



# **White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport**

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**INLAND TRANSPORT COMMITTEE**



**UNECE**

# Third UNECE Policy Paper for European inland water transport

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- Third edition of a UNECE policy paper
- Supported by ITC resolution No. 265 “Facilitating the Development of Inland Water Transport” of 22 February 2019
- The overall objective is to assess the current situation of IWT in Europe, review progress since 2011, identify current trends and challenges, and propose recommendations to further promote the transport mode
- Prepared under the guidance of SC.3. The final draft was adopted at the sixty-third session of SC.3 (6–8 November 2019), finally approved by Governments on 1 December 2019 and submitted for the endorsement by the Inland Transport Committee.



# Promoting the advantages of IWT

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- A sustainable complement to the shipping of goods by road and rail
- Beneficial in terms of improving safety, reliability and reducing congestion
- Lower energy consumption and better environmental performance
- Advantages in transporting large quantities over longer distances
- Low rate of accidents
- Cost-effective and sustainable mode of transport

# The Role and Performance of Inland Water Transport in the ECE region

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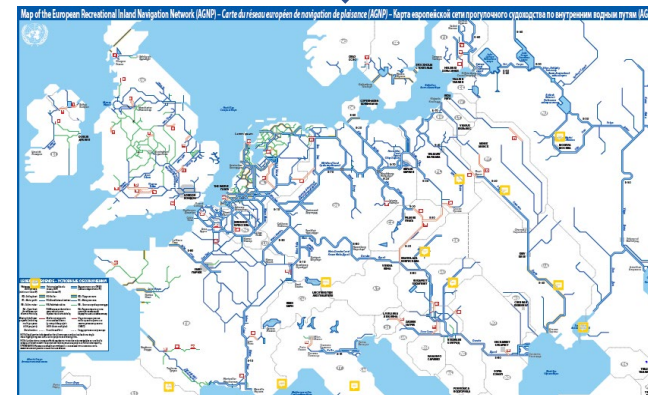
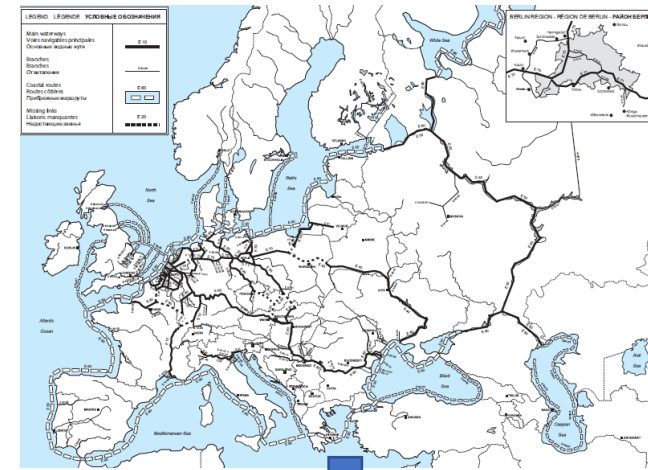
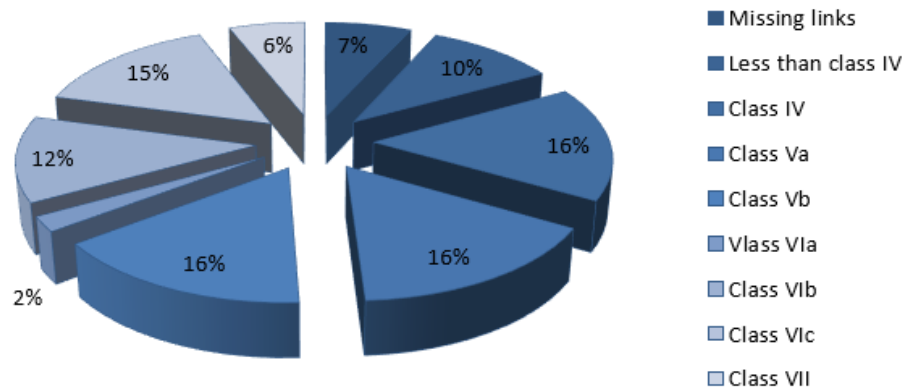
- In 2015, IWT share was:
  - In the European Union, 6.7 per cent
  - In the Russian Federation, less than 2 per cent
  - The IWT share continued to vary significantly between and within countries
- The countries with the highest share of IWT in their modal split:
  - the Netherlands (46.6 per cent)
  - Romania (29 per cent)
  - Bulgaria (26 per cent)
  - Belgium (15.9 per cent)
  - Serbia (11.3 per cent) (data of 2014).
- Road transport continued to dominate over rail and inland waterways
- IWT share of IWT in the inland transport logistics chains is highly dependent on a country's access to a waterway network

# Status of AGN

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Structure of E waterways

	Missing links	Less than class IV	Class IV	Class Va	Class Vb	Class VIa	Class VIb	Class VIc	Class VII	Total
Length (km)	1 988	2 968	4 775	4 646	4 566	630	3 578	4 341	1 746	29 238
%	6.8	10.2	16.3	15.9	15.6	2.2	12.2	14.8	6.0	100



## Common trends and challenges for IWT

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- General trend of scaling up of ship size over the last decade
- Increase of the capacity of the inland waterway fleet
- Decline of the inland fleet with smaller loading capacity and smaller waterways
- Increased integration of RIS
- Fleet modernization and greening
- Automation, smart shipping and digitalization
- Lack of European-wide mandatory standards and extensive national control of the implementation of any IWT-related regulation
- Waste management
- Education and training
- Working and wages, shortage of an influx of young personnel into the sector

# Evolution of the IWT institutional and regulatory framework since 2011

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- Recent programmes and activities of UNECE, the European Union, River Commissions and the European Committee for drawing up common standards in the field of inland navigation (CESNI)
- Overview of the existing inland navigation regimes
- Membership in inland navigation organizations
- Still a need for further development of the IWT regulatory framework and for synergy between the inland navigation institutions

# Inland Water Transport and the Sustainable Development Goals

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- Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation;
- Goal 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all;
- Goal 13: Take urgent action to combat climate change and its impacts;
- Goal 6: Ensure availability and sustainable management of water and sanitation for all;
- Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development;
- Goal 17: Strengthen the means of implementation and revitalize the global partnership for sustainable development;
- Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all;
- Goal 5: Achieve gender equality and empower all women and girls.



# UNECE Policy Recommendations

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- Recommendation No. 1: Increased coordination in the development of modern, sustainable and resilient E waterway network
- Recommendation No. 2: Renewed focus in building up a solid regulatory framework aimed at increasing the efficiency and safety of inland water transport
- Recommendation No. 3: Identifying and assisting member States in applying measures to increase the modal share of IWT, and improve its integration in multimodal transport and the logistics chains through the promotion of multimodality
- Recommendation No. 4: Encouraging the modernization and greening of the fleet and infrastructure to better tackle environmental challenges
- Recommendation No. 5: Promote the development and pan-European application of RIS and other information technologies
- Recommendation No. 6: Promote the development of automation, digitalization and other innovations in the IWT sector
- Recommendation No. 7: Address labour market challenges at the pan-European level, make the sector more attractive and increase the mobility of workers
- Recommendation No. 8: Safety, security and cyber security in IWT - Countering internal and external threats to the sector

**Thank you for your attention!**

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Chair of SC.3  
**UNECE**

26 February 2020, Geneva



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