



# Inland Shipping in the Netherlands

- Dutch fleet: ca. 5,000 ships (50% of western European fleet)
- Transport within Dutch borders: 330 Mton (30% of total transported goods)
  - bulk transport (market share 80% on distances > 100 km)
  - container transport (market share 33%)
  - palletised transport (market share 4%)
- Inland shipping industry is mainly a family business; ca. 90% has one ship

# Ministry of Transport, Unit Inland Navigation

- Unit Inland Navigation: 18 people
- Focus on three themes:
  - issuing of rules (a.o. safety, environment, crew; mainly in Central Commission for Navigation on the Rhine)
  - infrastructure (construction and maintenance backlog)
  - market situation (a.o. innovation, RIS)



# Air Quality Action Plan

- International norms (CCNR and EU)
  - engine emissions (CCNR Fase III and IV in 2012 and 2016, respectively, comparable to Euro 5 and 6)
  - fuel quality (sulphur-free gas oil in 2010)
- National programmes
  - Ecodriving in Inland Waterways
  - VERS: subsidy for next stage engines and after-treatment systems
- Local initiatives
  - *Walstroom*: electricity in the Port of Rotterdam
  - local speed reduction (Rotterdam)

# Ecodriving Programme in Ministerial Vision Document

- Ministerial vision document was released 12 November
- Inland shipping is least energy-intensive transport modality
- Ecodriving programme *Voortvarend Besparen* (“Saving while Sailing”) was launched 8 November
- Reduction of CO<sub>2</sub>-emissions, but also NO<sub>x</sub>- and PM10-emissions
- Ministerial budget is M€ 4,4 (until 2011)



VoortVarend Besparen



ECHTE SCHIPP  
VAREN ZUINIG



Directoraat-Generaal Transport en Luchtvaart

# Preliminary Policy Study

- Positive results with Tempomaat (15% fuel savings)
- Central theme: behaviour of the crew
- Workshop with stakeholders
- Input from *Het Nieuwe Rijden*

