



Inland Navigation Europe

Promotion of inland navigation in Europe

START-UP & ACTIVITIES 2000 - 2001

TOWARDS INTERMODAL SOLUTIONS AND SUSTAINABLE GROWTH



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Grant No. B 7040 PTREN-E/E1/2000 4-SI2.27806



This project is co-funded by
the European Commission
(Directorate General for Transport and Energie)



This final report describes the initial activities of Inland Navigation Europe covering the period of 1 November 2000 – 1 November 2001 and refers to the grant No. B 27040 P TREN-E/E1/2000 4-SI2.27806 of the European Commission.

As the activities will continue and run at full speed after the granting period, future developments and projects are included in this report to give an entire view of the objectives of the project partners.



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1. Background of the project

National agencies promoting inland shipping in a European environment

National agencies for the promotion of inland shipping in Austria, Belgium, France and the Netherlands have been promoting transport by waterway in their respective countries. As public bodies, Voies Navigables de France (F), Office de Promotion des Voies Navigables (B), Bureau Voorlichting Binnenvaart (NL), Promotie Binnenvaart Vlaanderen (B) and Via Donau (A) have been entitled by their government to encourage sustainable mobility and environmentally friendly barge transport. And not without success. Latest trends show very clearly that inland navigation volumes are growing in the individual countries.

Shippers are however in general still reluctant to look for new transport alternatives they are not familiar with. They must be 100% convinced that it brings cost savings and guarantees reliable deliveries before opting for a change. On the one hand, a lot of shippers have no clear picture about inland shipping's potential benefits to their business in this respect. On the other, lots of shippers think in negative terms that inland navigation is an outdated mode. This corresponds no longer with reality, but the image problem needs to be corrected.



The national promotion agencies already were involved in informal cooperation. They consulted each other at regular intervals and set up common activities at international transport fairs. Despite these positive experiences, they felt that ad hoc activities were not sufficient to highlight inland navigation and increase its use in the European transport systems. Industry operates European wide. Even, inland shipping is essentially a cross-border business. 50% of the shipped tonnage is international trade and in tkm it even amounts to 75%.



Awareness grew that promotion would be more successful if forces were joined at European level to shift cargo from the road.

The need of promotion becomes even more important in view of imminent EU enlargement. The candidate countries have important waterways such as the Odra, Elbe and Danube that can offer a significant contribution to develop sustainable transport alternatives, when the necessary policy measures are taken and business is approached. Their potential impact on cross-border, especially east-west traffic should not be underestimated.

Against this background, the existing national promotion agencies in Austria, Belgium, France and the Netherlands decided to set up Inland Navigation Europe (INE) as a permanent platform and to attract other partners. INE's ambitions are indeed European wide to ensure effectiveness and representation of promotion. Along with the information and promotion towards industry, the founding members of INE consider promotion and lobbying towards policy makers as an essential part of their future activities. Public decision makers are in charge of setting out a favorable framework for business to operate within the context of society.

Hence, the objective of promoting inland shipping at a European level shared by the national promotion agencies echoes the EU targets of enhancing sustainable growth and mobility. Facing the current economic and society challenges, it is important to promote at political level safe, high quality, user-friendly and environmentally friendly transport by taking the adequate policy measures. European transport systems able to exploit their full capacity serve the competitiveness of Europe's undertakings favoring growth, employment and sustainable development. These are the major challenges of the common transport policy in view of the enlargement and a global economy.

These priorities have been laid down in COM(1998)716 "Common transport policy – Sustainable mobility: perspectives for the future". They have been confirmed by the heads of state and governments in the conclusions of the Gothenburg summit of June 2001 and in COM(2001)370 "White paper – European transport policy for 2010: time to decide" of 12 September 2001.

Because of its intrinsic benefits (cost-efficient, reliable, safe and respectful of the environment), transport by waterway fits perfect within this policy. The free capacity of both the network and the fleet offer an unexploited potential to force back road congestion on major European trunk routes. This does not mean that Inland Navigation Europe profiles itself against road transport. Rather than looking for intermodal competition, INE wishes to contribute to intermodal cooperation. Increasing complementarity between modes can create free capacity on the congested European roads for short distance traffic.

