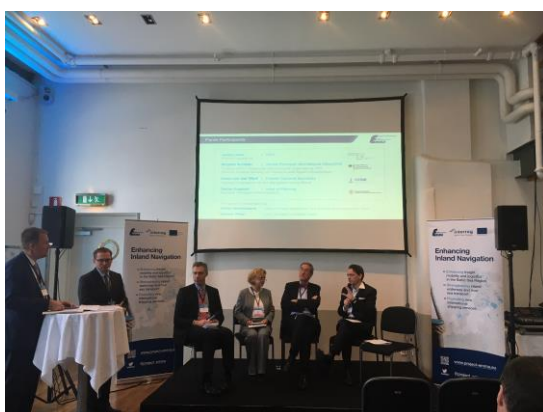
The EMMA project was further discussed from the Swedish perspective. This country still doesn't have policies about inland shipping, nor operative inland waterways. One of the main goals of the project is to build all necessary inland shipping infrastructure and work hard on developing the regulations in order

for Sweden to join the network of inland waterways in the region. According to Trafikverket representative, studies so far showed only positive socioeconomic benefits. Pilot projects have been started in the northern part of the country. There is a high potential for inland navigation in Sweden. A lot of infrastructure should be built, but that shouldn't be a problem – we are talking about huge investments, but benefits would be much bigger once when project is done. For Sweden, the only thing that is missing are proper regulations, and dialogue about technical regulation is about to begin in the Swedish government.

IWT could be a great way of connecting the region, and maybe Europe in the end and create a free market between the countries. However, there are some concerns: So far, piloting of ships showed to be costly, and according to current regulations big ships cannot operate without pilots. That is something that should be taken into consideration while creating regulations about inland navigation. The challenge is to keep it secure and not costly, at least less costly than the other ways of trafficking. In northern parts of the country, there are possible problems of icing, which should also be taken into consideration while creating technical regulations. Also, regulations should be uniformed in all the countries. Last and the biggest challenge of the project is to keep it environmentally friendly. Studies showed that inland navigation produces less carbon than any other way of transport, including trains. But, there is a potential danger of oil spills into the water which serves as a supply of drinking water for many citizens of these countries. Also, new infrastructure means more changes of the ecosystems, whose consequences should be carefully discussed.

The opportunities and concerns highlighted have been considered in the further work of the EMMA project. An ice study was executed and brought detailed results on manageable ice impacts on ships hulls (compare EMMA Act. 2.2 report “BARGE PERFORMANCE UNDER ICE CONDITION”). Further, they have been also considered in the Act. 4.3 report “A 4.3 - Business Plan - new IWT service in Sweden”.

Another impact on the project was the growing attention from Swedish stakeholders thanks to the event. This eased the continued cooperation with national authorities in charge for waterway management as well as the IWT sector in general.



## 2.2 High-Level site event during the UNCSocD56 Session

Date and venue:	06 <sup>th</sup> Feb. 2018, Permanent Mission of Germany to the UN New York.
Title of event:	“Social Development and economical and environmental responsibility through Sustainable Transport, focussing inland waterway transport)”
Event characteristic:	Presentation and discussion
Involvement of the target group:	<p><u>Speaker:</u></p> <ul style="list-style-type: none"><li>• H.E. Jürgen Schulz, Ambassador, Deputy Permanent Representative of Germany to the United Nations</li><li>• H.E. Karel J.G. van Oosterom, Ambassador, Permanent Representative of the Kingdom of the Netherlands to the UN, Chair of Group of Friends on Sustainable Transport,</li><li>• Kurt Bodewig, former Federal Minister for Transportation, Infrastructure and Housing in Germany, Chairman of the Executive Board of the Baltic Sea Forum</li><li>• Mr Juwang Zhu, Director, Division for Sustainable Development, Department of Economic and Social Affairs (DESA)</li><li>• Daniela Bas, Director Division for Social Development, Department of Economic and Social Affairs (DESA)</li><li>• Adina Cailliaux, Deputy head of Project Department, Port of Hamburg Marketing Reg. Assoc., Lead Partner of the EMMA Project</li><li>• Gunnar Platz, PLANCO Consulting</li></ul> <p><u>Audience:</u></p> <ul style="list-style-type: none"><li>• Transport experts of Permanent Missions to the UN NY</li><li>• UN Departments – CSocD, UN-OHRLLS, UNDP, UNIDO, DPI</li><li>• NGOs</li></ul>

### Outcome and impact on the project:

The EMMA project, its pilot activities as well as some facts and figures was presented:

- IWT: An environmentally friendly mode of transport
- EMMA example: Political framework in Sweden and economic feasibility
- EMMA example: Developing new IWT services and its potential to create and save jobs in urban areas
- EMMA example: Digitalisation in inland waterway transport and harmonisation needs

It was concluded that inland navigation has a lot of potential not only in the Baltic Sea Region (BSR) but also in several other countries. Even though the geographical and administrative conditions for inland navigation differ from country to country, inland waterway transport remains an efficient, reliable, safe and environmentally friendly mode of transportation.

