

**RESOLUTION No. 10
ON INLAND WATERWAYS AND INLAND WATERWAY SHIPPING**

[CM(83)12]

The Council of Ministers, meeting in Lisbon, on 17th and 18th May 1983,

BEARING IN MIND:

- That inland waterway shipping in Europe has, in the last twenty years, made a major contribution to the economic development of ECMT Member countries, particularly in the sphere of international transport;
- That the countries bordering the Rhine, including Belgium and Luxembourg, increased the t/km carried inland waterway from 76 to 99 billion between 1960 and 1981 (+ 30%) so that the inland waterways have retained their share of the transport market;
- That the productivity of inland waterway shipping has steadily increased (+ 40%) through organisational and technical improvement;
- That there is structural overcapacity in the inland waterways due to the worsening economic situation and falling demand for the transport of goods traditionally carried by inland waterway and also due to the increase in the building of new vessels;
- That the inland waterways are important non only for the carriage of goods traffic but also from the viewpoints of regional development, water management and energy utilisation;
- That most of the waterway projects listed in Resolution no. 9 [CM(64)13] have been completed or are under construction, but that some of the projects are now to be seen in a different light, because of the altered economic outlook and present attitudes to environmental considerations in the case of new infrastructure;
- That inland waterway shipping, with its economical use of energy, environmental advantages high level of safety and scope for combination with other forms of transport, has a promising future;
- That, given the difficult economic and financial climate, the advantages specific to the inland waterways mean they will have an important role to play in the future;

TAKING INTO ACCOUNT the work proposals adopted as the result of the discussion on “Investment and Trunk Lines of Communication in Europe” at the Council’s meeting on 20th and 21st May 1980 in Bonn;

HAVING REGARD to the attached report of the Committee of Deputies [CM(83)11];

NOTES WITH SATISFACTION:

- That the inland waterways have maintained their position mainly by applying new technical developments at a time of radical change in transport market conditions, whilst having to contend with competition from other modes of transport;
- That many of the waterway projects listed in Resolution no. 9 have since been completed or are under construction;

RECOMMENDS:

- That the quest be intensified for a solution to the problem of structural overcapacity;
- That provision be made for appropriate and adequate financial resources for the maintenance and improvement of the inland waterways so that traffic using them can operate efficiently;

TAKES NOTE of the map showing European inland waterways now in use or planned for the future.