



ebu
european
barge union



UNECE Working Party on Transport Trends and Economics, 6 September 2023
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EBU European Barge Union

- The **European association** representing the inland navigation freight and passenger carrying industry on a Pan-European level.
- Its members are the national associations of barge owners and barge operators as well as (international) associations in the field of inland passenger and freight navigation and related areas.

EBU Members

- Koninklijke Binnenvaart Nederland KBN (NL)
- Entreprises fluviales de France E2F (F)
- Bundesverband der Deutschen Binnenschifffahrt BDB e.V. (D)
- Unie der Continentale Vaart V.Z.W. UCV (B)
- Schweiz. Vereinigung für Schifffahrt und Hafenwirtschaft SVS, (CH)
- WKÖ "Die Schifffahrt" (A)
- FEDIL Barging (LUX)
- AVP-CZ (CZ)
- AAOPF (RO)
- IGRC (corresponding) (CH)
- BFBT (corresponding) (B)
- Vereniging van Waterbouwers (corresponding) (NL)
- KOTUG International (corresponding) (NL)
- ZMS Zeeland Maritime Services (corresponding) (NL)

EBU's mission is to contribute to the development of a sustainable and efficient Pan-European transport system via a larger share of inland waterway transport.

EBU's Key objectives:



To contribute to
right for IWT policy
and framework
conditions



To stimulate the
market position
of the sector



To guarantee a
well maintained
infrastructure



To increase the share of
inland waterway freight
and passenger transport



To promote IWT as the
safest, sustainable, and
environmentally friendly
mode of transport


To achieve these goals EBU closely cooperates with the European institutions, the River Commissions, the UN ECE, and national administrations.



