



Promotion of inland waterway transport

Karin De Schepper - Inland Navigation Europe

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Inland Navigation Europe

■ What is INE

- European membership platform of national & regional promotion bodies and waterway managers
- Set up in 2001 with support of European Commission
- Brussels office: monitors & advocates measures to make moving goods by water more attractive
- Members develop & share best practices and concepts, inform entrepreneurs to use transport by waterway

■ Goal of INE

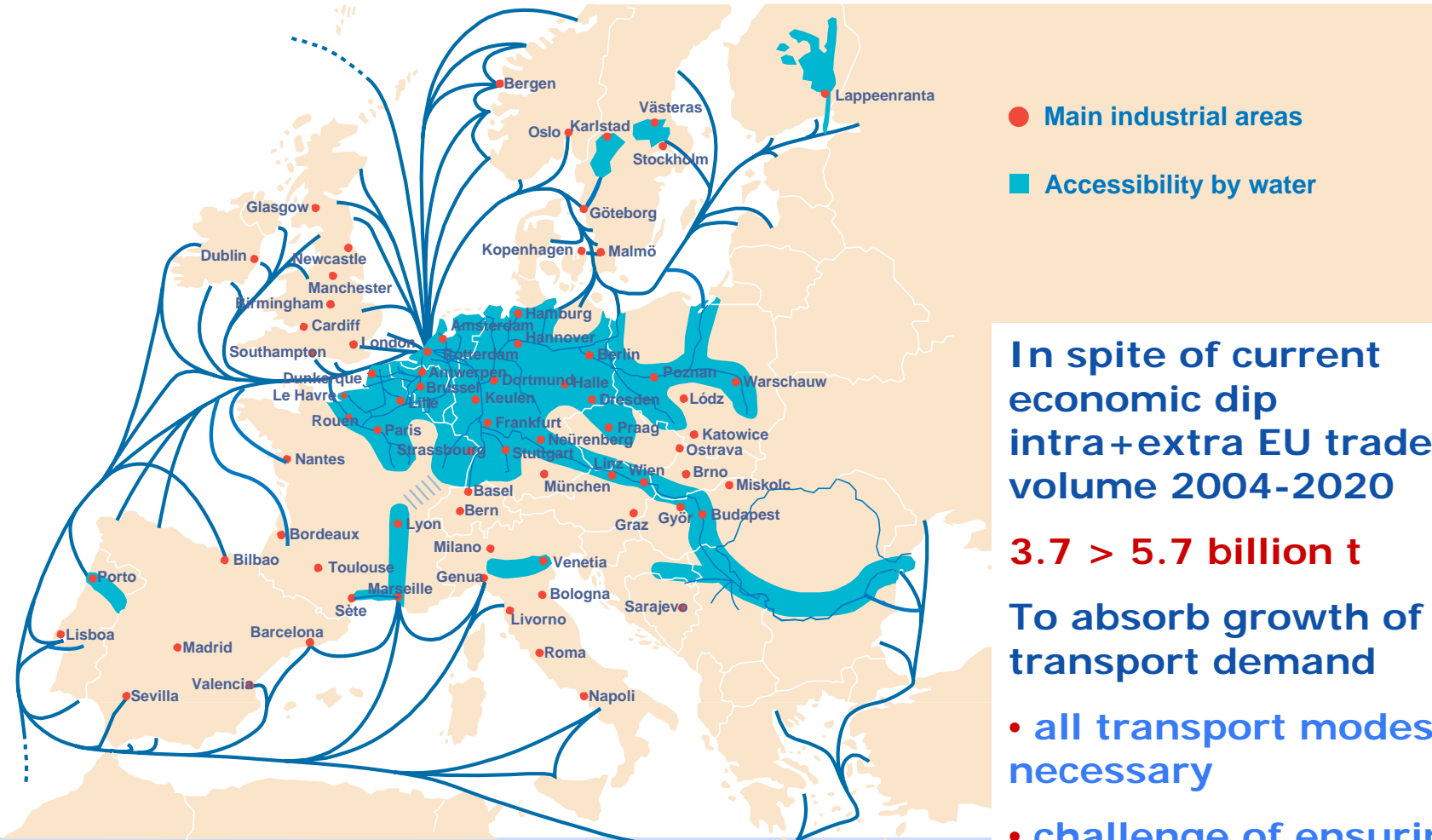
- to enhance competitive and sustainable mobility by promoting the existing asset of congestion-free transport by waterway in waterborne cities and regions