Waterway transport, represented by Inland Navigation Europe, intends to play a major role in the future common transport policy aiming at supporting transport systems and services that foster economic growth but guarantee a sustainable society and environment. To that goal, INE will expand its membership and networking in order to cover all forces promoting a successful development of inland shipping.



2. *Start-up of INE*

« The time is right »

In the nineties, the transport policy of national and European policy makers was characterized by the restructuring of the inland navigation sector. Reducing the structural overcapacity and deregulating the market absorbed all energy. Today, inland shipping is a free, healthy and competitive market with a huge potential with regard to infrastructure and fleet capacity. The cooperation between the inland navigation countries is developing.

On 15 March 2000, five agencies for the promotion of inland shipping and the German federation of barge operators signed at the "Salon du Transport et de la Logistique (SITL)" in Paris a declaration of intent in order to create a common platform for the promotion of inland shipping in Europe. The European Commission welcomed this initiative. The founding members submitted on 2 October 2000 a request for EU co-financing.

The statutes of the organization were prepared and Inland Navigation Europe was formally created on 16 October 2000 under the name « Fédération Européenne de Promotion du Transport par Voie Navigable » with registered office at the Kempische Kaai, 3500 Hasselt, Belgium. It has the legal status of an international non-profit organization.

The European Commission approved the EU grant request on 6 November 2000. The contract was signed on 16 November 2000 for 31.25% of co-financing by the European Commission covering the period of November 2000-November 2001. A detailed financial report on expenditure and revenues with regard to the actions of the project is attached (see annex 1).

Contacts were made for establishing a Brussels office and the search for a secretary-general started. The profile included university level and relevant experience with transport sector and lobbying practice in Brussels. This process took longer than foreseen and delayed the opening of the permanent office.

The secretary-general was finally appointed in June and took office on 1 September 2001 on a full-time basis. INE's office is located in the building of the Flemish Ministry of Transport and Mobility in Brussels. The indoor contacts allow very fruitful exchanges of views with regard to policy-making, field practice and possible synergies in terms of sustainable mobility.

Meanwhile, INE acquired legal capacity by Royal Decree of 24 August 2001 published in the Belgian official journal of 19 October 2001.

START-UP



3. *Commitment of the partners*

Creating a favorable framework for shifting from road to water

When Voies Navigables de France (F), Office de Promotion des Voies Navigables (B), Bureau Voorlichting Binnenvaart (NL), Promotie Binnenvaart Vlaanderen (B) and Via Donau (A), the founding members of Inland Navigation Europe, signed on 15 March 2000 a declaration of intent in view of, they committed themselves to:

1. putting in common their goals by setting up a new European federation for the development and promotion of inland navigation and intermodal possibilities;
2. establishing a permanent Brussels' office promoting inland shipping vis-à-vis European, national and regional policy-makers and the industry on a non-commercial basis.



The goals of the new federation are also the goals of its founding members.



Bureau Voorlichting Binnenvaart – BVB (the Dutch Promotion Council for Inland Shipping) has been founded in 1989 by all nine Dutch inland navigation organizations co-funded by the Dutch government and aims at:

- achieving a realistic image of the transport mode inland navigation
- modal shift and multimodality
- adequate policy measures.

BVB undertakes activities towards the industry (logistics decision makers), policy makers and the public. This has led to a better image of inland shipping in the Netherlands and more confidence in the sector. The fleet has been modernized. An aid program for waterway branches successfully encourages industry to opt for waterway transport. 40% of all container hinterland traffic in the port of Rotterdam is ensured by inland navigation.



Office de Promotion des Voies Navigables - OPVN (Office for the Promotion of Inland Waterways) was created in 1995 as a department of the Walloon Ministry of Transport and Equipment. OPVN's main task is to enhance the economic and recreational use of inland waterways in Wallonia (southern part of Belgium), through the circulation of information, the organization of promotion activities and events, policy measures in favor of the sector's development and, last but not least, contacts with economic decision-makers and the industry. Since 1995, OPVN has brought 3.000.000 new tons of goods to the Walloon waterway network, as a direct result of its activities and the implementation of new policy measures for a better modal split in the Walloon Region.



