



## **INLAND WATERWAY TRANSPORT EVENT 2015 3 March 2015 Brussels**

Mr. Ing. W.G.J.M. van de Camp,  
MEP,  
EPP Group.

### **EBU congress:**

*“Potential of IWT as sustainable carrier of Freight and Passengers”*

3th of March 2015.

### **Speaking notes:**

#### **A. Thanks for the invitation:**

- As regular visitor of the Dutch Permanent Representation to the EU,
- As Dutch MEP with great interest in European Inland Waterway Transport,
- As the rapporteur for the midterm review of the white book Transport 2011,
- As coordinator Transport of the EPP Group.

#### **B. The modal shift:**

I am disappointed in the result up till today of this most principal point of future European transport.

According to me the modal shift has failed so far: since 1998 no increase of the 6.3% freight transport by Inland Waterways!

Road sector is much more successful, more innovation, better sustainability successes, door to door services.

More public transport in the cities, connected to the challenges of inland waterway transport.

And we need much more investments:

#### **C. The European Fund for Strategic Investments**

I understand your concerns about the funding of the EFSI very well.

The CEF money will be transferred/merged to a more common innovation and investment fund.

The funding is still under discussion.

Better to concentrate on a more intensive relationship between the EU commission (read: the well developed TEN-T en CEF criteria) and the steering committee (those guys who run the project pipeline!) of the EIB.

**It must be possible to connect/invest private money to the approved TEN-T corridors.**

This in contrast to the for example enormous investments on behalf of EFSI in the metro systems in Paris and Brussels: Where are the cross border criteria?

#### **But where are your own initiatives:**

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It is rather for the sector to try to get private money out of the huge capital buffers we have in Europe:

The so called “Lazy money”, get it out of the banks.

- Long term investments,
- In political stable circumstances,
- Pay back, rendement, the profit of the investment
- The 'user-pays' principle

*“The pension funds receive negative interest rates when they bring their money to the ECB”*

### **D. other concerns and challenges:**

- The revision of the Non Road Mobile Machinery (NRMM) directive 97/86/EC  
I agree with your plea for an alignment with the US EPA tier 4 standard regulation.

This fits also very well in the TTIP negotiations.

- Law making by the Central Commission for the Navigation on the Rhine CCNR and law making by the European commission: **avoid two different sets of rules**

This fits also very well in the Timmermans program for Better Regulation.

- The social chapter: deserves more attention. See the items during the last European elections

The European Parliament and Mrs Bulc’s conference on the 4th of June this year.

### **E. Closing Remarks:**

Last Thursday (26th of February 2015) in the Belgium Newspaper “De Standaard”  
Real progress in the [www.seineschelde.be](http://www.seineschelde.be) project.  
To be realised in 2025 (finished)  
Signal of hope

Keep us informed:

Most of you know already my working method: practical and direct contact.  
No PhD study’s most practical two pagers.  
And question driven!