

A stylized, colorful illustration of inland waterway transport and infrastructure. The scene is set on rolling green hills. A blue river winds through the landscape, with several yellow and white cargo barges moving along it. On the banks, there are various elements: a port area with cranes and stacked containers, a town with colorful houses and tall buildings, wind turbines, and a road with trucks. In the top left, a road with trucks is visible. In the bottom right, a train is shown on a track. The overall style is flat and modern, using a palette of greens, blues, yellows, and reds.

# INLAND WATERWAY TRANSPORT

Pråmtrafik konferens, Stockholm - 21 February 2018

# Inland Navigation Europe

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



viadonau



# Most talked about issues

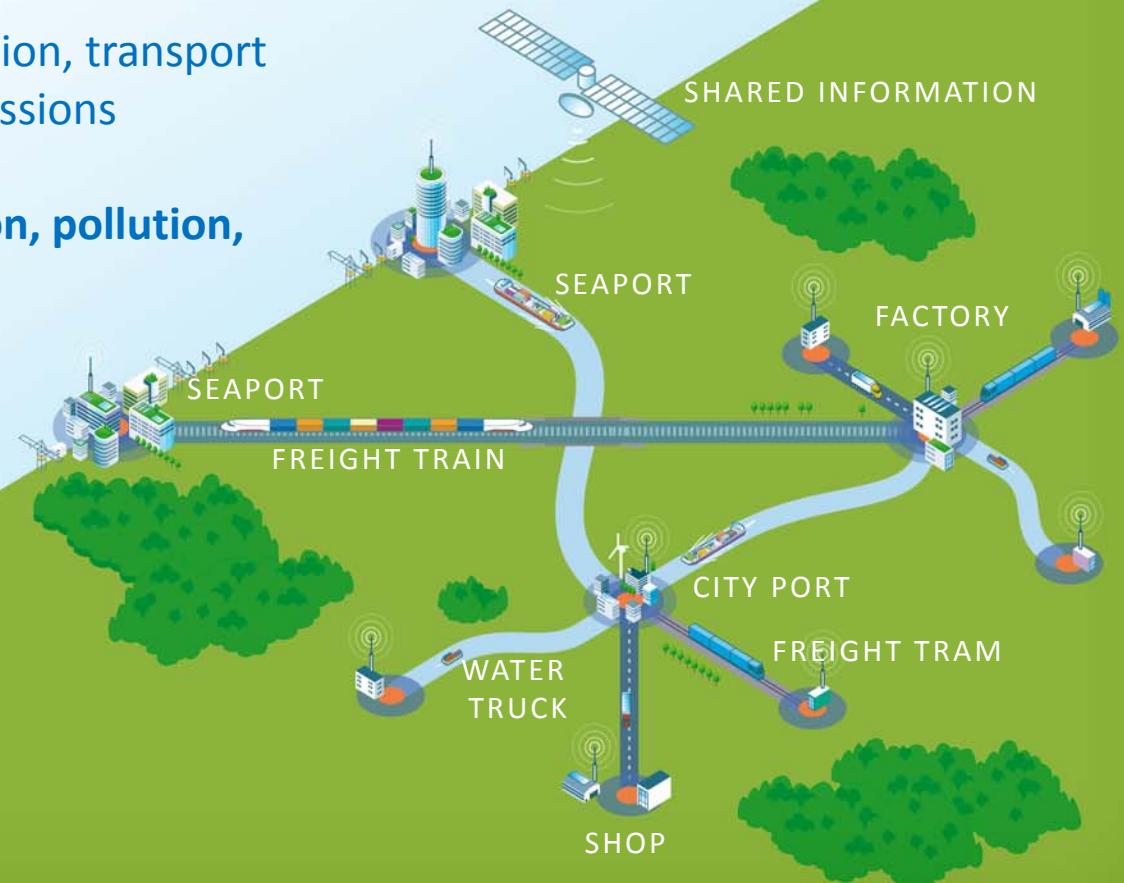


# 2020 Supply chain

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

- Long haul shipping is done via inland waterways and rail with clean vehicles (road/rail/water) 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**