Promotie Binnenvaart Vlaanderen – PBV is a non-profit association founded in 1992 by the Flemish Government. Its mission is to increase the economic and recreational use of inland waterways in Flanders. PBV is a platform for consultation representing all private and public inland navigation interests groups. PBV has no commercial interests. It is an independent partner for the industry and public authorities. The global policy approach for inland navigation and the cooperation between the public and private sector proved to be successful. Over the last years, 74 companies are participating in PPPs for the construction of public quay-walls. 30% of all Flemish shipowners have followed the management training as preparation to the liberalized market. ICT have been introduced in the sector. Navigation dues have been reduced with 90%. An investment aid program has been set up to modernize the fleet. For every Belgian franc invested by the government, the barge operator invested 12 Belgian francs. There is an average annual traffic growth of 7%.





Donau Transport Entwicklungsgesellschaft mbH - Via Donau, founded in 1999, is a governmental organisation providing management, consulting and technical support for logistics and transport technology projects from the sector, shippers and logistics service providers. Its main objectives are:

- To develop high-quality transport and logistics services for the Danube waterway in order to encourage freight traffic to shift from roads to waterways
- To engage in technology projects aimed at improving the competitive situation of the navigation industry
- To engage in public relations work and lobbying in favor of the Danube waterway

Via Donau was active in the development of RIS (River Information Services) for the Austrian section of the Danube and execution of a Europe-wide tender, in logistics applications with the aim to identify precisely the transport potentials of inland navigation in individual transport areas and to initiate pilot projects and in the development of DCS (Danube Combined Services Transport) as first intermodal door-to-door transport operator on the Upper Danube



Voies Navigables de France - VNF is a public company created in 1991 by the State. VNF has the mission to manage, to maintain and to develop a 6.700 km of waterway network, the biggest in Europe after the Russian one. VNF aims at:

- developing the activities around the waterways
- promoting the interests of waterway transport
- stimulating inland shipping and fluvial tourism.

This policy was successful since e.g. the freight traffic on French waterways has increased by 28 % in the last three years.

4. Organization

A flexible structure for rapid and efficient actions

The legal status of Inland Navigation Europe is an international non-profit organization under the Belgian law of 25 October 1919 modified by the law of 30 June 2000. Its internal organization consists of a General Assembly, a Board and a Secretariat-General. Working groups will only be set up on ad hoc basis following concrete needs to examine certain relevant questions determined by the Board. Heavy structures and bureaucracy are avoided. Instead, a simple, flexible and sustainable structure ensures the possibility of rapid and efficient actions.

INE membership consists of four categories:

