

## POSITION PAPER

### “Energy and Greenhouse Gas Emissions Strategies in the Transport Sector”

The actual discussion regarding energy efficiency and adaptation to climate change in Europe asks for additional steps towards a sustainable transport system. Inland navigation as the most environmentally friendly mode of transport is committed to support decision makers in their efforts to reach sustainable solutions. The sector is committed to move forward on emission low concepts and takes initiatives in that field.

Modal shift towards inland shipping therefore does not only contribute to an improvement of the environmental performance of the transport chain but to developing a sustainable transport system in general.

#### General

The European Barge Union (EBU) represents the interests of barge owners and barge operators from eight European countries. Its members are the national representative organisations of inland navigation in Austria, Belgium, Bulgaria, Czech Republic, France, Germany, the Netherlands and Switzerland.

Inland Shipping is the most environmentally friendly mode of transport and will keep its great advantage. The sector is committed to move forward on emission-low concepts 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.

#### Pollution reduction and energy efficiency

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. According to recent

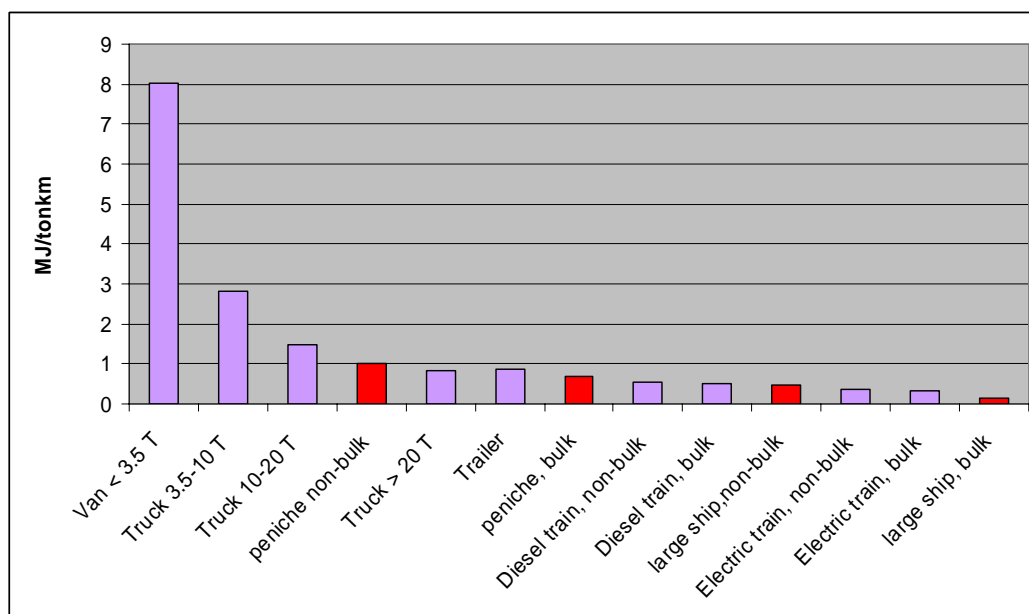
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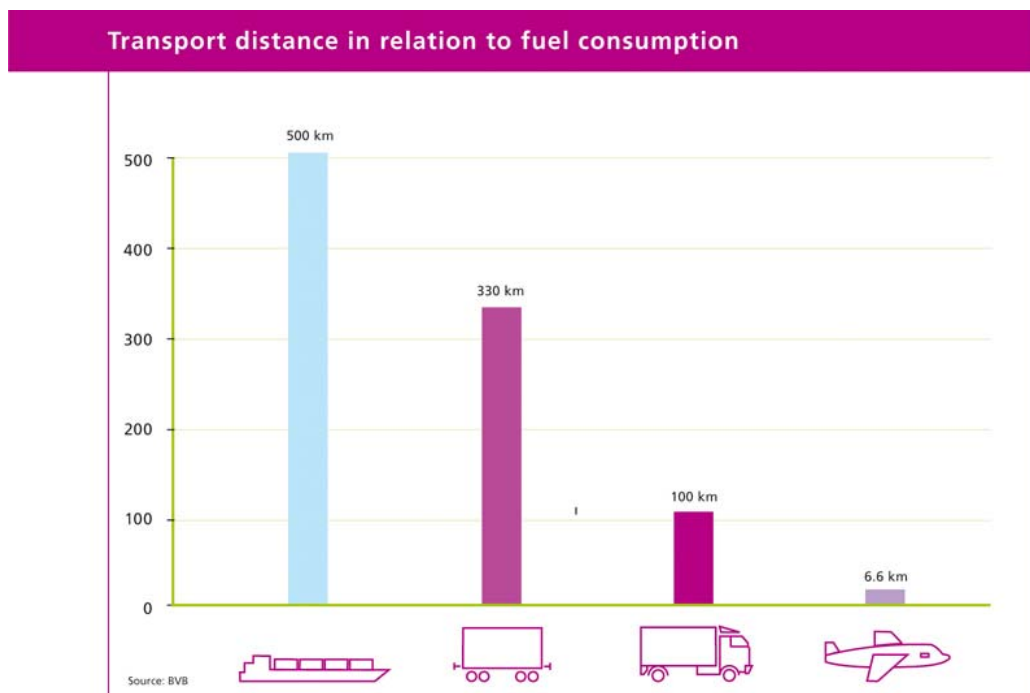
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publications<sup>1</sup> the share of inland navigation in the total energy consumption is 0,5 %. Inland navigation is an environmentally sound mode of transport. EBU and its members are committed to protecting the environment and tightening standards for the operation and construction of vessels.



