



In this issue ...

- Why inland waterways? *Page 2*
- What about the statistics? *Page 2*
- HLAC reviews SPIN's Draft Strategy Document. *Page 4*

Foreword

Gert-Jan Muilerman from via donau

The success of the inland navigation system, in new and more demanding markets, fully depends on its integration into door-to-door supply chains. Several examples have shown that this can be achieved but there is obviously much room for improvement. The most important issues facing the inland navigation sector are elaborated within the SPIN Thematic Network. The SPIN consortium has defined six problem areas, in which some of the main obstacles to the further growth of the inland waterway modal share are focused on:

- Framework Conditions
- Intermodality & Interoperability
- Human Resources & Training
- Systems & Technologies
- Awareness & Innovation
- Environment & Safety

In these working groups, the SPIN consortium - together with its network of experts - will be developing solutions and strategies for each of these issues, which will be summarised in a Strategy Document.

In this issue, an overview is given of the work planned within the Working Group 1 of the SPIN Thematic Network on Framework Conditions. The remaining working groups will be discussed in subsequent editions of the SPIN Letter.

The second article in this issue consists of an impression of the first High-Level Advisory Committee (HLAC) Meeting in Vienna, which was held on the 21st February 2003. The HLAC meets on a yearly basis to review SPIN's main product: the Strategy Document ●

Subscription: To subscribe to the distribution list of this newsletter, please visit the SPIN-TN website (www.spin-network.org) and register.



Description of Work

Framework Conditions:-

WHY INLAND WATERWAYS.

For some years Europe has experienced ever-increasing congestion on its roads. At one time the answer was to expand the road infrastructure, but more recently pressure groups, the public and politicians have looked for other alternatives. The European Parliament, Commission and Member State administration have been promoting the better use of Inland waterways and short sea shipping as an intrinsic part of a future freight transport strategy. The Project SPIN among other work will:-



- develop proposals and promote cross-border infrastructure projects, strategic port development concepts as well as innovative and more efficient infrastructure maintenance concepts.
- enhance dissemination and application of statistics
- make available existing market studies
- develop proposals to promote the further development of market studies to result in the development of guidelines

and promote dissemination and application of statistics.

Inland waterways have been underused for years. They penetrate deep into the hinterland connecting major sea-ports with major cities, provide for easy linking to rail and road infrastructures required for transshipments, and even provide corridors from and to many other European countries. To extend the use of inland waterways corridors, with an eventual aim to optimise its capacity and efficiency, first, existing and future

bottle-necks have to be removed and their cause avoided. Within this work area, SPIN addresses the statistics that are important for policy decisions and decision makers, providing them with vital information aspects of the inland waterways transport market and users of the infrastructure.

WHAT ABOUT THE STATISTICS

There is already a significant amount of data provided by EUROSTAT,

member state national bureaus of statistics, international organisations like Danube Commission and ECE but also by private organisations like FEPI, IVR, etc.

Available sources provide detailed information on infrastructure, fleets, terminals, time series of transport volume and transport performance. In addition, a number of DG-TREN studies and activities, like the "TEN-T-observatory", the concerted action on short sea shipping, national studies and FP4-projects like SHIFTING CARGO, EUDET, ALSO DANUBE and other European projects, carried out in INTERREG or PHARE, have provided destination-origin matrices. Some of them cover not only countries but also regions and different categories for goods. Several of these studies include mid-term and long-term transport forecasts.

Therefore, the working group will not put efforts into the collection of its own statistics or IWT-forecasts. It will use already existing statistics sources plus those that will be available during the course of SPIN and applicable for the different user groups. The philosophy behind this approach is that statistics are an important basis for decisions on infrastructure investment, new transport services and for public relations. The working group will contribute to enhanced dissemination and application of statistics.

The SPIN-information service will demonstrate the advantages of multimedia based statistical information, with the help of a small pilot project aiming to

▶ induce similar applications by authorities or IWT-organisations, which will improve the understanding and the availability of facts and figures on Inland Navigation.