Distribution centres & main goods flows

Source: European Distribution Report, Cushman & Wakefield

The greater story of mobility & capacity



In spite of current economic dip intra+extra EU trade volume 2004-2020

3.7 > 5.7 billion t

To absorb growth of transport demand

- all transport modes necessary
- challenge of ensuring sustainability

Why promotion of inland waterways

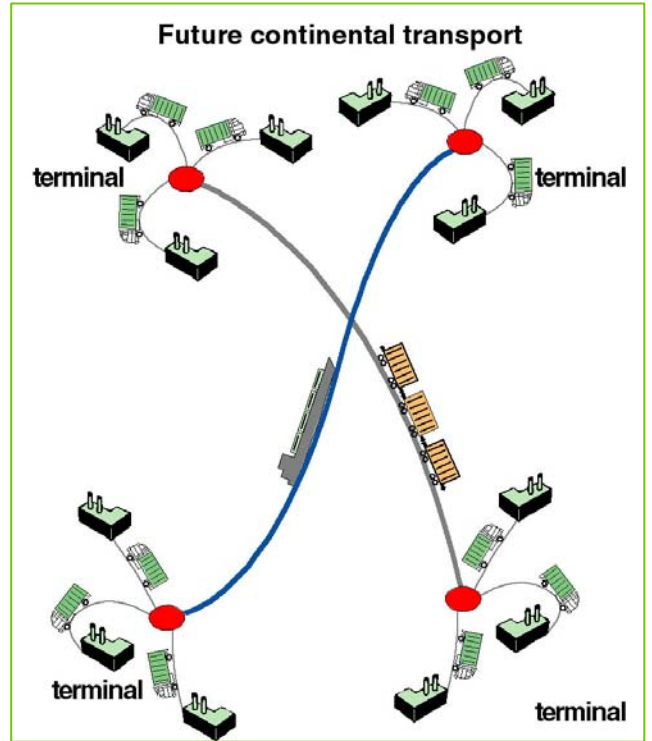
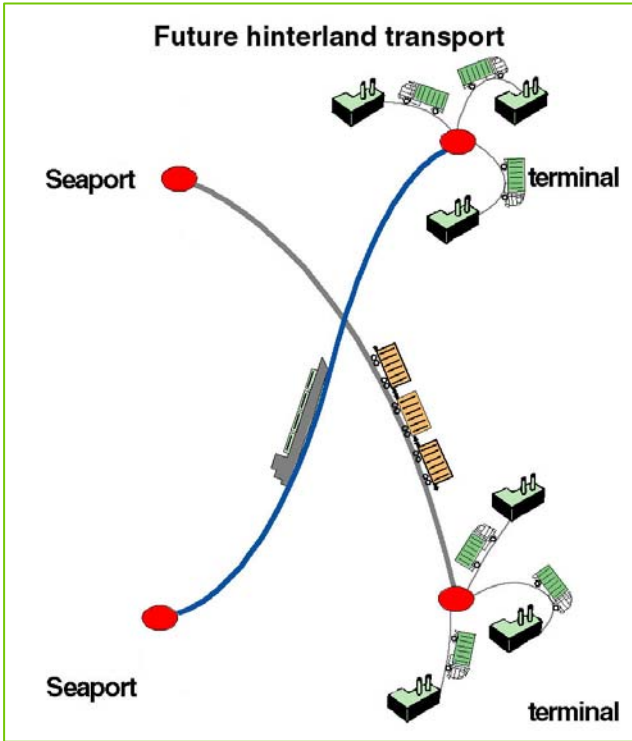
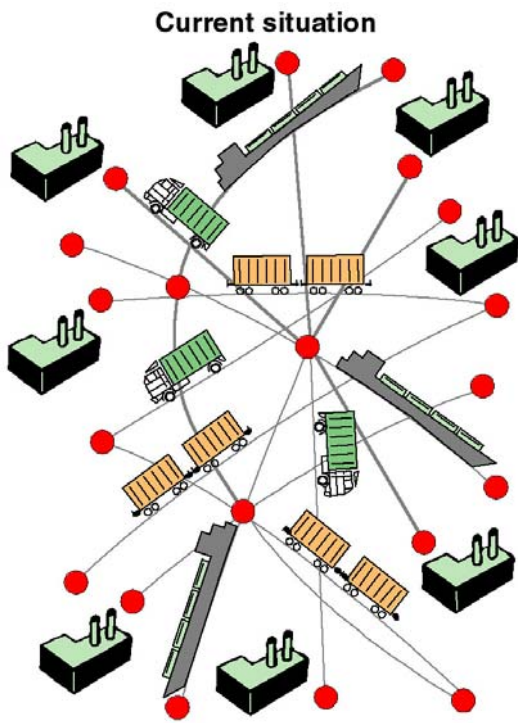
■ Sustainable economy