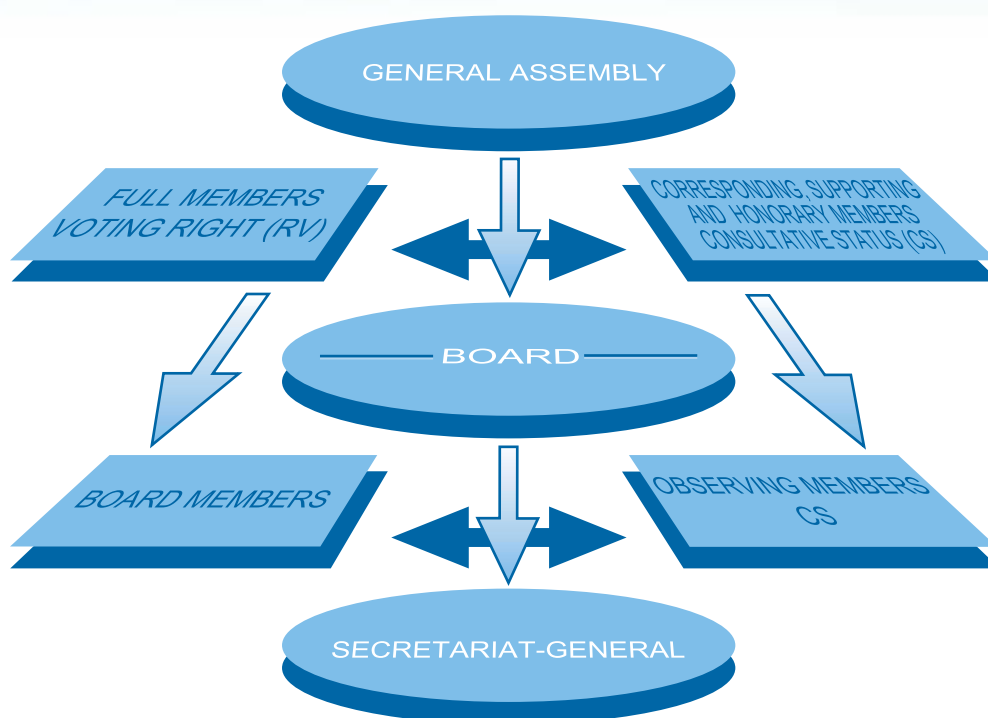
- Full members who pay an annual fee of 25.000 EUR and have full voting right;
- Corresponding members with consultative status who pay 2.000 EUR;
- Supporting members with consultative status who pay 10.000 EUR
- Honorary members.

The first category participates actively in the policy making of the organization, the others have access to the organization's information means, network and bodies. This membership structure enables on the one hand a hardcore of active members strongly involved in the organization's work and a wide networking capacity with all parties interested in transport by waterway.

Apart from the founding members, the Ministry of the Flemish Community joined the organization on 16 May 2001 as supporting member. There are ongoing contacts with associations and platforms active in waterway transport in Germany, United Kingdom, Italy, Sweden and Romania. Switzerland, Portugal, Finland and other Eastern European countries are on the list. INE aims at covering on term all European waterway interests in order to unite and strengthen the voice of inland navigation in Europe.



As for the working structure, the General Assembly meets once a year and decides on internal matters of the organization. The Board meets at least every eight weeks and decides on the general policy of the organization. The Secretariat-General is in charge of the daily management of INE. The detailed competences of each body of the organization are laid down in its statutes. The internal structure works as follows:



Since the start period covered by the grant, board meetings were held on 12 December 2000, 23 January 2001, on 26-27 February, 9 April, 14-15 May, 12 June, 7 August, 5 September, 22-23 October to debate and decide on policy and communication issues of Inland Navigation Europe.

INE closed his first working year at the end of September 2001 in accordance with the organization's statutes. A general assembly meeting took place on 22 October 2001 fulfilling the statutory requirements regarding accounts, discharge of the board and appointment of the board members. The accounts were approved after examination of the report of the treasurer. They have been checked and approved by an independent auditor.

5. Key objectives

Joining forces to develop a pro-active policy & communication strategy for sustainable growth at European level

Inland Navigation Europe aims at promoting transport by waterway and intermodal possibilities European-wide in an integrated way and in line with the objectives of the EU to support a modal shift to high quality, environmentally friendly and safe transport means. The core objective is indeed to bring as much cargo as possible to the waterways and the approach is pragmatic and result-oriented. In this respect, INE does not wish to define inland navigation within strict terms. More maritime, hinterland and continental transport on the European waterways is important for sustainable mobility. They therefore fall all within the scope of INE's objectives and activities.

INE will act as immediate interface between policy, users and other partners sharing the same goals. Inland Navigation Europe and its members concentrate in particular their efforts on the following targets:

- Promoting and defending inland shipping's interests towards the institutions of the EU and other relevant international organizations
- Raising awareness regarding the possibilities of inland navigation in Europe and encouraging the set-up of a common strategy for its promotion
- Enhancing and coordinating initiatives of INE members aiming at developing transport by waterway
- Creating a platform for members to exchange experiences and enabling synergies.