The "European Inland Waterways Observatory", set up in June 2000, will be used for collation of information on the inland navigation transports markets. In addition, the working group will try to make available existing market studies on Inland Navigation for its members and promote the further development of those studies for specific waterways. Special attention will be put on the compilation and dissemination of statistics on differences in external costs between the transport modes, in order to demonstrate the benefits of Inland Navigation and the disproportion in costs compared to road and rail.

A small group of experts from the working group will produce a first working paper basing their work on initiatives European and national projects of European relevance. The working paper will describe the current status with regard to the following issues and provide recommendations for improvement. The issues addressed are as follows:-

- existing material on infrastructure bottlenecks
- inventory of the most important statistics regarding Inland Navigation
- Identification and provision of links to these sources
- compilation of existing statistics to user-oriented information sets
- Integration of sources and compiled statistics into the SPIN-information services
- Identification of shortcomings
- Co-ordination with the Short Sea Shipping project REALISE.

Statistics will be sourced from:-

- EUROSTAT (traffic data, transport data)
- Statistical yearbooks
- IVR databank (statistics on the Rhine fleet)
- Binnenschiffahrt in Zahlen (vessels, transport data for the Rhine member states, for Danube member states)
- Verein fuer Binnenschiffahrt und Wasserstrassen (Association for Inland Navigation and Waterways in Europe, various data related to the matter)
- Danube Commission Yearbooks (ships, transport data for Danube river)
- Modern river sea traders (register and

technical data on European river-sea vessels)

- Statistics produced by national waterway agencies.
- Statistics produced by European projects and studies.

Finally, a Draft Position Paper will be presented to the high-level advisory committee, as well as to a broad forum of the stakeholders and experts. The programme of these strategy finalisation workshops is concentrated on generating comments and approval for the strategic policy recommendations formulated in the position paper. As a result of the strategy finalisation event, the position paper will be finalised and presented to the European Commission.



HLAC reviews SPIN's Draft Strategy Document

High-Level Advisory Group Meeting in Vienna on 21st February 2003:-

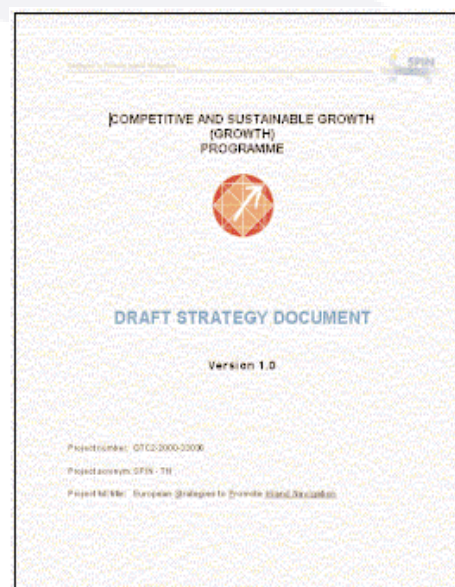
On Friday the 21st February 2003 the High-Level Advisory Committee (HLAC) of the SPIN Thematic Network met in Vienna. This was the first of a yearly recurring event during which one of SPIN-TN's main "products" - the Draft Strategy Document - is discussed. Based on the work completed so far, the Draft Strategy Document Version 1.0 summarises 18 recommendations for policy directions varying from the removal of infrastructural bottlenecks, the establishment of a coordinated public relations programme, to the harmonisation of traffic and transport management information services.

The HLAC consists of representatives of the European Commission, Member States and those pre-accession States to the European Union, that have significant Inland Waterway Transport infrastructure, as well as European organisations from the IWT-sector

involved in relevant EC initiatives on Inland Navigation. The HLAC guides the strategy development and supports the acceptance and implementation of results.