- Safest transport mode
- Only land mode with free capacity
- Energy efficient and low carbon (20-20 target by 2020)
- Relatively clean and becoming cleaner
- Reliable
- Cost-efficient

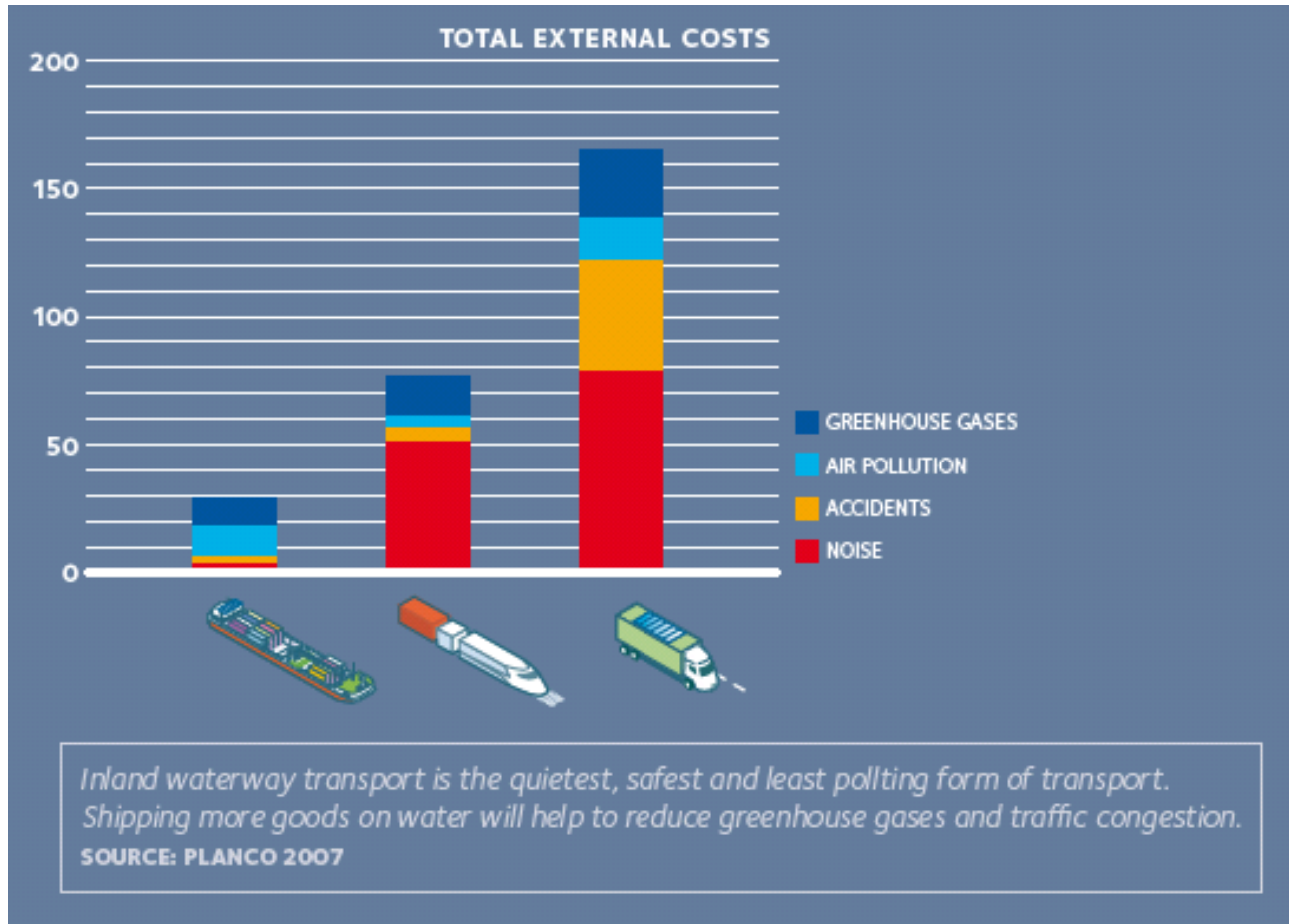
■ Fits with business and citizens' demand