To reach these goals, INE:

- Represents transport by waterway vis-à-vis the institutions of the EU, and in particular the Parliament, the Commission, the Council of Ministers, the Economic and Social Committee, the Committee of the Regions, as well as vis-à-vis the European Conference of Ministers of Transport, the Economic Commission for Europe of the United Nations, the Central Rhine Commission and the Danube Commission by
 - Drawing attention to the possibilities and opportunities of transport by waterway in Europe
 - Listing the hindrances to the development of inland shipping and its share in the modal split in order to start actions to resolve these problems in a pragmatic and appropriate way
 - Developing concrete policy recommendations
 - Providing adequate information on transport by waterway to bodies of the EU and highlighting the added value of inland navigation's potential for European transport
 - Providing INE members with information on the decision making of the EU with regard to all relevant themes having an impact on inland navigation
 - Stimulating a coordinated integration of new technology improving performance and attractiveness of inland shipping in the entire logistics chain
- Examine general questions with regard to waterway transport by creating a common platform for intensified cooperation between national bodies for the promotion of inland shipping
- Ensure the active and continuous exchange of information, views and experiences between the INE members

OBJECTIVES

- Promote inland navigation and its role in the national and international economy to the public (citizens, elected representatives, associations for the protection of the environment, teachers, researchers, media and users) as well as to regional, national and international institutions: e.g. common publicity campaigns, joint communication and publications
- Pursuing where appropriate networking with organizations aiming at intermodal cooperation and shifting cargo to transport means causing less damage to society.



6. Action plan

A first "Plan d'approche" guiding the launch of INE and its activities

In the process of creating the new organization, the five promotion agencies felt the necessity to elaborate mid 2000 an action plan laying down a road map for the first working years outlining mission and objectives, involved partners, strategy, actions and projects. For the starting period, the following main actions were listed:

- Structuring the new organization and establishing a Brussels office
- Promoting the new organization by publicizing its existence and objectives towards the EU institutions and the public
- Compiling information on main EU contact points and important policy items
- Compiling national information, know-how and experience
- Analyzing the current needs and hindrances for inland shipping and examining where pro-active action is appropriate
- Formulating first position papers reacting on policy initiatives
- Participating actively in relevant European meetings, seminars and conferences monitoring and defending the interests of waterway transport
- Initiating contacts with key EU officials and with representatives of other international organizations
- Networking with relevant transport organizations
- Undertaking first communication actions (brochures and participation in trade fairs)
- Creating a website
- Stimulating and coordinating members' activities

The concrete realization of these plans is commented in chapter seven.

7. Activities

Working year 2000 –2001 and first results

During the first months, INE founding members focused their efforts on communication and participation in public events to publicize the existence of the new organization. They met frequently to coordinate activities and divided tasks to ensure an interim daily management. The opening of the secretariat-general on 1 September as permanent office in Brussels enabled INE to become also fully active in the field of policy, making a start with the formulation of reactive and proactive recommendations.

Communication

1. The brochure "**L'Europe fluviale**" in 4 languages was the 1st common communication project aiming at presenting general information on inland shipping to professionals. It addresses main issues as infrastructure, market structure, fleet, goods and logistics illustrating the transport possibilities from the North Sea until the Black Sea. Apart from the supply side, the demand side is represented by views of shippers using inland shipping frequently. The brochure was first presented at the Munich Transport and Logistics Fair of 15-18 May 2001. The project leader was Voies Navigables de France. 1000 copies were printed on behalf of INE. 793 copies have been handed out. The national promotion agencies ordered additional copies to those 1000 for distribution to their own contacts.



2. The leaflet "**Transport by water by nature**" is a short introduction on inland shipping addressing a wider public. It highlights the essential data on transport by waterway in a user-friendly way (maps, graphs, images). The leaflet was also available at the Munich Transport and Logistics Fair of 15-18 May 2001. The project leader was Bureau Voorlichting Binnenvaart. 3000 copies were printed for INE. 1726 copies were distributed so far. The national promotion agencies ordered additional copies to those 3000 for distribution to their own contacts.



