

EP Public Hearing “A European Strategy for Low-Emission Mobility”

22 March 2017

The majority of the EU population lives close to the coast and the main waterways.

By 2030, we see a continued growth of container movements between seaports and hinterlands by inland waterways, not because seaport volumes are expected to grow as much as before, but because seaports aim to have more containers shipped by water to relieve congested land networks.



We envision sea and inland ports as hubs for the circular and renewable economy, where next to wind and solar energy, power-to-gas for hydrogen, shore-side electricity, green energy can also be generated from the recycling of waste turning ports into key facilities for alternative fuels creating a stronger link between a clean energy and transport system. We expect the circular and bio economy to generate more transport, so we want to enable the organisation of sustainable supply chains and bundling of flows along the water. We see cities along waterways increasingly supplied by modular ships in new multi-modal services to avoid congestion. We see a revival of smaller waterways to reach deeper into the European hinterland.

This transition is ongoing. Where inland waterway transport is still known as a bulk and container transporter, waterway and port authorities are involved in projects to move more continental cargo including pallets, parcels, renewables and recyclables in urban areas and between cities. Investments take place in new logistics concepts as crane ships, automated zero-emission vessels, water-side eco-industrial parks and multi-functional city quays.

Waterway authorities also cooperate across Europe to turn River Information Services, the ITS of inland waterways, into cross-border corridor management services to make waterway transport easy-to-use. Connected to port information systems, we move towards synchro-modal logistics services. Digitalisation is a major enabler for safe, energy-efficient and environmentally sound traffic and transport management.

Inland waterway is a low-carbon and energy-efficient mode. Our goal with the sector organisations is to facilitate the transition towards lower-emission and zero-emission navigation, while at the same time not throwing away the existing very durable assets that ships are. We take a holistic view at innovation where we want to make sure that innovators are rewarded by clients and regulators for greening the fleet.

An integrated European approach is needed. Distances are decreasing, but 75% of inland waterway transport volumes are cross-border. Innovation-oriented European regulation and cooperation support is essential to multiply positive projects and practices.

Without moving quickly forward with the review of the European RIS framework directive of 2005, further digitalisation of inland waterways and connectivity with other modes becomes difficult. Let's turn digitalisation from a challenge into a catalyst. The Commission strategy rightly stresses the importance of "setting standards to ensure interoperability across borders and enabling data exchange while at the same time addressing data protection and cyber-security issues", but this is not just for road transport but for waterway transport too without forgetting the interconnectivity with other modes. Without regulation that anticipates automation, implementation hits the limitations of the EU manning, training and technical requirements.

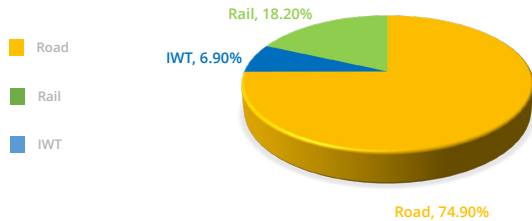
Besides regulation, substantial investment is required by public and private stakeholders in physical and digital infrastructure, innovative logistics concepts and clean vessels, ports and training in the form of dedicated funding and financing as well as research and innovation. Again, a stable investment climate cannot be done at regional and national level alone. It is the European approach that ensures interoperability, multiplication and in the end more European added value.

Overall, we find an integrated EU approach vital. The Commission strategy focuses mainly on improvement actions for road transport and additionally a shift towards sustainable modes. We are convinced we have to look at all modes and nodes and work towards better interconnectivity to successfully support a changing economy.

Inland Navigation Europe (INE) is the European platform of national & regional waterway authorities, ministries and organisations promoting waterway transport, established in 2000 with the support of the European Commission. INE sees major opportunities to contribute to long-term strategies for sustainable transportation by moving more goods and people by water in EU regions and cities with accessible and navigable rivers and canals. INE is a neutral platform without commercial interests.