- Sustainability charters following citizens behaviour push
- Sharing of transportation, warehousing and information leads to cost and emission savings

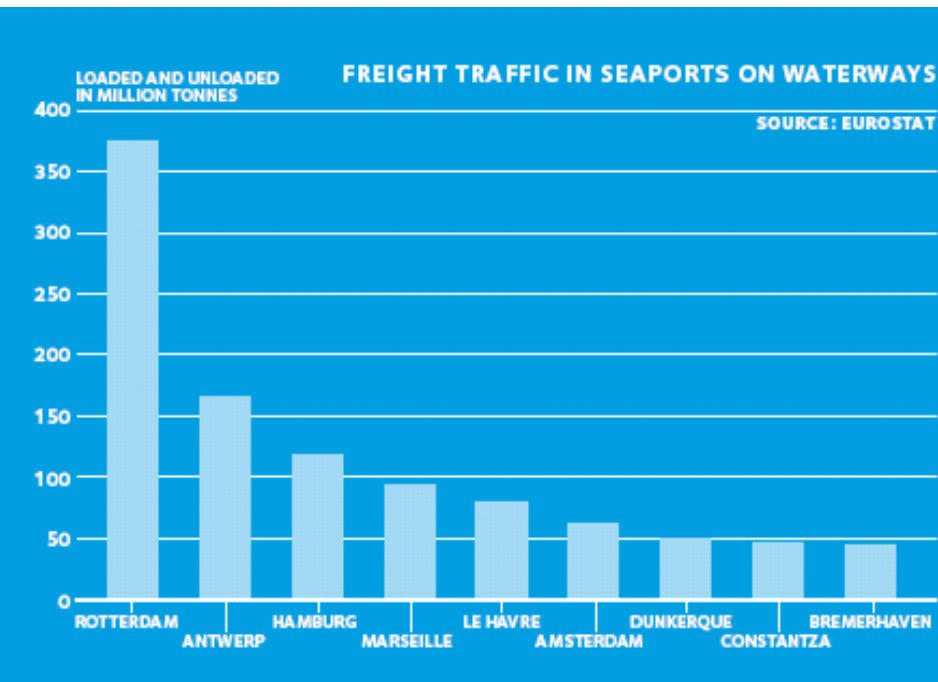
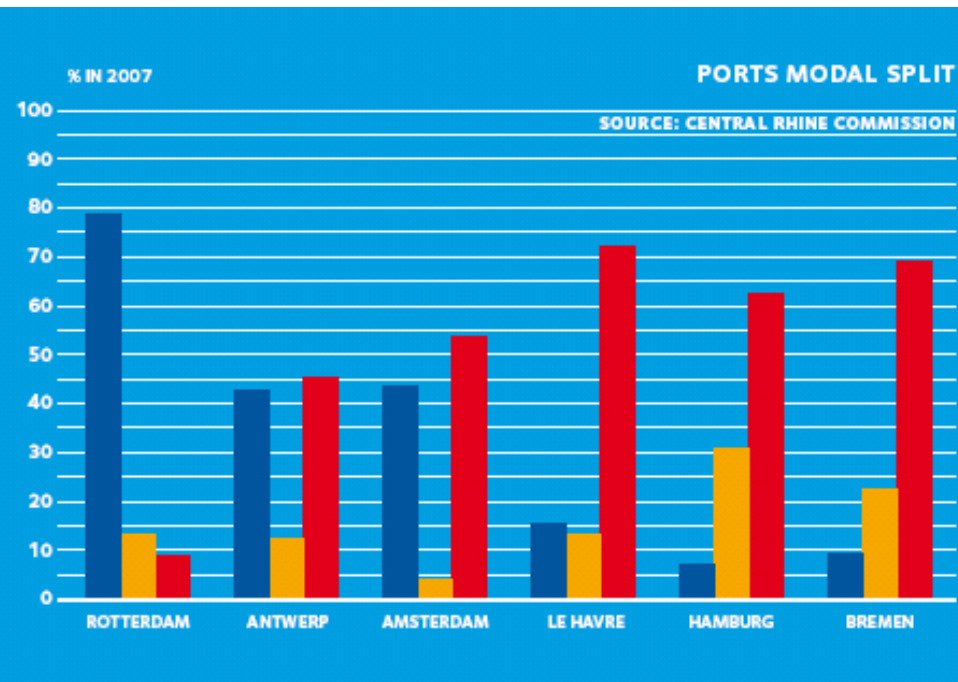
Push for new logistics patterns



