

## Statement

G.Deimel , VCI- Initiative Infrastructure, c2i Consulting to Infrastructure

Msr. Hacksteiner, honor Presidents and directors and politicians, ladies and gentlemen thank you very much to get a chance to be here in this discussion panel.

As representative from the chemical shippers let me express, that what I´ve heard today in the several Impulse speeches are a lot of good and promising topics.

You can trust in us that we will support these requirements and ideas and of course the discussed master plan and help to raise awareness of the climate friendly characteristic of IWT.

In addition to the speeches I will give you some thoughts and views from my point of you in regard to some statements which may be enrich the following discussion panel

One statement was in regard to digitalization:

Only one reporting and sharing of information within the entire multimodal supply chain is the target

Fully agreed!

➔ Of course, this requires also willingness collaboration from / in between the shippers.

Data Protection should move towards data anonymization without any risk for the owner, and with the same requirements European wide.

Another one I´ve heard that the IWT is contrary to the road transports without congestions!

Unfortunately, this is not the case at the west seaports since month,since 2016. From Rotterdam, via their soon taken expert meetings, the shippers now know quite well what is the case of obstacles and about missing SLA which are mostly the cause of those congestions.

Tomorrow, we need to meet for the 8. times with all involved process partners to discuss the issues and judge the taken corrective action for the future.

Unfortunately, yesterday we were informed that another service provider raises up congestion fees in ROT and ANT. Those activities are poison for the IWT at all and the export and import area Europe.

Another statement was that the infrastructure is the backbone of our industry.  
YES!

But it seems that there are not enough scaffolds available to secure this fragile backbone

This of course is a risk for the entire national economy. No doubt this situation is well recognized by the different states and all kind of corrective / repair actions are well approved.

Money to get the infrastructure for all modes back in a good trim is admit by the government.

But complicated planning, approval and European submission are postponing the urgent rescue of weak infrastructures.

On top of these challenges we are facing an enormous gap (- > 50%) in available capable human resources and specialists. The responsible governmental authorities do their best with the available resources but reaching hints, of course.

For example, in the channels of the WDK, or in regard to the European stream Rhine - in the section Middle-Rhine and Niederrhein – for the unloading optimization (reduce of shallows)

There are clear signs for a significant postponing of the already far too late target for completion of 2030 for these projects

If you take into account that the benefit-cost ratio is over 30, we as shipper really don't understand this and see the further shift toward more environmentally friendly transports at risk.

Therefore, I trust in this meeting today that we are discuss the urgent resource gap issue for repairing IWT too. Maybe we find new common European resource approaches for these gaps to close the urgent cases, soon

For sure we need also to think about CEF to get more monetary resources for an education offensive for infrastructure building engineers, project manager controller and interveners for public constructions.

This to prevent the most environmental friendly and safe transport mode and secure the willingness of young people to start in this profession for IWT in the future too and the older ones to stay in. A clear wish from the view of shippers, because we know this issue from the road driver gap already very well.

To this topic also belongs the need, that the main strategic Inland Waterways need a “secure zone” in ports towns etc., where urbanization / building of flats should be not allowed to prevent further conflicts in regards to noise from the goods movements etc. In addition to this we need the acceptance by the big towns that the barges can tie up / anchor their boats and get access to personal “to do’s”

Thank you