

The potential of non-structural measures to improve IWT in the Danube basin

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EBU Members

- ***AAOPFR (RO)***
- ***Algemeen Aktiecomité der Binnenscheepvaartorganisaties (B)***
- ***Association des Maîtres Bateliers (B)***
- ***AVP-CZ (CZ)***
- ***Bundesverband der Deutschen Binnenschifffahrt e.V. (D)***
- ***Centraal Bureau voor de Rijn- en Binnenvaart (NL)***
- ***Comité des Armateurs Fluviaux (F)***
- ***Schweizerische Vereinigung für Schifffahrt und Hafenwirtschaft (CH)***
- ***Unie der Continentale Vaart (B)***
- ***Wirtschaftskammer Österreich, Die Schifffahrt (AT)***

EBU Cooperation

- ***Joint Technical Commission with ESO***
- ***Member of the Navigation Task Force on WFD
(EFIP, ESPO, EURMIG, INE, PIANC and others)***
- ***Structured cooperation with national and international institutions (i.e. EU, CCNR, ICPDR)***
- ***Exchange of information and experience between the parties involved***

The potential of non-structural measures

Best practise 2009 – an update

- ***Environmental performance***
- ***River Information Services (RIS)***
- ***Jobs & skills***
- ***State aid schemes***
- ***Reducing administrative barriers***

Conclusions

Best practise (I)

➤ LOW EMISSION & LOW CONSUMPTION CONCEPTS

- ***Fuel quality (10 ppm sulfur by 31-12-2010)***
- ***Future emission standards (tier IIIB in 2012 and tier IV in 2016)***
- ***Cleanest ship (MS VICTORIA)***
- ***Particle filter tests (German field tests)***
- ***Ship design (studies on material, shape and interoperability)***
- ***Propulsion systems (new techniques emerging)***
- ***Speed control assistance (advising tempomate)***

Best practise (II)

➤ RIVER INFORMATION SYSTEMS

- ***AIS (implemented in AT since 2008, TEN T subsidy for GE & NL)***
- ***ARGO (Fairway depth display on Inland ECDIS)***
- ***IRIS Europe (governmental and logistic interconnection)***
- ***Notices to shippers (standard for international fairway information)***
- ***Water level prognoses (i.e. 4 day prognosis on the River Rhine)***

Best practise (III)

➤ JOBS & SKILLS

- ***Enhance qualification and flexibility of personnel***
- ***Social Dialogue on professional profiles and working conditions***
- ***Building the EDINNA network for the exchange of knowledge***
- ***Life-long learning initiatives***
- ***Training on RIS devices***
- ***PLATINA and EWITA as ways forward***

Best practise (IV)

➤ AID SCHEMES

- ***Fleet modernisation programmes i.e. NL and F***
- ***German diesel engine programme (de minimis rules)***
- ***TEN T and MARCO POLO programmes***
- ***Funding handbook (including subsidies for education, combined transport and tax incentives)***
- ***Urgently required for EC: Commission action on state aid schemes***

Best practise (V)

➤ REDUCING ADMINISTRATIVE BARRIERS

- ***NEA study on administrative and regulatory barriers on international, EC and national level including GE, AT, SK, HU, HR, SR, BG, RO and UA***
- ***Danube Commission recommendation on border control procedures implemented / Schengen***
- ***Discussion on tariffs at the Danube summit***

Benefits from non-structural measure

Non-structural measure allow for

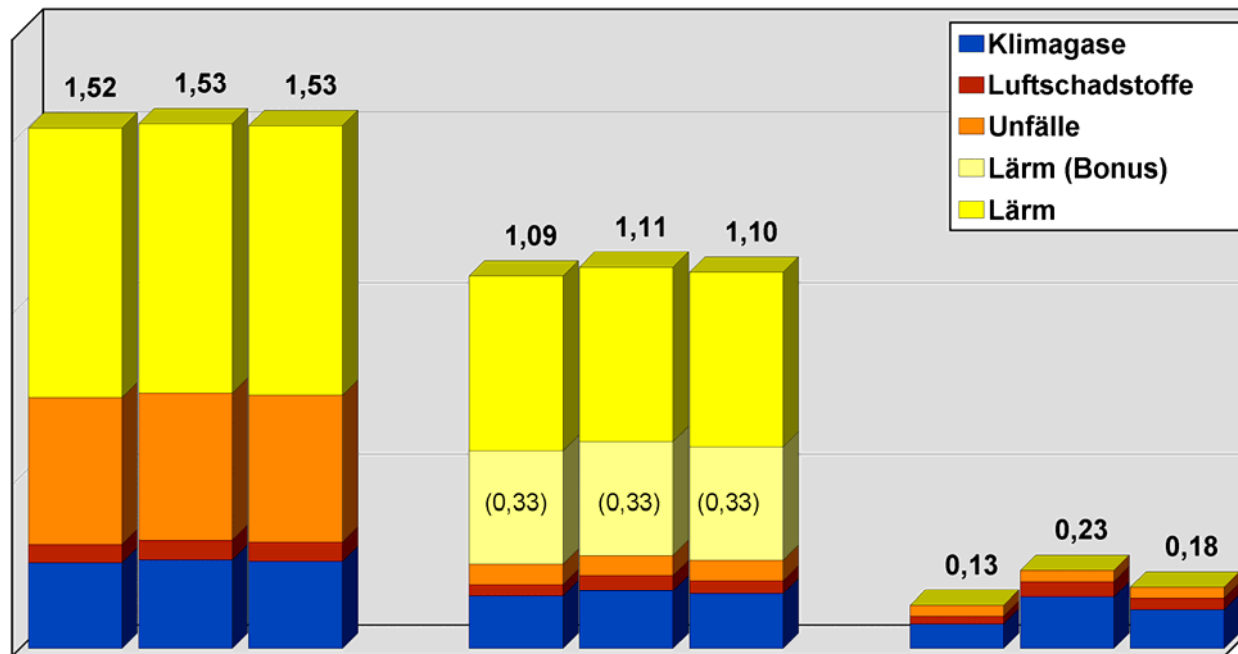
- (I) better environmental performance***
- (II) more safety and better integration in logistic chains***
- (III) attracting more and more qualified personnel***
- (IV) the modernisation of the fleet***
- (V) better regulation***