The greater story of sustainability



Providing room to ports to grow



Port authorities set modal split in concessions

Rhine-Scheldt area

- modal split hinterland transport IWT 40%
- new expansion plans require cost-effective solutions and high air quality standards for EU law and societal acceptance
- port authorities set minimum IWT% hinterland transport in port concessions for waterborne quays

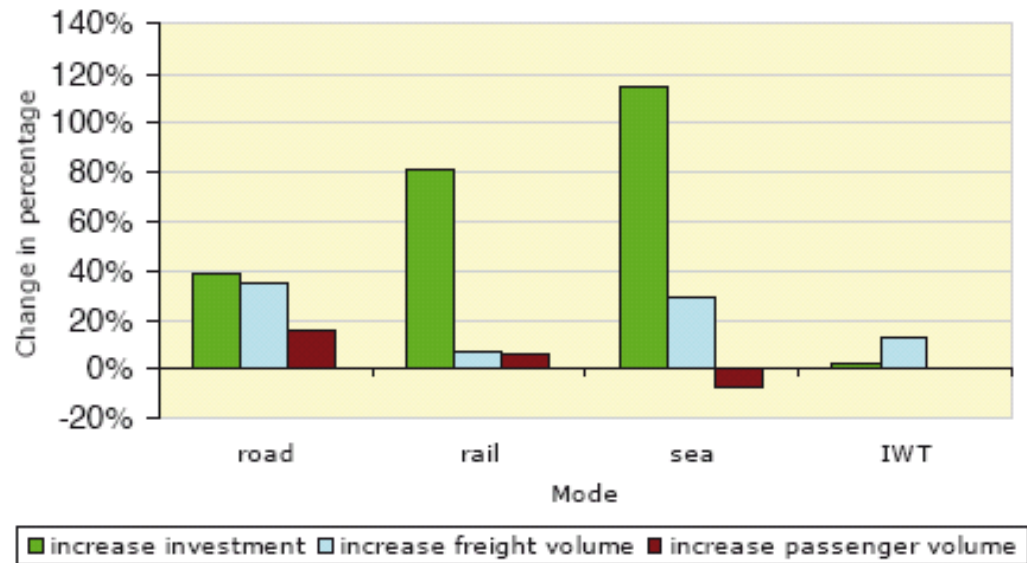
Followed by ports of Marseille (Rhône), Hamburg (Elbe), Le Havre (Seine), Constantza (Danube)

Why promotion of inland waterways

- Value for money

- Existing asset requiring optimisation to integrate in freight flows (almost no new infrastructure):
 - Waterways
 - Ports
 - ITS
- Investment pays off for more than transport:
 - regional development
 - tourism
 - water supply
 - nature development
 - climate change

Comparison growth investment with freight and passenger volume 1995-2004



How to do it

- infrastructure
 - Inventory of network needs (waterways, ports, ITS)
 - Integrated planning for win-wins and more buy in
 - Integration in EU plans for EU funding

- fleet
 - Modern and sustainable fleet up to needs
 - Adapt regulation
 - Cut red tape: seamless business environment

- level playing field
 - Not more complex than other modes

- promotion
 - Let users know and how to use
 - Not one shot campaign, sustained effort
 - Use European policies (Baltic strategy)

Make waterway transport easy-to-use

Between sea and inland water



- Estuary barges
 - Capacity 400TEU – 5,000t
 - Dimensions 135x14.5 – 110x17.1



Photo courtesy

VNF

Cushman & Wakefield

What does INE offer

- Internal exchange platform
 - Regular meetings with waterborne colleagues
 - Exchange of know-how, expertise and good practice
 - Copy opportunity of successful measures
 - Teaming-up possibilities

- EU lobbying
 - Policy two-ways information (EU < > national)
 - Proactive, reactive and early stage lobbying
 - Enhance access to funds

- EU promotion
 - Teaming up for cross-border action