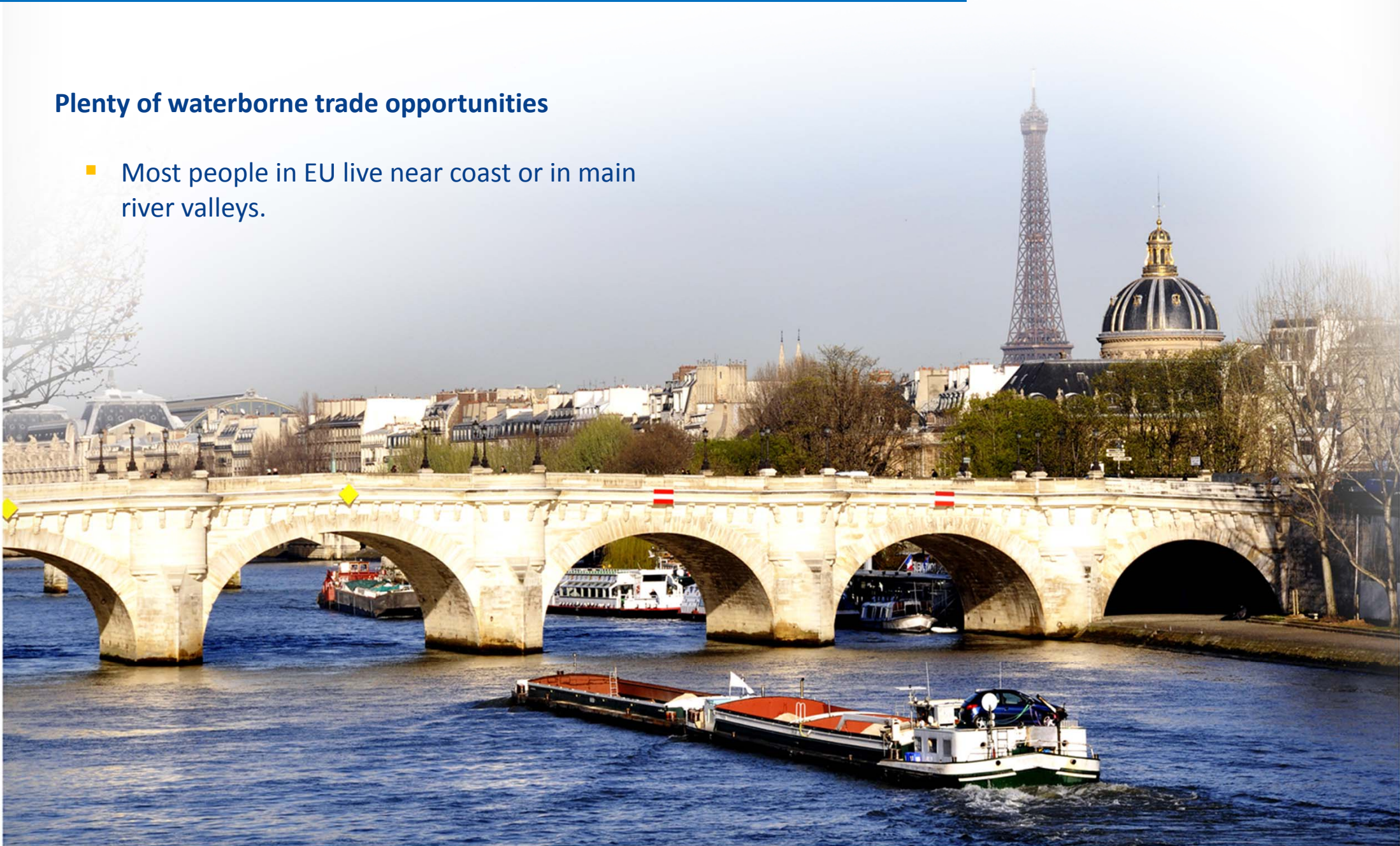


**Your  
mega-mega  
truck**

# Historic advantage

## Plenty of waterborne trade opportunities

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



# 4 waves

## Bulk

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



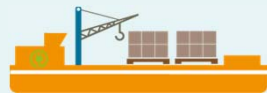