3. A concept for the **INE website** was elaborated during 2000 making extensive use of the expertise developed by the INE founding members in the past. It was obvious that the new organization would need a professional and user-friendly window accessible for the general public, political decision makers and market players in Europe to make the promotion of inland shipping visible and effective. The website was made operational for consultation at the Munich Transport and Logistics Fair 2001. The website is operational under www.inlandnavigation.org and contains general information on waterway transport and INE, activities and events, important facts & figures, press releases and statements, useful links to important inland waterway sources and membership information. The project leader is Via Donau.



The access statistics on hits and page views in the period May–October 2001 are attached (see annex 2). The website will be continuously updated.



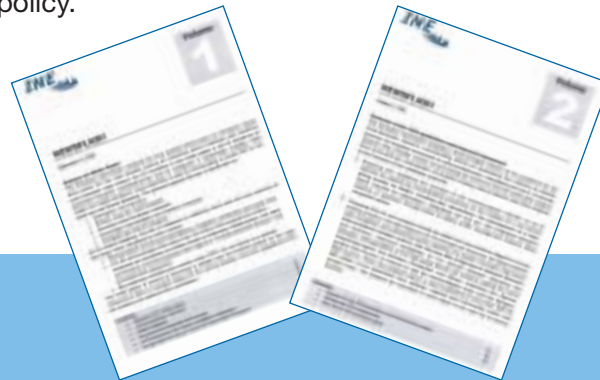
4. In cooperation with ESO and UINF, the **"Memorandum Inland Navigation 2010"** was presented. It was the first communication activity by the INE secretariat-general in Brussels. The memorandum presents an ambitious but albeit realistic inland shipping forecast for 2010 joining a list of priority measures for decision-makers to fulfill this goal. This memorandum was handed to the national transport ministers on the occasion of the pan-European minister conference on inland shipping in September 2001. 2000 copies were printed. 1412 copies have been distributed so far.



- INE accompanied its new presence with regular press contacts to publicize its start and activities. **Press releases** were issued on the occasion of the INE's launch, INE's official presentation, INE's presence at the Pan-European Minister Conference, INE's reaction on the white paper and the TEN proposals.



- The Secretariat-General started since September with the publication of a **newsletter** at regular intervals in order to keep INE members informed on EU transport policy.



International contacts, seminars, conferences, trade fairs

- The INE founding members participated in the **Salon International des Transports et Logistique** of 15-16 March 2000 in Paris where they shared a common stand as they used to do during the past years. It was at this SITL fair that they made official their intention to set up a common and permanent platform by signing in presence of the gathered press a declaration of future cooperation. The project leader was Voies Navigables de France.

2. At the **Munich Transport and Logistics Fair** of 15-18 May 2001, INE and the Flemish Short Sea Promotion Bureau participated with a big information and promotion stand. It was the 1st common public activity after setting up INE in October 2000. Via Donau was project leader. INE members had direct contacts with 326 persons representing maritime/ports interests (10%), public authorities (10%), transport organizers (30%) and industry (50%). The most frequent questions focused on transport chain organization and price as well as regional bottlenecks. In addition, there was on-line access at the stand for information search, a facility that resulted to be very popular with visitors. The total number of visitors at the stand has not been registered. A press conference was held to present the new organization to the transport press and the public. Contacts were made with 8 transport journalists.



3. In the margin of the Munich Fair, INE organized with partners **4 seminars** dedicated to inland shipping on the following subjects on 15, 16 and 17 May:
- "Transport by waterway in general presentation of INE"
 - "Logistics potentials of French Rhine ports" on theme day of France (16 participants)
 - "Role and possibilities of Belgian inland waterways and ports for international transport" on theme day of Belgium (21 participants)
 - "Innovative projects and perspectives of Danube shipping" on theme day of Austria (104 participants)
4. INE held an official **presentation to the European Institutions** on 12 June 2001 at the Brussels canal informing on its first activities, the appointment

of a secretary-general and the opening of the permanent office in September 2001. The project leader was Promotie Binnenvaart Vlaanderen.