INLAND WATERWAY TRANSPORT IN EUROPE POLICY FRAMEWORK & KEY FIGURES

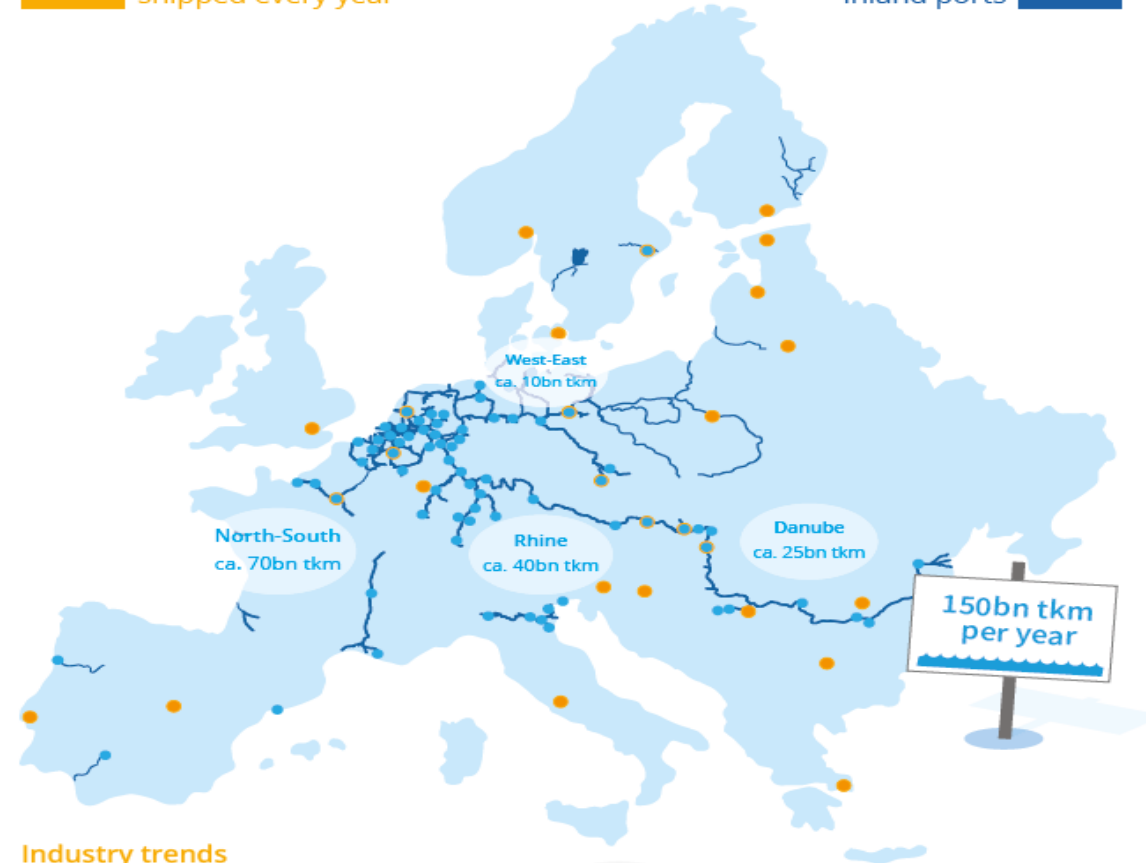
POTENZIAL DER BINNENSCHIFFFAHRT

 **40,000km**
EU waterways

 **550m tonnes**
shipped every year

75% of traffic 
cross-border

250 
inland ports






Industry trends

- | | |
|--|--|
|  chemicals |  containers |
|  building materials |  agribulk |
|  petroleum products |  coal |



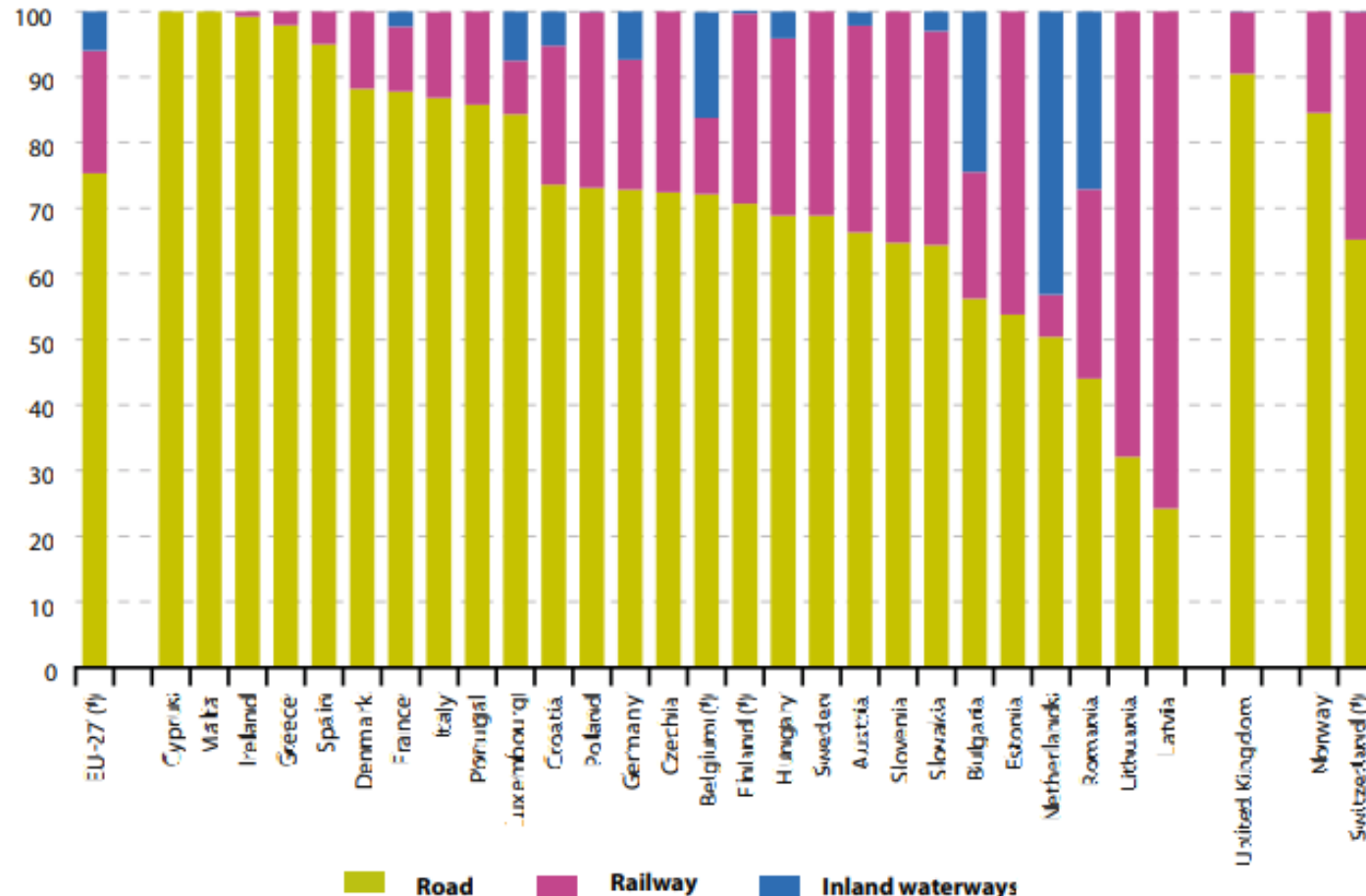
No traffic jams

-  60-80% less fuel
-  60-80% less carbon
-  50-75% less noise



POTENTIAL OF INLAND NAVIGATION IN EUROPE

Figure 2.1.1: Modal split of inland freight transport, 2018
(% share in tonne-kilometres)



Note: Countries are ranked based on the share of road transport
(*) Estimated values.