## Container

- 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



# Change = political choice



Investment



Coordination



Legislation



Innovation



From technical policy to integrated action programmes

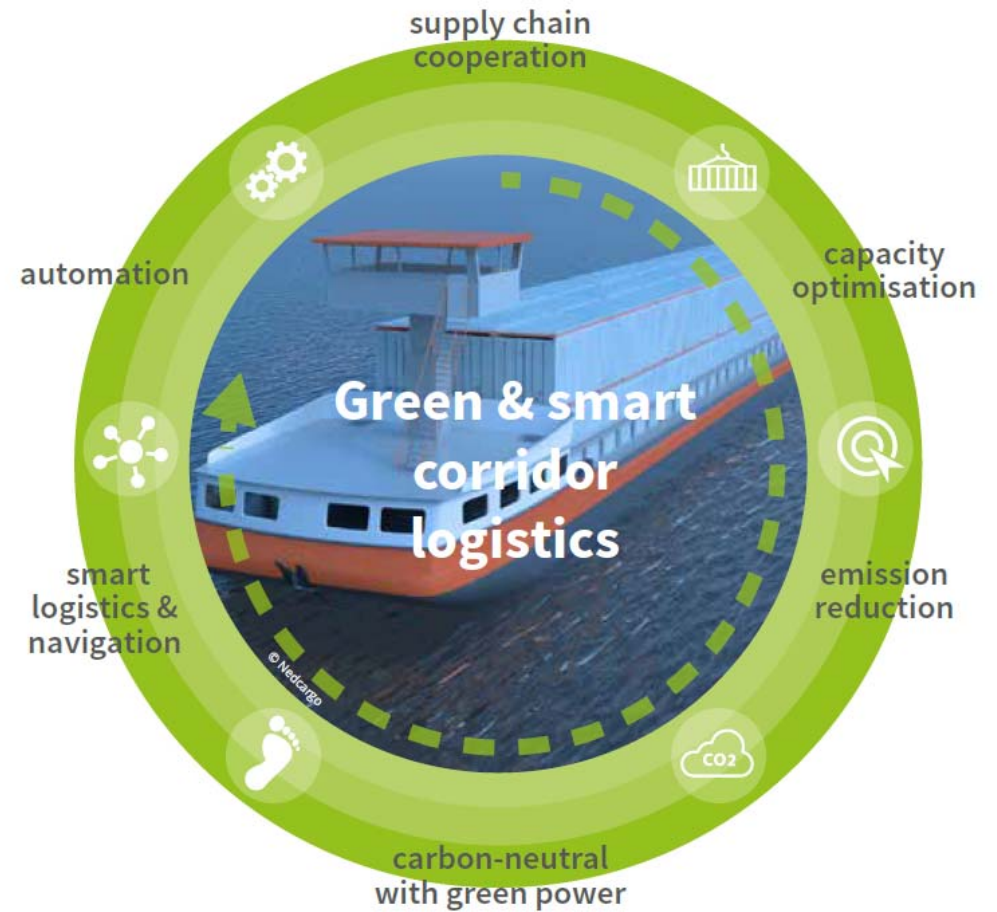
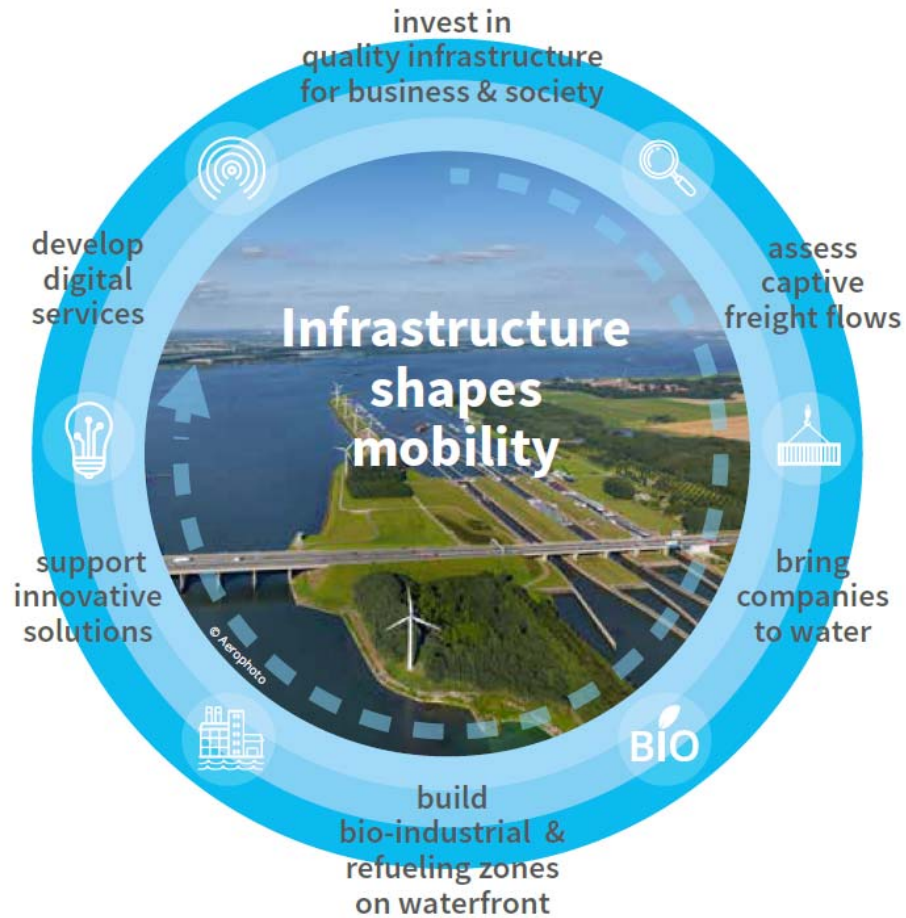
- Naiades 1 2006-2013
- Naiades 2 2014-2017
- Naiades 3 will follow