- At the **Interfreight fair** of 5-6 September 2001 in Rotterdam, INE members shared a stand with the Dutch and Flemish Short Sea Promotion Bureaus to promote waterborne transport together. The project leader was Bureau Voorlichting Binnenvaart. INE members had direct contacts with 294 persons representing maritime interests (10%), public authorities (5%), transport organizers (35%) and industry (50%). The most frequent questions focused again on transport chain organization and price as well as regional bottlenecks. INE also participated in the EIA panel on intermodality organized in the margin of the trade fair and intervened on the theme "Inland navigation as hinterland connection".



- On the occasion of the **Pan-European Minister Conference on inland navigation** organized by the Dutch and Romanian transport ministers on 5-6 September 2001 in Rotterdam, INE handed in the above mentioned memorandum and held a press conference in the Rotterdam town hall explaining how Member States can create a framework to boost the growth of inland shipping.
- INE participated in the plenary meeting of the **Maritime Industries Forum** of 29-30 October 2001 in Valencia presenting INE and its views to promote waterborne transport taking into account the needs for seamless door-to-door transport.
- On 15 November 2001, INE was invited by the European Commission on developing a set of **TEN-T indicators** for developing the trans-European inland waterway network in the future in a coherent way.

Policy

INE established its political orientations with regard to reactive and proactive initiatives. They refer to the key objectives of the organization (see chapter 5) and focus on the role of transport by waterway in mobility and modal shift policy.

1. **Marco Polo:** The European Commission issued a consultation paper on a new program "Marco Polo" to support intermodal actions. As inland shipping is by nature intermodal, INE reacted with a first comment outlining the positive, negative and missing points and participated in the consultation meeting organized in the summer. This process will follow-up with the publication of a concrete proposal for the new program.
2. **White paper on transport:** Formulating the transport policy for the next decade, the white paper is an ideal basis to react in a comprehensive way with regard to transport by waterway. INE analyzed the Commission's proposals and issued on 24 October 2001 its position drawing attention to the initiatives that are necessary to support business in a pragmatic way. INE will actively contribute to the dialogue with all interested parties.
3. **TEN:** INE took note of the Commission proposals on the trans-European networks of 2 October 2001. INE has initiated an in-depth consultation to list the relevant and urgent priorities regarding waterway infrastructure, including intelligent infrastructure. Once a position has been formed, contacts will be taken with the European parliament and the Council. Meanwhile, an open dialogue will be pursued with the European Commission. INE also contributes actively to the work of the own initiative opinion of the Economic and Social Committee regarding the development of the European inland waterway network.
4. **Networking** with ESO, UINF, PIANC and EFIP: INE does not want to act in isolation. It attaches great importance to work in close cooperation with other partners active in waterway transport. Core contacts have been established with ESO and UINF, associations representing the European barge operators. There is regular consultation on relevant issues and common actions are undertaken when appropriate in order to strengthen the common platform for inland navigation. Similar contacts have been initiated with EFIP, the federation representing the European inland ports and PIANC, the international navigation association.
5. INE does not limit its cooperation with other partners to inland shipping. Considering transport by water in a wider context is increasingly important to accommodate problems in the supply chain. Moreover, a policy supporting short-sea and sea-river shipping finds its natural extension on the inland waterways of Europe. To this end, INE has become full member of the **Maritime Industries Forum**, covering all European maritime organizations under patronage of the Industry and Transport Commissioners. INE is actively involved in the working groups to solve bottlenecks with regard to nodal points, customs and administrative procedures.