# Possible Success and Fail Factors

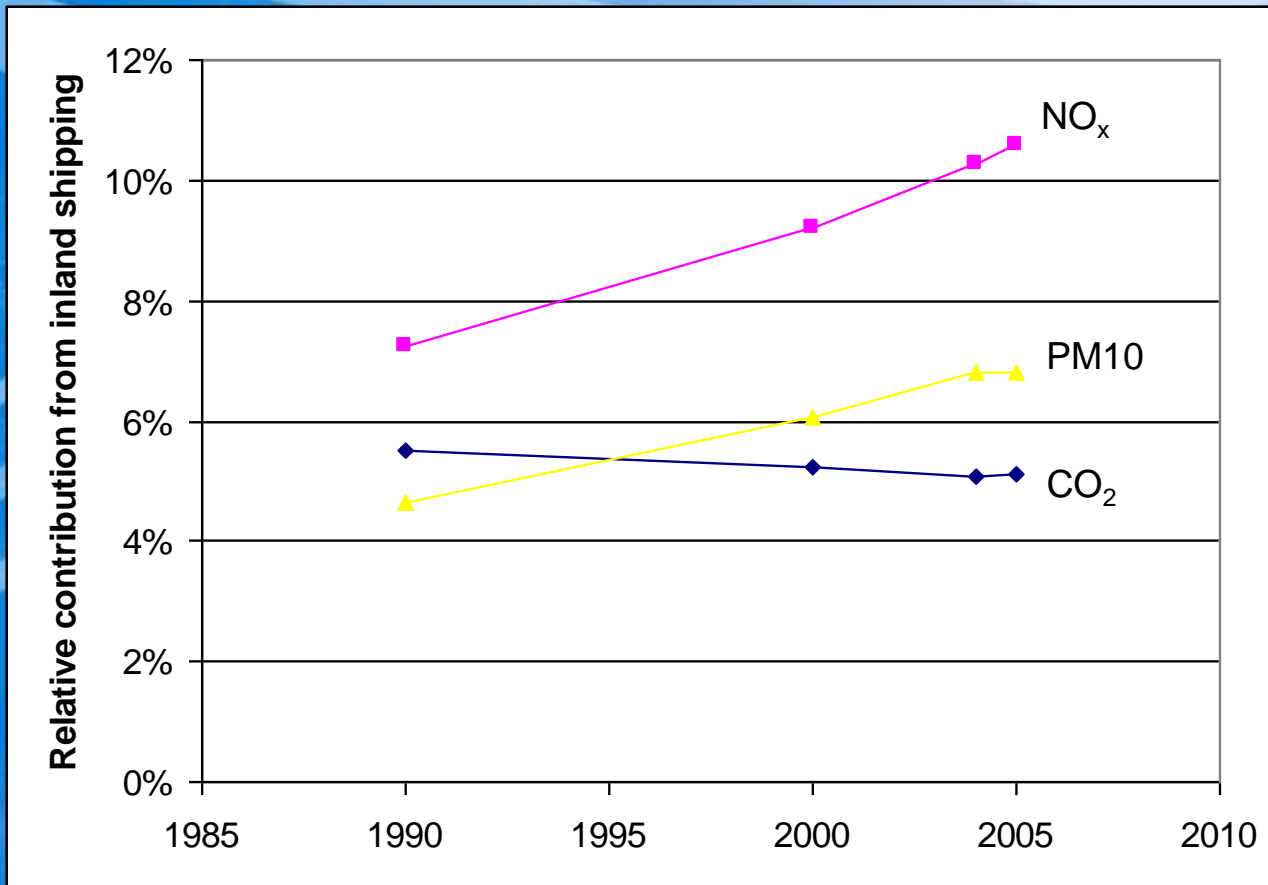
- Success factors from *Het Nieuwe Rijden*
  - Target group approach
  - “Trustworthy” sender of the message
  - Communicate the advantages (financial)
  - Develop educational training programmes
  - Connect with other programmes
- Reasons not to save energy
  - Financial investment
  - Lack of information
  - Conservatism
  - Restriction of freedom
  - Sub-optimal match between systems and people
  - Non-existent infrastructure

# Background to Ecodriving in Inland Waterways

- Why?
  - Climate change (CO<sub>2</sub> reduction)
  - Air quality (NO<sub>x</sub> and PM10)
- Why now?
  - Success of *Het Nieuwe Rijden*
  - Covenant between Ministry and shipping branche
  - High fuel prices



# Emissions from Inland Shipping



Source: Statline

# Goals of Ecodriving in Inland Waterways

- Fuel reduction: 5% in 2010
  - as compared to 2007
  - CO<sub>2</sub> reduction: 73 kton
- Underlying goal: 5% reduction of NO<sub>x</sub> (1 kton) and PM10 (60 ton)
- Fuel savings amount to M€ 10
- Avoided societal costs amount to M€ 10

# Four Pillars

- Platform
- Technical tools
- Education and coaching
- Bridges and sluices



# Platform

- Important role for individual shippers and shipping companies
- Partners:
  - shipping companies
  - individual shippers
  - branch organisations
  - clients
- Activities:
  - share knowledge and experience
  - disseminate knowledge
  - organise the programme

# Six Tips for Saving Energy

1. Get insight into your fuel consumption
  - use a technical device to monitor fuel consumption
2. Plan your trip
  - adapt to changing situations
3. Keep track of your fuel consumption
  - compare the results with previous trips
4. Anticipate other shippers' movements
  - let faster ships pass quickly
5. Listen to your ship
6. Start slowing down early
  - when approaching e.g. bridges and sluices

# Energy Management Programme of a Large Sea Shipping Company

- More than 100 tankers
- Target set in 2006: 10% energy savings
- “The only way to do it right, is by changing the behaviour of the crew”
- Ship of the Year award

# Summary

- Programme “Ecodriving in Inland Waterways” is part of the Air Quality Action Plan
- Goal is to reduce emissions by 5% in 2010
- Important role for the Platform
- Saving energy is commercially interesting; in principle Government initiatives should not be necessary

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