Led to national action programmes and exchange between member states

Integration in other policies

- State aid
- Infrastructure
- Digitalisation
- Combined transport
- Greening

# Policy drive



# Modal choice & charging

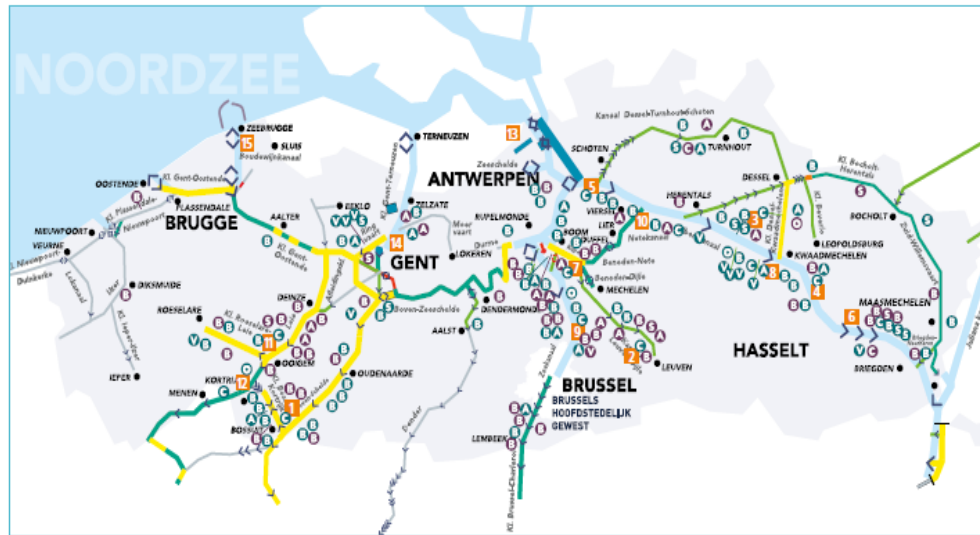
## Navigation dues

- Old acts on freedom of navigation
- In NL navigation beyond Rhine free
- In BE symbolical fee
- In DE, Kanalabgaben will be cancelled

## Pilot dues

- BE and NL no pilot obligation

# Modal choice & land use planning



PPS-laad- en losinstallaties		Binnenvaartcontainerterminals
— Klasse I 300T	⊗ Aangevraagd	1 AVTC
— Klasse II 600T	⊗ In bedrijf	2 Batop
— Klasse III 1350T	⊙ Containers	3 BLC (Groep Gheys)
— Klasse IV 2000T	⊙ Vloeibare producten	4 ESG (Euro Shoe Group)
— Klasse V > 2000T	⊙ Bulk	5 GCT (Gosselin Container Terminal)
— Verbod door te varen	⊙ Stukgoed	6 Haven Genk
— Sluis	⊙ Afval	7 TCT Belgium
	⊙ Ondeelbare stukken	8 BCTN Meerhout
		9 Multimodal Inland Container Terminal Vilvoorde
		10 BCT (Beverdonk Container Terminal)
		11 RWT River Terminal Wielsbeke
		12 Alpro Wevelgem
		13 Euroports Container Terminal
		14 Ghent Seaport Container Barging
		15 PortConnect nv

## Government

- Co-investment of 80% government
- Only infrastructure, no superstructure
- Maximum of 50% of total investment of the project
- Waterway infrastructure is public domain
- Owner quay wall = government

## Private partner

- Right to use the quay wall for limited period: concession
- Pays concession dues at market price
- After concession period: quay wall handed over to government in original state, if not government becomes owner of installations left on the quay wall
- Generate “minimum transshipment” during period of 10 years, if not penalties

## Result

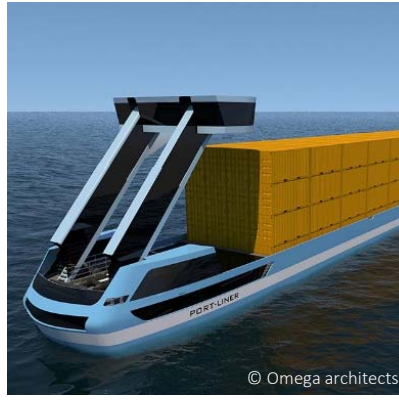
10 million truck movements avoided

# Innovation & land use planning



# Green water logistics

- urban logistics
- crane barges
- hybrid propulsion
- clean vessels



# Developing communities & regions



Circular economy



Clean energy



Nature management



Water management



Leisure & tourism



Employment

# 2030 VISION