Energy consumption per ton/km "To shift or not to shift", CE Delft, 2003



<sup>1</sup> midterm review of the White Paper

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## Recent initiatives

Within a recent study, the so called "CREATING-project", a European project which aims at stimulating waterborne transport within logistic chains, paying attention to both economical, environmental and safety aspects, a practical demonstration showed what is claimed to be world's cleanest diesel powered inland navigation vessel, being a vessel provided with

- Low sulphur diesel
- State-of-the-art propulsion engine
- Selective Catalytic Reduction (SCR)
- Particulate mass filter
- Advising Tempo mate

During the entire demonstration period measurements will be made to assess fuel savings and emissions. The results will be published soon.

## Fuel Directive, (COM 2007/0018)

Regarding the Commission proposal on lowering the sulphur content in fuel EBU welcomes the proposed time frame of December 31<sup>st</sup> 2009 in which the fuel directive is scheduled to come into effect. Contrary to the Commission proposal EBU advocates a lowering of the sulphur content from 1000 to 10 ppm in one single step Europe wide.

## Infrastructure development

The functioning of freight and passenger transport however depends on an excellent infrastructure. The proper maintenance of the existing waterway infrastructure according to the necessary waterlevels, the removal of the major bottlenecks and the realization of the missing links is a sine qua non condition for the further development of Inland Waterway Transport.

From a socio-economic point of view many Inland Waterway Projects deserve support

A positive first step towards realisation of the aims within European Transport policy in terms of modal shift is the listing of some Inland Waterway Projects in the TEN-T Prioritylist. The importance of one of the huge Inland Waterway Corridors, the **axe of Rhine-Main-Danube** has been underlined by listing the elimination of several bottlenecks on list 1 of the priority projects.

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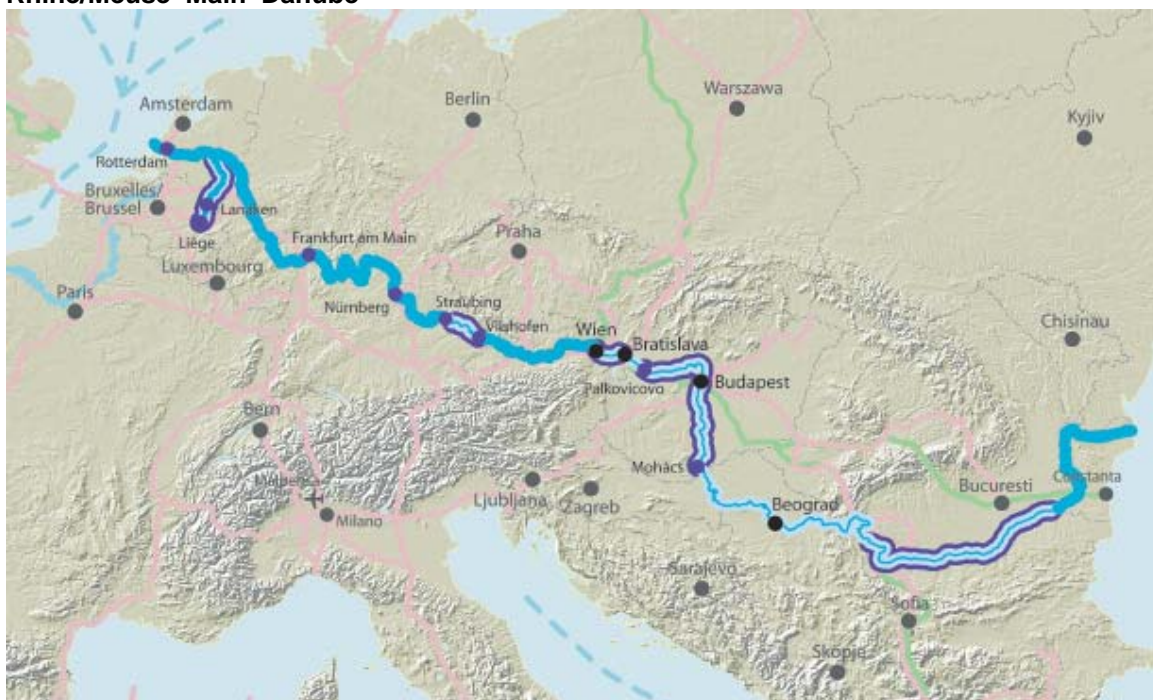
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Improvement of the connections between the Seine and the large waterways in Belgium and France will offer a substantial contribution to the future development of the Trans European Networks, which led to the listing of the Inland waterway **Seine-Scheldt** on the priority list 2.

