

EBU STATEMENT ON THE COMMUNICATION FROM THE COMMISSION “A SUSTAINABLE FUTURE FOR TRANSPORT: TOWARDS AN INTEGRATED, TECHNOLOGY-LED AND USER FRIENDLY SYSTEM”

The European Barge Union (EBU) represents the majority of the inland navigation industry in Europe. Members of the association are the national associations of barge owners and barge operators of meanwhile 8 leading European inland navigation countries.

EBU's main objective is to represent the interests of the inland shipping industry at a European and international level and to contribute to the development of a sustainable European transport policy. EBU thus promotes the development of inland shipping and of the transport by inland navigation vessels. We therefore take the opportunity to comment on the Commission's Communication regarding a sustainable future for transport: Towards an integrated, technology-led and user friendly system.

GENERAL REMARKS

Europe's society in the past years suffered from severe congestion problems. It is necessary to find a new balance between the transport volume and sustainable solutions towards the background of the economic, environmental and social challenges. Promoting a better use of all modes of transport and a better use of alternative modes to road with unused potentials can considerably contribute to new solutions and a new balance between economic growth, social welfare and environmental protection.

Inland Waterway Transport pays an important contribution to the transport demands within the European policy, however this mode of transport suffered from an underestimation during the past decades. Where Inland Waterway Freight Transport reaches shares up to 40 % in some Member States, the overall share of Inland Waterway Freight Transport within the European Freight Transport by inland modes only makes up some 5,3 %.

Research has proven that Inland Waterway Transport *can grow tremendously on various waterways*, due to **considerable reserve capacity both in infrastructure and fleet capacity**. Inland Waterway Transport has turned out to be the most environmentally-sound, energy efficient and safe mode of goods and passengers transport as well and offers the best possible safety guarantees.

POLICY OBJECTIVES FOR SUSTAINABLE TRANSPORT

The aim of the European transport policy is to establish a sustainable transport system that meets society's economic, social and environmental needs. This implies the support of cleaner modes and the use of less congested infrastructure. Therefore a stimulation policy is needed in favour of those modes that contribute most to the realisation of this policy. The waterways in Europe, which mostly are existing natural rivers, dispose over capacity to absorb a much higher volume of transports.

In connection with the positive effects in terms of safety, energy efficiency and external costs a switch to inland navigation offers a double advantage.

We agree with the communication's observation that only limited progress in shifting transport to more efficient modes has been made. Thanks to its **scale**, inland waterway transport is the cheapest and most efficient way of moving products in bulk and in containers. An average container vessel carries some 200 containers, the new type of container vessels carries more than 500 containers and replaces 500 lorries. The average tank vessel meanwhile replaces some 380 lorries. Over the past years there was a considerable increase in scale of the inland fleet which leads to an increasingly effective modal shift.

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As pointed out in the mid-term review of the 2001 White Paper, transport and freight logistics play a key role when referring to the future developments of society, recognising that the effect of imbalance between modes led to situations which are not in favour of the Community. Therefore the European Commission in the past year took the initiative to boost the efficiency, integration and sustainability of freight transport in Europe. Choices of transport modes often are based on traditional patterns. To make full use of accessible capacities, the alternatives to the traditional transport systems still are under discovered. The improvement of **awareness** in this field is an important starting point and can lead to shift to more environmentally friendly modes, mainly inland waterway transport.

Therefore inland waterway transport is in need of a better integration in the logistic chain. To realise this aim it is of high importance that existing and new ports are developed as intermodal ports, offering the possibility of smooth operations and handling of cargo from or on inland vessels and providing sufficient and good connections with road and rail. The efficiency of port infrastructure and excellent fairway conditions, a.o. sufficient height of bridges along the rivers and canals, largely determine the efficiency of intermodality and freight logistics.