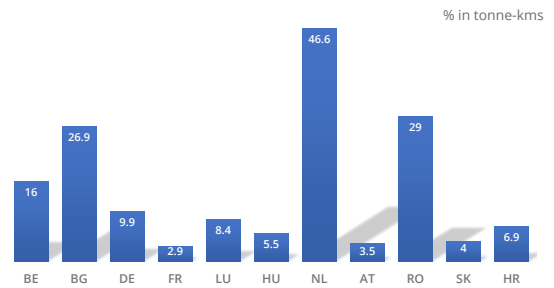
Inland Waterways Transport by numbers

Market share of transport modes in EU



Source : Eurostat, 2014

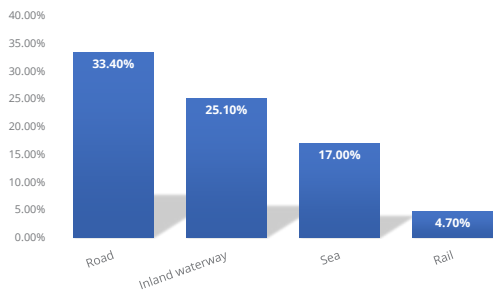
Modal share of inland navigation by country



Source : Eurostat, 2014

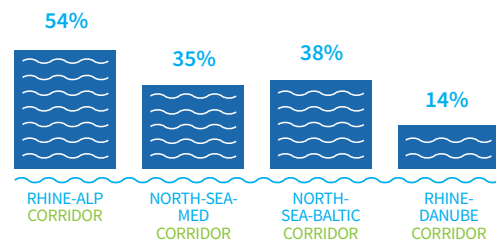
Inland waterways transport has a 6.9% share of freight volume in the EU, which has some 40,000 km of navigable waterways, but this share is considerably higher in countries with good waterway infrastructure.

Growth rate of transport modes 1995-2013



Source : Eurostat, 2014

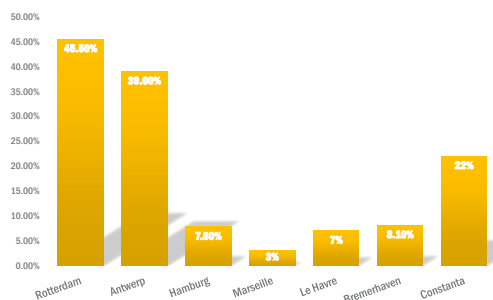
Share waterways transport in cross-border freight flows



Source : EC corridor studies

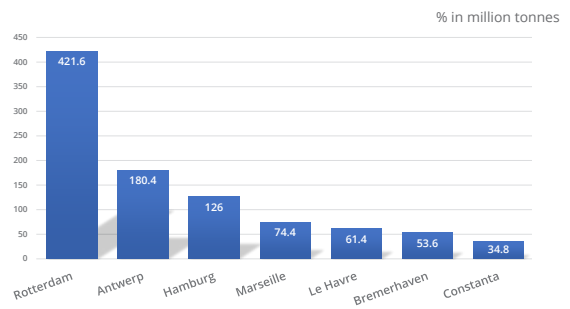
Waterway transport offers a powerful environmental answer to expensive road congestion – by investing in inland waterway infrastructure, a future traffic jam stretching 1.5 million times around the globe can be avoided. Inland waterways transport already has a low carbon performance and 85% air pollution reduction in the near future will save society €23 billion.

Inland waterways transport share in ports



Source : CCNR & Ports





Freight traffic in seaports



Source : Eurostat, 2014

Some of Europe's largest seaports use inland waterways transport because of increasing congestion & lack of rail capacity (70% of EU trade goes via Europe's seaports). The availability of waterways provides a competitive edge. In Rotterdam for instance this leads to a daily avoidance of 100,000 truck movements.

4 Waves for the development of inland waterways transport

<p>1. Bulk</p> <ul style="list-style-type: none"> • Traditional market of large volumes • Steel, oil, coal, building materials, agribulk, chemicals, etc. • Stabilising trend: reshoring, energy transition climate change 	<p>2. Container</p> <ul style="list-style-type: none"> • Successful market of containers in seaport hinterlands • Slowing growth • Still +72% by 2030 in Antwerp-Rotterdam and impact of megaships 
<p>3. Continental</p> <ul style="list-style-type: none"> • Building materials • High & heavy • Pallets & parcels • Bio-economy & renewables • Waste & recyclables 	<p>4. Synchro-modal in seaport hinterlands and continental markets</p> <ul style="list-style-type: none"> • Changing demand & freight flows • Growing urbanisation (atomisation) • Flexible a-modal logistics • EU goal by 2030 <ul style="list-style-type: none"> • 30% from road to rail/water • carbon-free city logistics 

Examples of continental urban logistics by water