Source: Eurostat (online data code: [tran_hv_frmod](#))

Huge Modal shift potential

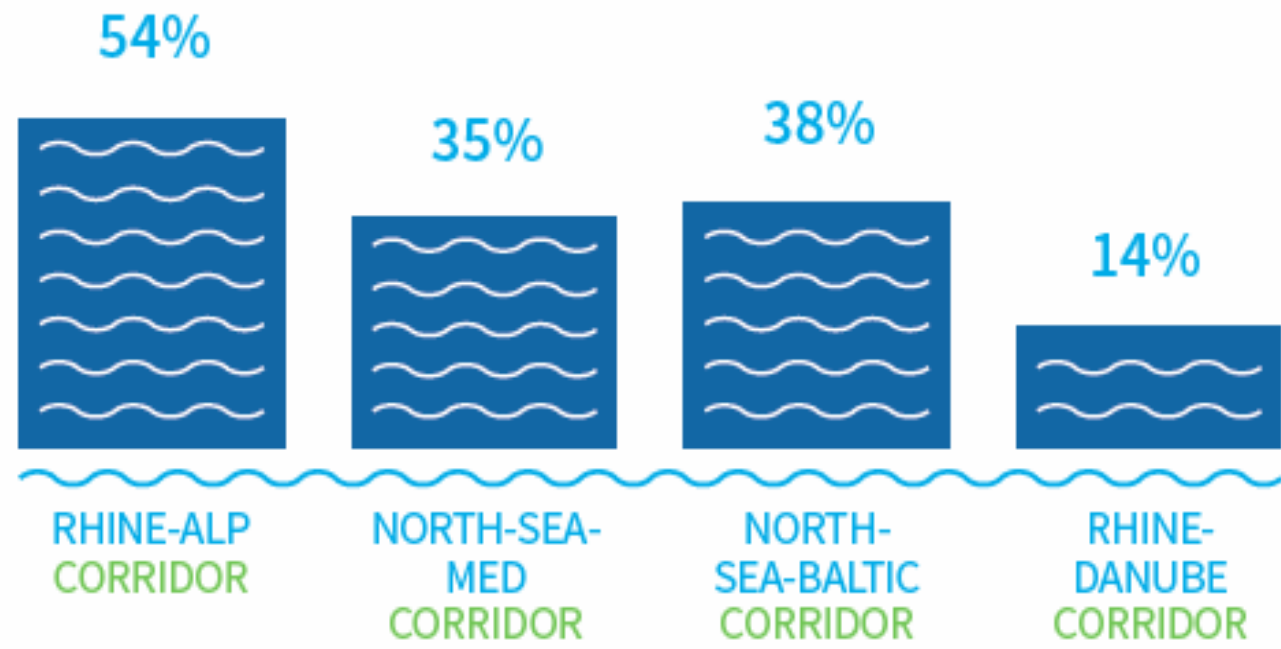
Although the overall share of IWT in the EU only counts for 6 % (Eurostat 2018), the European waterways offer free capacities to absorb much higher volumes.

The share of IWT is much higher in important IWT countries with dense waterways such as NL, B, G, F and RO.

POTENZIAL DER BINNENSCHIFFFAHRT

Share waterways transport in cross-border freight flows

75% of IWT cross border



Source : EC corridor studies

IWT - Policy Framework

The European Inland Waterway Transport (IWT) sector is challenged to meet the 2050 zero emission goals and the in between steps as referred to in several political initiatives at global, European, national and regional level, in particular.

Global policy

- COP 21 (2015), COP 26 (2021), COP 27 (2022)

EU Policy

- EU Green deal (2019)
- Sustainable Smart and Mobility Strategy (2021)
- Naiades III (2021)
- Fit for 55 package (2021)
- Taxonomy regulation

Policy Framework

Global policy (COP 21, 26 & 27)

- At COP 21 in Paris, on 12 December 2015, Parties to the UNFCCC reached a landmark agreement to combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future. This was followed up on 13 November 2021 by the Glasgow agreement and reaffirmed at the COP 27 meeting in Sharm El Shaik.