Future external costs

From PLANCO 2008



Bandbreiten und Mittelwerte der Summe Externer Kosten im Containertransport (Cent je tkm) - Prognosejahr 2025 -



	Lastkraftwagen			Eisenbahn			Binnenschiff		
	Min	Max	Mittel	Min	Max	Mittel	Min	Max	Mittel
Unfälle	0,43	0,43	0,43	0,06	0,06	0,06	0,03	0,03	0,03
Lärm	0,79	0,79	0,79	0,84	0,84	0,84	0,00	0,00	0,00
Luft	0,05	0,06	0,06	0,03	0,04	0,04	0,02	0,05	0,03
Klima	0,25	0,26	0,26	0,15	0,17	0,16	0,07	0,15	0,11

Future benefits from structural measure

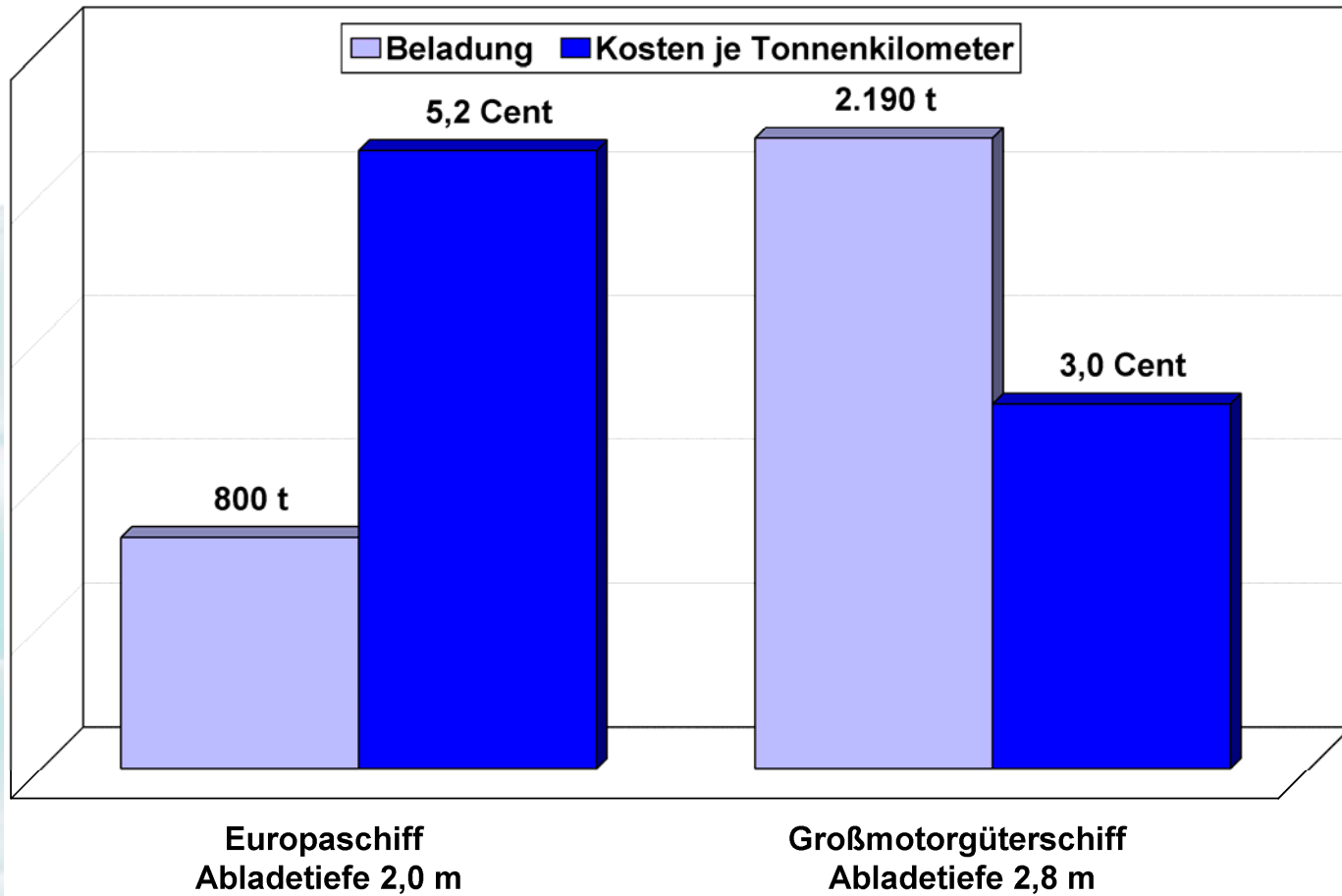
Sufficient fairway conditions on the Danube would allow