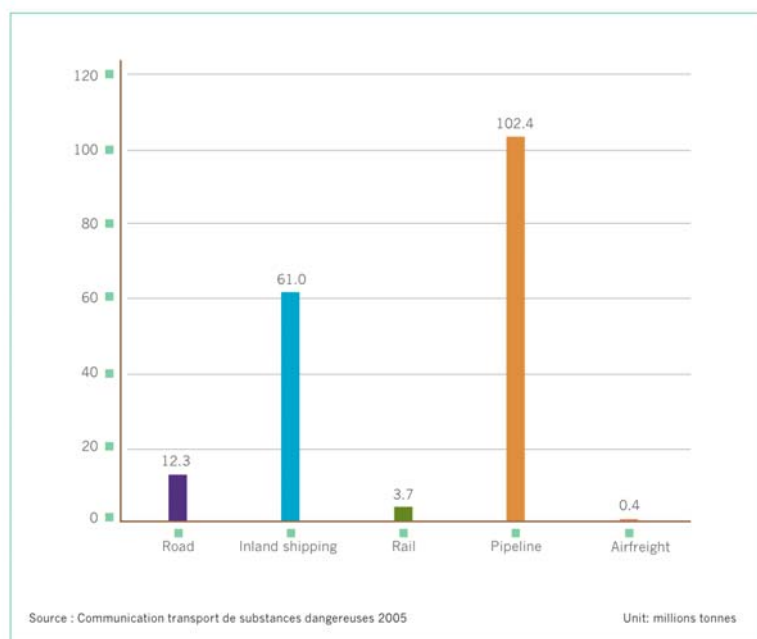
Quality transport that is safe and secure

Due to highly advanced and internationally recognised **safety standards**, inland waterway transport is by far the most safe and secure mode of transporting dangerous goods.

Inland navigation takes a leading position in the carriage of hazardous good, due to which a huge part of the transport of hazardous goods is carried on waterways.

● Transporting hazardous materials by modality, 2005

Most hazardous materials are transported by pipeline. In addition, inland shipping is setting the trends in the safe transport of hazardous materials. A large proportion of the transport of hazardous materials takes place across waterways.



Source: "The Power of Inland Navigation": The future of freight transport and inland shipping in Europe 2010-2011, p. 36

The nature of inland waterway transport as such guarantees the most secure transport in general. Apart from that the inland shipping industry as professional sector took its responsibilities in the field of terror prevention by presenting own guidelines which are already implemented.

By enhanced co-operation between carriers, governments, shippers and other parties involved 'secured lanes' can be developed, which may benefit all parties in the logistic chain.

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More environmentally sustainable transport and decarbonisation

The necessity of reducing the CO₂ levels recently has been targeted by the EU's energy and climate package which aims to reduce greenhouse gas emissions in 2020 by 20 %.

Inland Shipping is the most environmentally friendly and **least polluting** mode of transport. The sector is committed to move forward on emission-low concepts by **technical innovation** in order to maintain and improve its environmentally friendly image. The benefits from inland shipping however have to be considered not only referred to emissions. The benefits are a result of the overall concept and advantages of inland shipping in terms of congestion, maintenance and use of infrastructure, accidents and other relevant elements.

By making **efficient use of energy**, inland waterway transport reduces the emission of pollutants into the atmosphere. Energy efficiency goes hand in hand with environmental protection. The future scarcity of energy and the development of sustainable mobility ask for environmentally friendly solutions. A comparison of energy factors for the various modalities proves the huge contribution of IWT to a sustainable transport system.

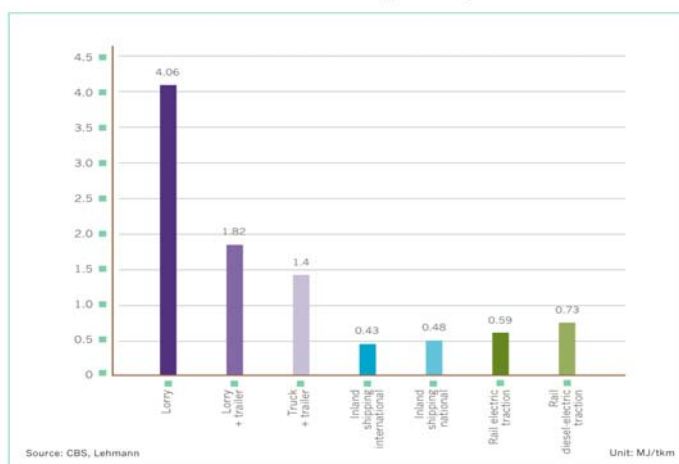
Energy factors for various modalities in MJ/tkm

Type of transport	average cargo capacity (tonnes)	primary energy consumption (MJ/tkm)
Road transport		
Lorry	7.3	4.06
Lorry + trailer	19.3	1.82
Truck + trailer	25	1.40
Inland shipping		
International*	1,250	0.43
National*	700	0.48
Rail		
Electric traction*	1,000	0.59
Diesel-electric traction*	650	0.73

Source: CBS, Lehmann

* value is calculated as the total energy consumption for loaded and unloaded kilometers, divided by the tonne-kilometre performance

Energy consumption modalities in MJ/tkm



When it comes to energy consumption, inland shipping is by far the most economical modality. Per tonne-kilometre, its energy consumption tends to be up to 3.5 times lower than in road transport.

