

WELCOME SPEECH BY EBU'S PRESIDENT 7.4.2014

Excellency,

On behalf of EBU I would like to thank our host, the Permanent Representation of the Kingdom of the Netherlands to the EU, to welcome us in its premises which offers an excellent decorum to exchange views on our today's topic.

Thank you very much Mr. Kingma for your hospitality which we consider as support for our industry by a country, representing the largest inland fleet in Europe and thus knowing in detail about its potential.

Ladies and gentlemen,

As newly elected president it is my pleasure and privilege to officially welcome you to our annual seminar. Traditionally we organise this event to discuss actual topics with our colleagues from the international and national institutions and partners in the logistic chain.

The industry in the last year still sailed under difficult economic circumstances. Although the volumes to a certain extent increased the rates are still under strong pressure. Due to the overcapacity caused by the economic crisis the industry continues to suffer from difficult situations in the various segments.

This mirrors more or less the overall situation of the European economy. Although first signs of recovery are observed, the effects of the past years place us in front of quite some challenges.

New policy instruments

1. TEN-T

2013 in political terms was characterised by the release of some important policies at European level. First of all I would like to mention the European Commission's TEN-T

Mailaddress:

PO Box 23210 • 3001 KE Rotterdam • The Netherlands

Address:

Vasteland 12e • 3011 BL Rotterdam • The Netherlands • T +31 (0)10 4116070 • F +31 (0)10 4129091

Email: info@ebu-uenf.org • Internet: www.ebu-uenf.org

Guidelines and its Financial instrument, the Connecting Europe Facility, which have been adopted by the European Council and Parliament after strong negotiations.

In a first reaction we welcomed this new policy and related financial instrument. We expect that the aim to remove major bottlenecks and barriers in key areas of transport infrastructure as Inland waterway transport (IWT) will contribute to quality waterway infrastructure. We therefore in general share the Commission's view that a future approach has to concentrate on projects that benefit the entire transport system in economical and ecological terms.

The principles as set out in the guidelines in general seem to be adequate and practicable. Where it comes to the implementation of the TEN-T concept now – our today's topic - a number of preconditions must be met to translate this concept into a success. Corridors however are not only infrastructure but have to be dealt with in a much broader sense to fully tap the potential of inland waterway transport within the logistic chain.

The proof of the pudding is in its eating!

As we all know the navigable waterways in Europe, which mostly are existing natural rivers, dispose over capacity to absorb a much higher volume of transports. In connection with the positive effects in terms of external costs and energy efficiency a switch to inland navigation offers huge advantages.

We expect that in this concept Inland Waterways as major part of the core network which are linking East and West, old and new Member States will be sufficiently supported to benefit from its positive effects.

The chosen funding framework, which is considered to boost projects and lead to a huge return in investment, can contribute to coordinate both the European and the national resources. It must however be based upon solid and fair calculation methods and principals taking into account the best cost-benefit relations.

2. NAIADES II

We also welcome the Communication on NAIADES II that has been launched by the European Commission on 10 September 2013. It shows a high level of ambition in providing the

Mailaddress:

PO Box 23210 • 3001 KE Rotterdam • The Netherlands

Address:

Vasteland 12e • 3011 BL Rotterdam • The Netherlands • T +31 (0)10 4116070 • F +31 (0)10 4129091

Email: info@ebu-uenf.org • Internet: www.ebu-uenf.org

necessary framework conditions to support inland waterway transport in order to remain the quality mode of transport is has been in the past, **however so far without concrete financial support to materialise the benefits of the sector.**

In this communication the European Commission aims to provide support to the industry by an **action programme** which covers various fields such as infrastructure, innovation, smooth functioning of the market, greening the fleet, skilled workforce and quality jobs as well as integration into multimodal logistics chain.

Greening of the fleet

Part of this program is the greening of the fleet for which currently a revision of Directive 97/68 on NRMM is in preparation.

IWT is the most environmentally friendly mode of transport today. It has the lowest externalities in terms of CO2 emission, accidents and noise pollution. Besides it is congestion free and energy- and cost efficient.