- savings on investments in the road system***
- savings on external costs of transport, such as:***

- reduction of accident cost***
- reduction of congestion costs***
- reduction of CO₂-emissions***
- reduction of noise***
- reduction of space consumption***

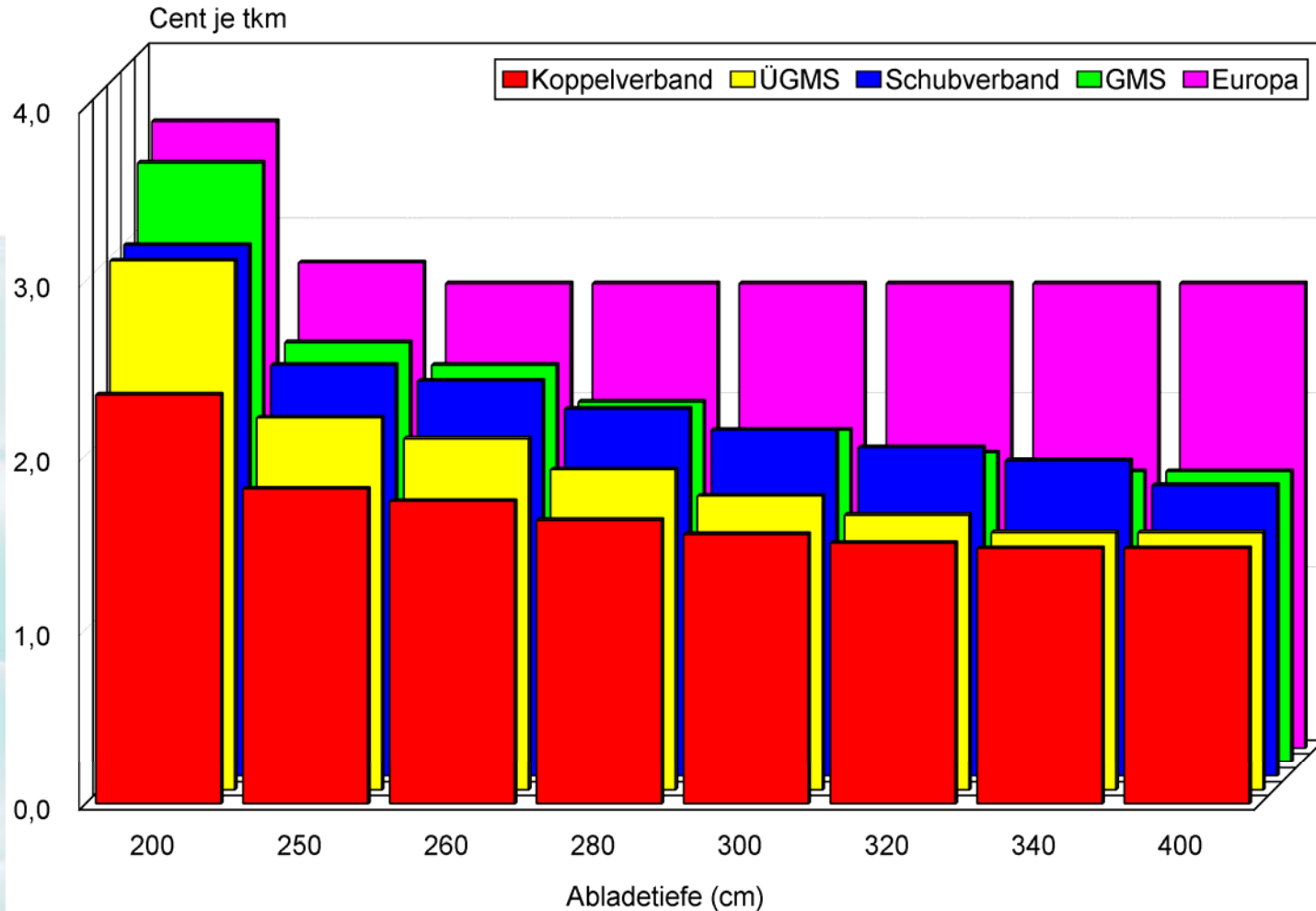
Structural measures effects

From PLANCO study 2008



Cost examples at different fairway depth

From PLANCO 2008



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