During the morning programme, the background of SPIN-TN was presented by the consortium. Richard Ildiens of FDC presented the organisation of SPIN-TN and its general purpose to draft a strategy document on ways of promoting Inland Navigation in Europe. Manfred Seitz of *via donau* introduced the details of the SPIN Thematic Network and its working groups. The expected results of the various working groups established in the thematic network are summarised in the Strategy Document. This document highlights the main issues at stake and guides the way towards future initiatives to promote the development of the European inland waterway system.

The afternoon session consisted of a workshop to discuss the strategy directions drafted in the Strategy Document.



Mr Reinhard Vorderwinkler of the Austrian Ministry of Transport, Innovation and Technology accepted the role, as host nation, to chair the HLAC for the day. Under his lead, the present participants from the Member States (Austria, Belgium, Germany, Hungary, The Netherlands, Romania, Slovakia) and professional organisations (EBU and ESO) provided their feedback to the 18 policy recommendations that had been summarised in the Draft Strategy Document.



From the general discussion it could be noted that SPIN-TN had made a good start, with most of the important issues being addressed. The results were considered to be very much in line with current policy making. However, it was noted that decision makers need to know what the benefits of the proposed actions are, who receives the benefits and who is going to pay and at what cost before they take action. Therefore, the further specification of the strategy - defining responsible actors - will be elaborated as planned in future versions of the Strategy Document. This specification will be based on inputs from member experts, who will write specific positioning papers on the various issues.

The afternoon session included lively discussions on the (intentionally provocative) 18 strategy directions. Numerous flipcharts were drawn during the workshop, which produced valuable and practical guidelines for SPIN-TN's planned activities. The discussions resulted in a great deal of agreement on the desired future state of inland navigation in Europe, as well as on the main strategy directions to be pursued and elaborated. During 2003 the Strategy Document will be updated according to the recommendations of the HLAC and the inputs from selected network members and experts. The next HLAC meeting is scheduled for February/March 2004.

Contacts

For further information, please contact:-

First name	Name	Organisation	E-mail
Richard	IDIENS	FDC	richard.idiens@fdc.fr
Gert-Jan	MUILERMAN	via donau	muilerman@via-donau.org
Hilde	BOLLEN	PBV	hildebollen@binnenvaart.be
Cas	WILLEMS	AVV	c.p.m.willems@avv.rws.minvenw.nl
Branislav	ZIGIC	VBD	zigic@vbd.uni-duisburg.de

Abbreviation/acronyms list

AVV	Adviesdienst Verkeer en Vervoer (Transport Research Centre for the Ministry of Transport, Public Works and Water Management in the Netherlands)
DG-TREN	Directorate-General for Energy and Transport
EC	European Commission
EUDET	Evaluation of the Danube Waterway as a Key European Transport Resource, a project under the Fourth Framework Programme for RTD-Inland Navigation of the European Commission
FDC	France Développement Conseil
FEPI	Fédération Européenne de Ports Intérieurs (European Federation of Inland Ports)
FP4	4th Framework Programme
INTERREG	Programme of the European Commission to support and finance international regional cooperation projects in order to achieve balanced regional development
IVR	International Association for the Representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe
IWT	Inland Waterway Transport
PBV	Promotie Binnenvaart Vlaanderen VZW (Inland shipping promotion Flanders)
SPIN	Strategies to Promote Inland Navigation
SPIN-TN	SPIN Thematic Network
UN/ECE	United Nations Economic Commission for Europe
VBD	Europäisches Entwicklungszentrum für Binnen- und Küstenschifffahrt e.V. Duisburg (European development centre for inland and coastal navigation)
via donau	Donau Transport Entwicklungsgesellschaft mbH für Telematik und Donauschifffahrt-via donau (Development Agency of the Austrian Federal Ministry of Transport, Innovation and Technology)

Newsletter editor

FDC Rue du Cornet, 22 – B-1040 Brussels, Belgium
E-mail: ikoepler@fdc.fr

Register as an expert,
visit SPIN-TN Website
www.spin-network.org

