



Guidance on the integration of IWT into multimodal TEN-T corridors

Presentation PLATINA 2 Advisory Board meeting, Brussels
18 June 2015, Martin Quispel
Presentation version



PLATINA II is co-funded by the European Union

NAIADES II and TEN-T

- NAIADES II sets out the programme for policy action in IWT for the period 2014-2020. A key area of intervention is “**Quality infrastructure**“ => guidance on integrating the various modes of transport, including inland waterways, into the TEN-T multimodal corridors.
- Work plans for 9 multimodal core network corridors were established and published
- Attention by PLATINA 2 to provide guidance and support on horizontal issues of Inland Waterway Transport and Inland Ports, in cooperation with European Federation Inland Ports.

Why specific support for IWT?



- IWT relatively small and a rather specific domain compared to other modes .
- Guidance beginning 2014 on:
 - Approaches
 - Critical issues
 - Analytical methodologies
 - References and recommendations on reports and data to be used
 - Practical data on organisations, contact persons

3

platina2

All 9 corridors addressed

- Baltic – Adriatic (BALAD)
- North sea – Baltic (NSB)
- Orient East Med (OEM)
- Mediterranean (MED)
- Scandanavia-Mediterranean (SCANMED)
- Rhine-Alpine (RALP)
- Atlantic (ATL)
- North sea – Mediterranean (NSM)
- Rhine-Danube (RDA)

4

platina2

Mission and role of PLATINA II

- To support (not execute) the integration of the IWT into the Core Network Corridor studies/work plans, by providing information on 'why', 'what' and 'how' as regards inland waterways, ports and RIS
- Pro-actively highlight points of attention and provided practical information from the IWT and Inland Ports perspective.
- Two information packages delivered in March and June 2014. Specific review reports were prepared as regards the:
 - 2nd progress reports (July 2014)
 - 3rd progress reports (October 2014)
 - Draft final reports (end Nov 2014)

5



Actions of PLATINA II

From June 2014 – November 2014:

- Systematic verification by means of checklist template on uptake of the PLATINA II Information Packages in progress reports and workplans.
- Making comparative analyses, identifying best practices as well as aspects to be improved.
- Suggestions on how to improve the analyses and draft work plans

6

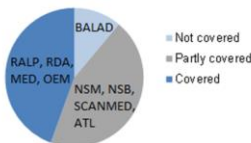


Findings

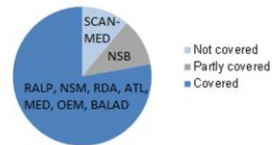
- **Weak logical structure** between the bottlenecks/critical issues identified, the TMS and the list of projects.
- **Compliance** for the year 2030: information **on important IWT and inland port characteristics are not fully covered.**
- As regards severity of the critical issues on a corridor perspective there is **no quantified analysis of bottlenecks** or their characterisation allowing their future **prioritisation.**
- Other important IWT related aspects such as the quality of service, integrated infrastructure planning and greening of the fleet have not been sufficiently taken into account in most of the studies.

Findings

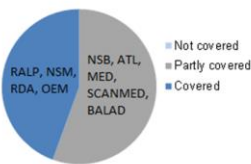
Good navigation status



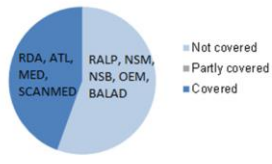
RIS



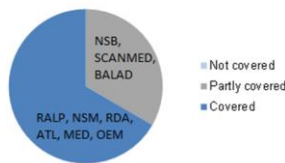
Inland port connectivity



Non-discriminatory terminals



Alternative fuels



Findings

- In general, the **Transport Market Studies did not cover IWT aspects in a satisfactory way.**
 - A **'country-by-country'** approach instead of consistent overall corridor approach from a European single market perspective
 - No sufficient quantification of the future IWT market potential
 - The forecasts carried out per single transport mode. **Lack of attention to opportunities for multimodality and intermodal logistics.** Not all corridors did a forecast per type of commodity or market sector.
 - The information sources of the Transport Market Studies are limited to EU developments **lack a global market outlook**, which is an important aspect to take into account for the infrastructure priorities for the coming years

9

platina2

Findings

- **No clear conclusions** from the supply (compliance check) and demand side analysis (TMS).
- Although 5 reports have introduced IWT specific objectives, in the 4 other reports this is not being covered. Furthermore, **quantified, corridor-specific targets are missing** as regards IWT in many studies.
- Lack of information on the **maturity level** of IWT upgrading projects.
- **No Cost-Benefit-Analyses** included in the corridor (quantitative nor qualitative). How to determine priorities?

10

platina2

Recommendations

- **Improve conclusions**, highlighting the **logical relations** between the identified bottlenecks/critical issues, the TMS and the project list. Add information on possible additional projects needed. Make clear if **bottlenecks are not addressed** yet by any of the identified projects
- **More detailed Cost-Benefit studies** are needed with quantification on a common and comparable basis using high quality forecasts (TMS).
- **TMS analysis:**
 - estimate the real inland waterway transport potential
 - address the corridor as a whole from a true European perspective, taking into account global developments
 - pay attention to the multimodal integration of IWT

11

platina2

Recommendations

- Additional topics such as Greening the fleet, Integrated Waterway planning and quality of IWT services are important aspect to consider as well
- Further elaborate the IWT related Key Performance Indicators
 - **Modal share objectives** for each of the IWT corridors.
 - For IWT/inland ports, especially the **reliability of the fairway** conditions should be considered as a KPI.
 - KPI's, attention shall also be paid to the **availability of the data** needed to give the score on the KPI.
- Regarding the maturity level of the IWT upgrading projects, more use can be made of the 2nd PLATINA II Information Package

12

platina2

Recommendations

- Compliance for the year 2030: more attention to the aspects of **IWT connectivity** and the topic of non-discriminatory freight terminals at inland ports.
- In the last PLATINA II review reports, a **few “orphan” waterways and inland ports** have been mentioned. It is needed to cover all TEN-T core network relevant waterways/inland ports in the analysis.

Pay attention to a consistent and **accurate alignment** of the core network corridors.

13

platina2

Thank you for your attention

Martin Quispel
Partner



STC-NESTRA BV
Lloydstraat 300
3024 EA Rotterdam
The Netherlands

Mobile: +31 6 129 52 382
Quispel@stc-nestra.nl



www.naiades.info
Opening your door to inland waterway transport in Europe



PLATINA II is co-funded by the European Union

14

platina2