Source: "The Power of Inland Navigation": The future of freight transport and inland shipping in Europe 2010-2011, p. 57

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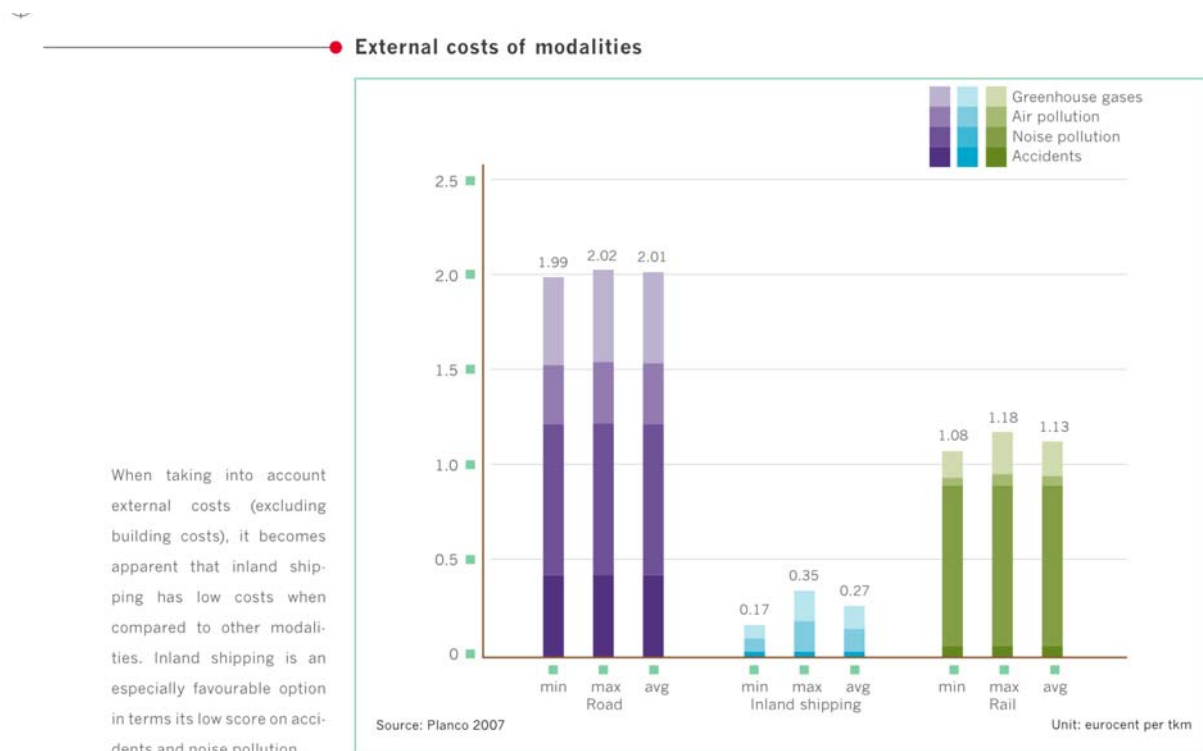
Smart prices as traffic signals

The German Planco institute recently in co-operation with the Bundesanstalt für Gewässerkunde conducted a study¹ on the economical and ecological comparison of transport modes.

According to this study inland navigation in the sum of all external costs generated by climate change noise, accidents and emission holds the most positive record of the compared modes of transport.

The overall costs of all external effects in the field of bulk transports f.e. are some 83 % lower compared to road, and some 70 % lower compared to rail transport. In the field of container transport the costs compared to road transport are 78 % lower, and compared to rail transport 68 %².

Inland navigation as part of the transport chain has a positive impact on the environmental performance of transport. The low CO₂ emission of inland vessels compared to other modes of transport together with the recent measures to further improve the environmental performance in terms of emissions and lowering the sulphur content in fuel considerably contribute to mitigation.



Source: "The Power of Inland Navigation": The future of freight transport and inland shipping in Europe 2010-2011, p. 56

¹ Economical and ecological comparison of transport modes: Road, Railways, Inland waterways", Summary & Findings, „Verkehrswirtschaftlicher und ökologischer Vergleich der Verkehrsträger Strasse, Bahn und Wasserstrasse“ by PLANCO Consulting GmbH, Essen in co-operation with Bundesanstalt für Gewässerkunde, Koblenz, November 2007

² The full text as well as its summary and findings are published on <http://www.wsd-ost.wsv.de/service/pdf/index.html> in German version and the English translation of the summary and findings on www.ebu-uenf.org