Many still existing bottlenecks on other major Inland Waterway axes need to be removed without delay and deserve immediate support as well. EBU will continue to exert her influence in this regard at both the national and international level.

Although the canals and rivers in northwestern Europe are already being used on a large scale, they still offer much scope for doubling the weight carried. According to recent publications (“The power of Inland navigation, The social relevance of freight transport and inland shipping 2004-2005”) the river Rhine can even absorb a sevenfold increase in transport activities. This means that this river can guarantee an unobstructed passage of goods from the north-east via the Danube to the south east.

### Rhine/Meuse–Main–Danube



One of the major bottlenecks on this axe, the so called Straubing Vilshofen section, causes severe obstacles to transport efficiency. Due to insufficient depth of the waterway in this section, inland navigation lost some 4,5 mio t in the past five years, which is a loss of 15.7 % of freight passing this section. The loss of income as a

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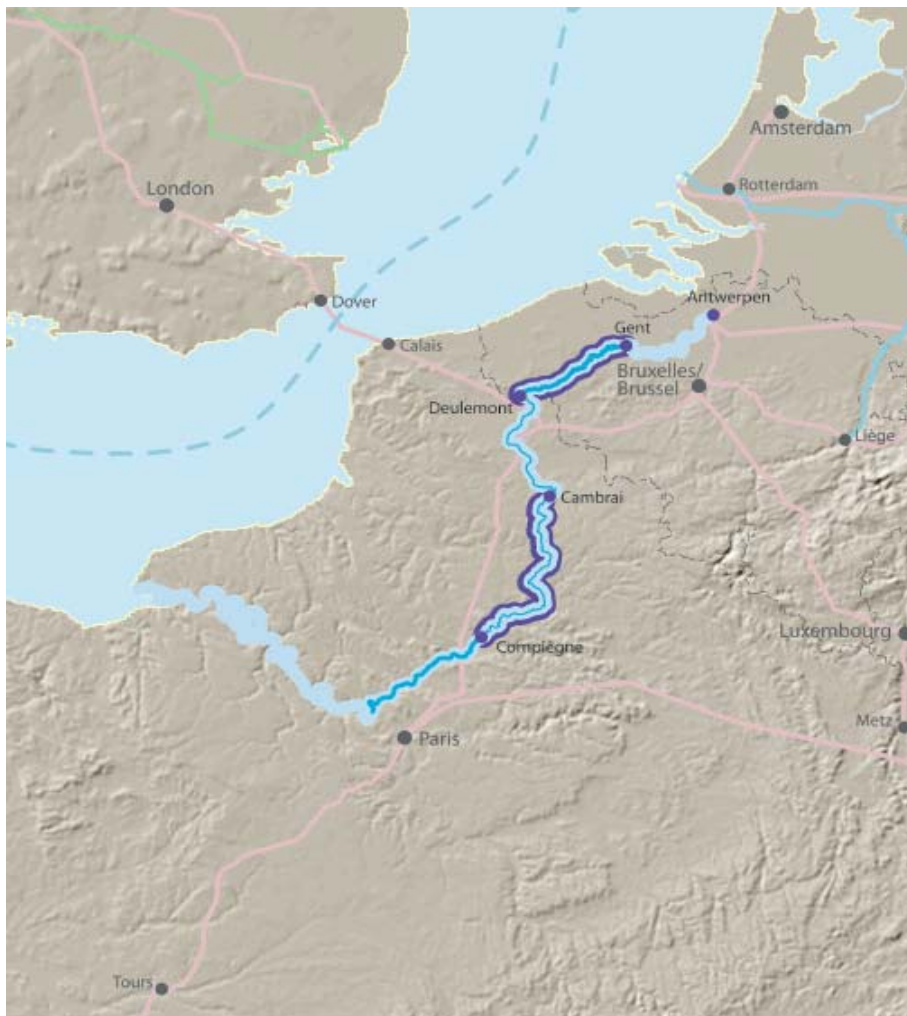
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result of this situation amounts some 60 mio EUR in the past years. Additionally some 20 mio EUR had to be paid for the carriage of these goods to alternative solutions.

### Inland waterway Seine-Scheldt



This project for example would connect 6 big Western European seaports to the hinterland in France and Belgium and would realize a unique transport system in this area.

Both projects – together with numerous other infrastructure projects all over Europe which are not on the priority list - are extremely important to the development of inland waterway transport and the ability to shift cargo from road to water.

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## Conclusion

Inland navigation as part of the transport chain has a positive impact on the environmental performance of transport. The low CO<sub>2</sub> 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 contribute considerably to mitigation.

**Modal shift towards inland shipping therefore does not only contribute to an improvement of the environmental performance of the transport chain but to developing a sustainable transport system in general.**

January 2008

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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