EU GREEN DEAL

- The EU aims to be climate neutral by 2050.
Transport accounts for a quarter of the EU's greenhouse gas emissions, and still growing.
- To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050.
- As a matter of priority, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways."

Policy Framework

Sustainable Smart and Mobility Strategy to further concretise the EU GREEN DEAL:

- Seeks to **increase the share of Inland Waterway Transport (IWT) by 25 % by 2030 and by 50 % by 2050.**
- Underlines the importance of Inland Waterway Transport as sustainable mode of transport to realize its future sustainability goals.
- Based upon the Green Deal a key objective is to deliver a 90% reduction in transport-related greenhouse gas emissions by 2050.

Potential IWT Sector

IWT pays an important contribution to deliver the future policy and mobility goals:

How to contribute
to the EU strategy
on sustainable and
smart mobility

1 > Greening
the fleet

2 > Climate
adaption & alternative
energy sources

3 > Modal shift

Potential IWT Sector

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1. GREENING THE FLEET

To speed up the deployment to reach the emission reduction the IWT sector needs

1. Available and affordable technology to broadly deploy innovation in the sector;
2. Flexible goal based regulatory framework, supporting the uptake of new technologies by avoiding long term permission processes for innovative solutions;
3. Tailor made and dedicated funding, combining national and EU funding schemes for:
 - Engine renewals;
 - Retrofitting of engines in existing vessels with electric drive or propulsion (to make the energy source exchangeable for future green solutions);
 - Innovative vessel design to reduce energy consumption and to make the fleet resilient towards climate change.

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2. CLIMATE MITIGATION/ADAPTATION & ALTERNATIVE ENERGY SOURCES

Power supply and fuel supply should gradually be made greener and more sustainable, decreasing the share of fossil fuels. The IWT sector in its energy transition endeavor is depending on the availability and market readiness of alternative fuels on a broad scale to cut its emissions.

What is needed?

1. Access to research programs for testing and deploying of alternative fuels;
2. Tax incentives, such as by means of tax exemption for clean fuel and on shore power;
3. Availability and roll out of alternative fuels on the entire system of inland waterways;
4. Technology neutral approach to ensure that the most suitable and promising technologies are deployed in a safe manner;
5. Goal based technical standards to give room for safe testing and application of new technologies, innovation and adaptation to such technologies in consideration of the new long lifetime of vessels and infrastructure;

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3. MODAL SHIFT

- IWT has huge modal shift potential on the entire European network of waterways and already today has very low CO2 emissions compared to road.
- Shifting higher volumes to inland waterway transport in line with the SSMS will benefit the entire community and substantially contribute to realise the European Green Deal.
- Facilitating an easier and faster shift from road to water has an immediate positive effect on GHG-emissions, even without IWT switching to alternative fuels.

Potential IWT Sector

How to contribute to the EU strategy on sustainable and smart mobility

1 > Greening the fleet

2 > Climate adaptation & alternative energy sources

3 > Modal shift

3. MODAL SHIFT – INFRASTRUCTURE

Infrastructure is the backbone to materialise an increased share of the inland waterway transport sector which requires.

- Accelerating the shift from road to inland waterways and increasing the share of IWT in line with the EUGD by providing the right regulatory framework and balance between ecological and economic interests
- Realising reliable infrastructure by allocating sufficient CEF funding for waterway infrastructure which is the best investment in future mobility
- Adapting the TEN-T regulation to support high-quality and climate resilient infrastructure by dedicated European funds
- Strong transboundary cooperation between Member States and multi-disciplinary/sector approach that facilitates co-benefits in water quantity management

CONCLUSION

IWT AS ENVIRONMENTALLY FRIENDLY MODE OF TRANSPORT IS OFFERING A HUGE MODAL SHIFT POTENTIAL

The IWT sector therefore calls for a better coordination of measures at EU and international level and a strong support to create a win/win situation leading to a sustainable development.

In summary this requires a combination of:

- **Tailor made funding** for the large scale deployment of green technologies for the fleet, alternative fuels and digitalisation
- **Taxation incentives**
- **Regulatory measures** to stimulate and accelerate the innovation and support to the sector
- **Close cooperation** between involved international institutions Member States and Industry



EBU

The European Barge Union (EBU) represents the inland navigation industry in Europe. Its members are the national associations of barge owners and barge operators of 9 European inland navigation countries (Austria, Belgium, Czech Republic, France, Germany, Luxemburg, Netherlands, Romania and Switzerland). Besides it represents the interests of a number of international organisations dealing with freight and passenger IWT. www.ebu-uenf.org