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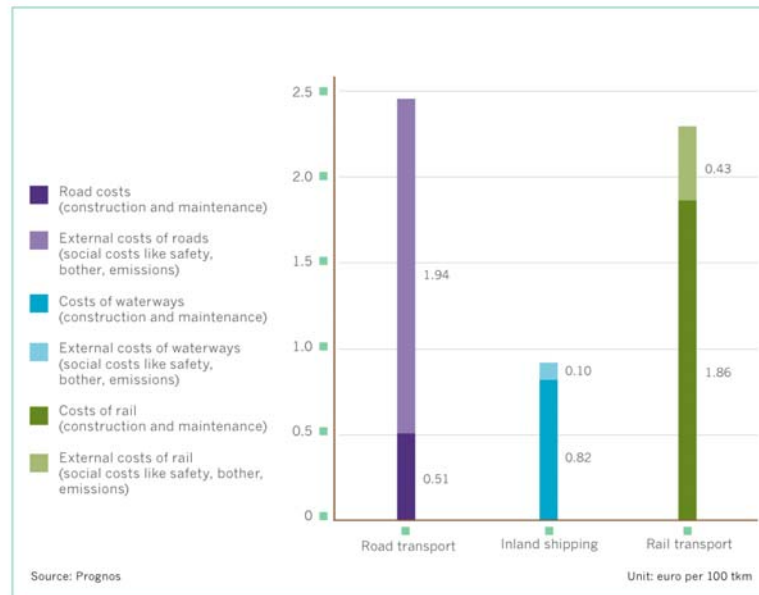
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External costs of freight transport

Although the building and maintenance of roads is relatively cheap, the social costs tend to be high. The most expensive modality to construct and maintain is rail, but its social costs are low. Waterways score well in both respects. As such, when it comes to freight transport, countries with many waterways are more attractive than those that rely on road and rail.



Source: "The Power of Inland Navigation": The future of freight transport and inland shipping in Europe 2010-2011, p. 56

Infrastructure

Infrastructure is without doubt the backbone of transport. Reflecting on the experiences and lessons from the past some **general remarks and observations** should be taken into account in the discussion regarding a sustainable future for transport which already have been proposed in the revision process of the TEN-T's:

- A closer relation between the TEN-T policy and the transport policy is needed: The TEN-T policy should be embedded in the overall European transport policy rather than acting as standalone policy. This would automatically lead to a more integrated approach as well as complementarities between the different policy areas.
- Infrastructure and the TEN-T policy in economic terms is crucial to the development of Europe. Stimulation of the competitive position of Europe in a sustainable way - one of the aims of the Lisbon agenda - needs to take on board transport and infrastructure demands. Transport and cargo volumes follow the economic development and trade patterns. A proper infrastructure is needed to guarantee the smooth transport of cargo.
- A review of the existing TEN-T policy must be based upon solid financial perspectives, criteria and support. This means that the necessary financial means need to be allocated at both the European and the national level. The resources need to reflect the ambitions and not vice versa.

We fully agree with the communication's observation that new infrastructure is costly and making the optimal use of existing facilities can already achieve a lot with limited resources. Taking into account the **still unused potential** of the existing waterways it is thus crucial to support waterborne transport with substantial financial means to **properly maintain and develop waterways** as well as to **remove the existing bottlenecks** and to realise **missing links** in the European waterway system.

From a socio-economic point of view many Inland Waterway projects deserve full support. A positive first step towards realisation of the aims within the European Transport policy in terms of modal shift has been the listing of some Inland Waterway Projects in the TEN-T priority list. Others should be added. The listed projects are of high relevance to the transnational traffic flows.

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• New waterways



CONCLUSIONS

The launched discussion by the European Commission offers huge possibilities to transform the future transport system by.

- Making better and more efficient use of the existing potential
- Improving the interoperability of modes

It is evident that

- the environmental and social challenges as expressed in the Communication can be much better addressed by making full use of environmentally friendly modes and potentials such as inland waterway transport.
- prioritisation and rebalance of cargo flows must lead to a better use of the existing resources in a more efficient and effective way.
- A concentration on modes that benefit the entire transport policy deserves support.

Thus a modal shift towards inland navigation offers tremendous possibilities for a sustainable future for transport.

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The European Barge Union EBU was founded on 14 December 2001 with seat in Brussels and in Rotterdam.

EBU represents the interest of inland navigation on a pan European level and deals with all questions, arising out of the future development of the inland navigation industry and inland waterway transport.

To realise this aim EBU is active in the field of

- ☐ the development of the European transport policy
- ☐ the improvement of the economic position of inland navigation
- ☐ the structured cooperation with national and international institutions
- ☐ the exchange of information and experience between the parties involved

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