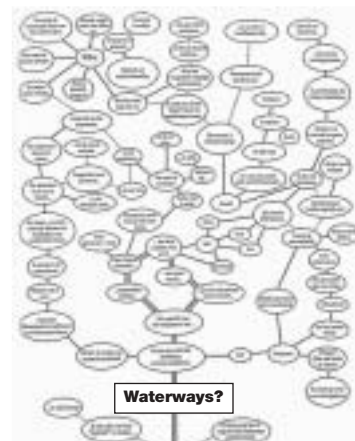


8. Look at the future

A permanent platform for highlighting the positive and progressive image of inland navigation

After a year of existence, activities are at full speed and the first evaluation has taken place to reset and focus down priorities for the coming working year. After years of absence on the European scene, inland shipping faces a great challenge. Its promotion is still in its very first phase and a lot remains to be done. INE founding members are fully aware of the ambitious goals they have set, but are committed to fulfill these objectives. Inland shipping shows remarkable dynamism since liberalization and innovative concepts will allow opening new markets.

It is up to INE to demonstrate that transport by waterway can make the difference. INE is committed to convince political decision makers to invest in this transport mode and market players to use it. The economic value of total cost savings and reliable deliveries adds increasingly to the positive environmental and safety record for society, which is an essential point to justify support to transport by waterway.



In concrete terms, INE plans the following:

1. information activities

- Strengthen and organize mutual synergies among the organization members;
- Set-up of information database on inland shipping by collecting and analyzing data of INE members, national databases and other relevant information sources;
- Examine where data on inland shipping are inadequate, outdated or incomplete and pointing out where more advanced studies are necessary. The upcoming thematic network of inland shipping "SPIN" will be the adequate platform to exchange, discuss and verify data and pointing out lacunas as this platform will consist of Member States, European Commission, industry, researchers as well as transport institutions and organizations. This approach aims at creating synergies and avoiding inefficient overlap;
- Putting data at disposal by providing adequate information on inland shipping upon request to interested parties;
- Edit an information flash at regular intervals on inland shipping developments reaching a vast number of public and private decision makers.

2. communication activities

- Participate actively in conferences on topics such as sustainable mobility, environment, logistics. INE has been already invited as a speaker for a number of upcoming events;
- Organize a seminar on sustainable transport in cooperation with partners;
- Update the INE website with key data on inland navigation, events, activities and policy orientations. The requirements in respect of information and communication to policy and market players are to be met continuously;



- Draw a proposal for a common communication strategy for waterway transport learning from national experiences and aiming at addressing professionally key industry players in favor of inland navigation. INE prefers to develop a comprehensive strategy, which enables regular evaluation, instead of addressing key industry players at random.

3. policy activities

- Invite EU officials to participate in INE meetings and offer field visits to become familiar with inland navigation reality, ie its bottlenecks and strengths.
- Keep permanent contacts with EU officials and discuss the political strategy for boosting inland shipping with EU officials in the framework of the white paper on transport.
- Initiate an in-depth debate on individual policy issues having in mind concrete results for shifting cargo.
- Step up and strengthen networking with related transport organizations and members of political institutions.

4. organization growth

- Recruit additional staff member for Brussels' office in view of growing number of actions
- Recruit new members to unite inland shipping forces in Europe.
All organizations promoting waterway transport sharing INE objectives are a potential member. The aim is to establish on term a pan-European organization covering all inland shipping interests in Europe.

9. Conclusion

Within the period covered by the grant, INE carried out all three actions for which it requested co-financing from the European Commission. Notwithstanding a later opening of the INE permanent office in Brussels, the first kick-off activities as described in part B.1b of the grant request have been completed:

1. Set-up of the structure of the organization including the establishment of a permanent office in Brussels and the recruitment of a secretary-general. The INE structure is operational. The opening of the Brussels' bureau was initially planned for January 2001. It took however until 1 September 2001 before the appointed secretary-general could take office.
2. The existence and objectives of the new organization have been promoted towards the public and the European institutions during trade fairs, press conferences, presentations and direct contacts as described in chapter seven.
3. The first activities of the new organization have been launched as described in chapter seven and concrete plans are in place for consolidation and new activities in the field of information, communication, policy and organization's growth.

The financial report shows that the entire budgeted amount has not been spent (see annex 1). This is entirely due to a delay in start-up of the Brussels' office of INE. Obviously, less money has been spent for costs of staff, travel, supplies and other consumables. This delay is recovered in the next months.