Especially taking into consideration the climate policy goals, mainly the reduction of CO<sup>2</sup> emissions, and the increasing traffic volumes confronted with capacity restrictions of road and rail infrastructure, moving freight from road to waterways is indispensable. Enhancing inland waterway transport can contribute to improved environmental status and help to reach sustainability objectives. EU aims to shift 30% of long-distance freight traffic from road to rail and inland waterways, as well as to have carbon-free city logistics by 2030. Since road and rail infrastructure is in some parts of the BSR overloaded, inland navigation with its huge potential offers many actors an opportunity for sustainable growth.

However, inland navigation must co-exist with other transport modes and inland navigation layer should be seen as combined with seaports, inland ports, railways, motorways and logistic centres.

Having this in mind, the EMMA project was considered as a lighthouse example for international cooperation. EMMA managed to gather an international group of stakeholders consisting of regional and national transport politicians, ports, shippers, lobby organizations and industry representatives aiming to introduce a change and enhance inland navigation in the Baltic Sea Region. EMMA is focused on developing and implementing pilot solutions, which will strengthen inland navigation in the Baltic Sea Region to demonstrate possibilities and chances of inland navigation in this region. By that EMMA could act as lighthouse project for other regions in the entire world as well.

The Baltic Sea Region Programme was acknowledged too as a very good instrument to support territorial cooperation and push forward sustainable transport measures in form of projects.

The main impact on the project was to lift visibility of EMMA results, IWT, challenges and opportunities of IWT as well as the BSRP to an international level. The event was door opener to official invitations by the UNECE Working Party on the Standardization of Technical Safety Requirements in Inland Navigation (SC.3/WP.3) to follow up on EMMA achievements. The inland water transport section of UNECE sets international rules and regulation in cooperation with UNECE member states' delegates.

This was an excellent possibility to inform countries delegates in UNECE about inland waterway transport on-goings in the BSR and underline BSR specifics and needs for a sustainable development of inland waterway transport infrastructure, legal international framework conditions, rules and regulations.



## 2.3 9<sup>th</sup> Strategy Forum for the EUSBSR

Date and venue:	4 <sup>th</sup> June 2018, during the 9th Strategy Forum for the EUSBSR located at Creative Hub/Kultuurikatel, Tallinn, Estonia
Title of event:	“Delivering Smart and Innovative Strategic Transport Projects: post-2020 perspective”
Event characteristic:	The seminar was hosted jointly with the Ministry of Transport and Communications of the Republic of Lithuania and Mr. Algirdas Šakalys, Coordinator of the Transport Policy Area of the EUSBSR, as well as the EUSBSR Flagship project EMMA. It was organized as a part of the 9th Annual Forum of the EU Strategy for the Baltic Sea Region (EUSBSR).
Involvement of the target group:	<p><u>Speaker:</u></p> <ul style="list-style-type: none"><li>• Ričardas Degutis, Vice-minister of Transport and Communications of the Republic of Lithuania</li><li>• Maria Öberg, PhD, Researcher at Luleå University of Technology</li><li>• Gunnar Platz, Project Manager of Interreg Baltic Sea Region Project EMMA on the spot</li><li>• Jan Carsten Gjerløw, Akershus County Council</li><li>• Ms Ulrike Schütz, Joint Spatial Planning Department Berlin-Brandenburg</li></ul> <p><u>Audience:</u></p> <p>Approx. 50 participants followed the discussion. Besides others: Thomas Erlandson, PAC Transport, EUSBSR, representatives from Transport Administrations of the BSR.</p>

### Outcome and impact on the project:

The Forum was hosted by the Ministry of Foreign Affairs of Estonia together with the Baltic Development Forum in close cooperation with the European Commission, Ministry of Environment and other partners. About 800 participants from governments, international organisations, NGOs, universities, local and regional administrations, media and businesses came together to discuss developments and challenges in the Baltic Sea Region.

EMMA representative clearly presented the needs and challenges of IWT development. A holistic corridor perspective is essential to develop and execute smooth transport, particularly when it comes to inland waterway transport. Inland shipping is often border-crossing transport and the weakest stretch of the transport route has considerable effects on the overall competitiveness of inland navigation. TEN-T corridors do not cover all relevant inland waterways in Europe and therefore it is particularly important to ensure the connection between inland waterways in the Baltic Sea Region and TEN-T.