Notwithstanding these positive effects of inland navigation EBU encourages the greening of the fleet by installing new engines with the newest available technologies. However a sound balance between environmental protection and technical and economic feasibility must be kept in mind as the current NRMM revision is likely to be of highest economic importance for the sector in the next decades.

Where the sector is committed to achieve a much lower emission standard regarding NOx and PM a new emission regulation needs to be based on realistic possibilities and guarantee a level playing field compared to other modalities covered by NRMM.

EBU is **concerned that overly ambitious emission limits** could be detrimental to the viability of inland shipping. To set ambitious, but viable emission standards, **EBU demands the alignment of large market engine standards e.g. with US EPA and IMO (similar standards as for the rail industry) rather than introducing isolated standards for inland vessels in Europe.** Applying global standard to new inland vessel engines will lead to

Mailaddress:

PO Box 23210 • 3001 KE Rotterdam • The Netherlands

Address:

Vasteland 12e • 3011 BL Rotterdam • The Netherlands • T +31 (0)10 4116070 • F +31 (0)10 4129091

Email: info@ebu-uenf.org • Internet: www.ebu-uenf.org

- a remarkable reduction of air pollutants compared to the actual situation (equalling 80 per cent reduction of EURO VI in road transport, keeping the climate, accident and congestion advantages of IWT at the same time)
- the availability of engines for the industry at affordable prices.

EBU strongly opposes the introduction of a EURO VI standard for inland vessel engines due to the technical impossibility of the proposal which in fact would throw the inland shipping industry years back. It would be contra productive and against the European Commission's aim to boost IWT and increase its share in the overall transport volume as proposed under NAIADES II.

The introduction of new standards and their support will largely depend on the availability of engines and the willingness of the engine manufacturers to invest in R&D and a very limited market. The IWT sector is depending on the introduction of new engines and standardized after treatment solutions.

Where IWT already has the lowest emission of CO₂ compared to other modes of transport the industry is committed to improve its environmental records regarding air pollutants.

EBU therefore is committed to keep pace with new technologies and encourages the greening of the fleet by introducing truly international standards for new engines under the conditions as referred to.

Given the high benefit of greening measures of the fleet for society all parties are expected to contribute to this development. Therefore EBU counts on the European Commission and the Member States to guarantee funding of engine renewal and after treatments systems.

Governance and financing

The new approach to governance under NAIADES II is considered a major step forwards as it aims to address the overlap of legal frameworks and competencies in the sector. This approach is backed by an administrative arrangement between the EC and the Central Commission for the Navigation on the Rhine CCNR under which uniform standards will step by step replace the different sets of standards actually maintained under various legal regimes.

Mailaddress:

PO Box 23210 • 3001 KE Rotterdam • The Netherlands

Address:

Vasteland 12e • 3011 BL Rotterdam • The Netherlands • T +31 (0)10 4116070 • F +31 (0)10 4129091

Email: info@ebu-uenf.org • Internet: www.ebu-uenf.org

3. VISION 2018

In December 2013 the Central Commission for the Navigation on the Rhine CCNR released its Vision 2018 as already announced by its Secretary General in our last seminar. In alignment with NAIADES II this ambitious Vision also addresses a huge number of goals to stimulate inland waterway transport in the broadest sense.

Having mentioned the most important policy declarations of the past year 2014 will be marked by delivery of concrete results. We therefore challenge the policy makers to find with us the best ways and solutions to fully materialize the potentials of our sector. The multimodal TEN-T corridor concept will benefit from the untapped potential of Inland Waterway Transport .

Having said so, I am pleased to invite our key note speaker, Olivier Onidi, Director of the European mobility network at DG MOVE, to share his views on the role of inland waterway transport within the mentioned policies with us.

Mailaddress:

PO Box 23210 • 3001 KE Rotterdam • The Netherlands

Address:

Vasteland 12e • 3011 BL Rotterdam • The Netherlands • T +31 (0)10 4116070 • F +31 (0)10 4129091

Email: info@ebu-uenf.org • Internet: www.ebu-uenf.org