A clear strategy for the Baltic Sea Region is needed to lift inland waterway transport (IWT) potential. IWT must be integrated in multimodal logistic solutions. Therefore a close dialogue with representatives from the EUSBSR and PAC Transport is essential.

Project EMMA has identified several measures that would help to lift IWT potential in the region. These include for instance harmonized national rules and regulations, a clear strategy for the uptake of alternative fuel technology, a clear Intelligent Transport Systems (ITS) strategy based on RIS and VTS services, and investments to strengthen and modernize infrastructure both on shore and on board. In addition, the establishment of a “European Inland Waterway Transport Knowledge Platform” would combine knowledge and experience and share it within the sector.

By that EMMA brought IWT in the BSR to a higher agenda. This will support the ambition that IWT is being better considered by policy and administration levels in future. EMMA will further be in dialogue with EUSBSR PACs Transport and will further highlight the benefits IWT could bring to transport markets in the BSR. Out reaching a specialised audience like during the EUSBSR Forum is key to promote this transport mode and its potentials.



## 2.4 UNECE Working Party on the Standardization of Technical Safety Requirements in Inland Navigation (SC.3/WP.3)

Date and venue:	14 <sup>th</sup> Feb. 2019
Title of event:	UN Economic Commission for Europe, Inland Transport Committee, Working Party on Inland Water Transport.  Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation, Fifty-fourth session.
Event characteristic:	Presentation and discussion
Involvement of the target group:	National UN ECE delegates (mainly from national transport ministries) in charge for the standardisation of technical and safety requirements in inland navigation.
Outcome and impact on the project:	EMMA was invited to present its result (especially the EMMA policy paper) to the UNECE Working party SC.3/WP.3 during their 54 <sup>th</sup> session in February 2019 (RP 6).

The inland water transport section of UNECE sets international rules and regulation effecting inland navigation in Europe in cooperation with UNECE member states' delegates.

This was an excellent possibility to inform countries delegates in UNECE about inland waterway transport on-goings in the BSR and underline BSR specifics and needs for a sustainable development of inland waterway transport infrastructure, legal international framework conditions, rules and regulations. The lead partner highlighted the EMMA policy paper and its recommendations to enhance inland waterway transport in the BSR.

UNECE delegates pay a lot heed to the EMMA policy paper and requested the working party chairman to transform EMMA policy paper into an official working document for the next UNECE session.

Following was documented in the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its fifty-fourth session it was documented:

Chapter "VII. Inland waterways infrastructure (agenda item 6)", sub-Chapter "B. Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book)", paragraph 32:

*"The Working Party took note of the presentation by Mr. S. Breitenbach (Port of Hamburg) about the project EMMA. ERSTU and EFIP supplemented the information and highlighted the significance of the project for the Baltic states, for river-sea shipping and at the pan-European level in the context of AGN. The secretariat was asked to issue the text of the policy paper that had been adopted at the conference "Visions and opportunities for the transport network. Inland Navigation and River-Sea Shipping in the Baltic Sea Region" held on 6 November 2018 in Brussels, as a working document for its next session and to continue discussion on the outcome of the project and follow-up steps."*

Further, EMMA lead partner has been asked by UNECE Working party SC.3/WP.3 secretariat to contribute to its future sessions. It was agreed to support the UNECE Secretariat in the acquisition of speakers and experts experienced with IWT in the BSR. By that a solid fundament was created to increase the awareness of IWT specifics in the BSR. EMMA lead partner will make use of the business network created in the project to forward requests to respective EMMA PPs and AOs (especially regional authorities and national associations focused on IWT development).

This is also fully in line with EMMA Act.5.3 aiming to strengthen IWT lobby structures in the BSR to strengthen sectors voice generally in national and international associations and other bodies.

As such this event has a fundamental impact on the further project activities as well as for the future involvement of the BSR IWT sector in international rules and regulation settings.

A first speaker request for the UNECE 55<sup>th</sup> Session was already received. The 55<sup>th</sup> session will take place 19<sup>th</sup> – 21<sup>st</sup> June 2019. UNECE was asking the EMMA lead partner to suggest speakers from the BSR experienced with the thematic "Encouraging the realization of a modern fleet, enhancing navigation safety and fostering innovations".

PP 12, Jukka Hasu, is intended to present the Finnish perspective. He will highlight the current situation with the Saimaa fleet and the ongoing IWT projects on Finnish waterways as well as challenges and needs from a regional authority perspective.

PP 6, Johan Lantz, is intended to present the Swedish perspective. He will highlight difficulties with the Swedish regulations on IWT as well as challenges and needs from a business perspective.

