

# Water Ways

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*Inland navigation carries 12% of Europe's freight on the main European inland waterways. Together with rail and short sea shipping, it plays a key role in the Commission's strategy of shifting cargo to more environmentally friendly modes. Inland waterways are often a cheaper, more efficient and ecological transport solution. The examples in this newsletter show that it is also a modern and innovative mode, offering a range of services tailored to the customers. To tap the full potential of inland waterways, it is important to encourage businesses to further integrate them into their logistic chain. This new publication is a valuable contribution to achieving this aim by raising the awareness about the logistic performance and competitive advantages of transport by inland waterways.*

*Loyola de Palacio  
Vice-President of the European Commission*



**Inland Navigation Europe**



## Foreword

## CAT, an environmentally friendly way to transport cars

CAT transports 600 Renault cars a day into the Paris region via inland waterways. Renault already has a long tradition with inland navigation and is constantly increasing the use of this mode of transport. Another interesting route goes from Vienna to Budapest, where about 5600 cars per year are transported using the Danube.

Renault, one of France's biggest automobile manufacturers, sells 600 cars a day in the Paris region. In order to meet this huge demand for cars, Renault established a subsidiary named CAT, which deals with bringing in the cars. Since it is difficult to undertake such a project alone, CAT, together with the port of Paris, has worked out a concept whereby cars are shipped in via inland navigation, and road transport is only used for pre- and post-hauls.

Renault already has a long experience with inland navigation. It started to use this mode of

transport back in 1966 to connect two of Renault's plants in France. Renault is very satisfied with inland shipping as it is cheap, reliable and environmentally friendly. In the nineties Renault gradually increased usage of waterways transportation.

One route is particularly interesting. Renault manufactures special cars for central eastern European countries and imports its cars into Hungary. Around 34000 cars are transported each year by road or rail from factories in France to the port of Vienna. From there on, about 5600 cars are transshipped



Photo Port autonome de Paris

to barges and transported on the Danube to Budapest. One vessel is capable of transporting 250 cars per transport.

This transport via waterways is finally much cheaper and much more reliable than road transport. It is also environmentally friendly. Finally, reliability is more important than speed for CAT.



## Inland shipping allows Carrefour to play closer to the ball

With traffic congestion increasing on the road link Rotterdam-Antwerp-Brussels, Carrefour decided to transport its import containers for the Belgian market using the inland waterway system. This resulted in several advantages : costs reduction, flexibility and guaranteed reliability.

Carrefour, the French hypermarket chain, has decided this year to transport its import containers for the Belgian market by inland shipping. These imports mainly consist of non-food consumer goods such as plastics and textiles originating from the Far East. Containers arrive at the Antwerp port via maritime shipping, and are transhipped from there onto barges for further transportation to Cargovil.

Carrefour decided to use inland navigation because of its strict just-in-time management policy. Just-in-

time deliveries require accurately planned transports, or the system would collapse.

As traffic on the roads increases, inevitably leading to more traffic jams, the reliability of deliveries deteriorates. Hence alternatives had to be found, and inland navigation provided the right answer. Carrefour decided to use the Cargovil container terminal north of Brussels, next to which it has its main storage facility. Now they can play much closer to the ball.

Consequently Carrefour benefits from several significant

advantages, the first of which is flexibility in transportation. Another result is a reduction in transportation costs, as transport from the unloading dock to the main storage is reduced and inland shipping itself is cheaper than road transportation.

This year Carrefour will ship around 1.000 containers, but this volume will most probably increase in the following years as inland shipping fully meets Carrefour's expectations.



# Auchan hypermarket discovers inland shipping

7 years ago Auchan, a French hypermarket chain, introduced a new concept for its imports in order to transport these from the ports to their depots. The novelty consisted in the fact that from that moment only one single invoice would be generated covering the entire transportation chain. With the introduction of this concept Auchan also started to make use of inland navigation. As results exceeded expectations, they intensified usage of this transport mode and today they ship 13000 import containers over 3 waterways per year.



A huge hypermarket company like Auchan imports many products. Some of these, mainly plastics and textiles, are produced in Asia. These are shipped via maritime transport to important seaports in Northern Europe, such as Zeebrugge, Antwerp or Le Havre. Products are transported from

these ports to the main depot to ensure efficient distribution towards the various stores. Auchan's objective was to obtain a trouble-free and more transparent supply. A new concept with an innovative approach to inland transportation was developed: the company would accept only one clear and

detailed invoice for the whole delivery. This simplification allowed for an easy tracking of the transported goods.

With the new concept Auchan also started to make use of inland waterways. The main reason for this was financial – inland navigation is cheaper than road transportation - and also more environmentally friendly. This is why, 7 years ago, Auchan embarked on its first transport on the waterway from Antwerp to Lille.

It can be rightly said that Auchan was surprised to find out that inland shipping was very reliable. They therefore decided to transport more imported goods over inland waterways. Consequently they invested more into this mode of transport and started to use more routes. Last year they made use of the Seine waterway from Le Havre to Paris, and this year they have started to use the river Rhône from Marseille to Lyon. As a result today they ship 13000 containers to over 9500 destinations in France with a modal split of 30 – 40%.

# Oil transportation, made in UK

Total Butler, one of the largest distributors of oil products in Yorkshire has made its first delivery of 500 tonnes of petroleum by inland shipping. This oil was shipped from the refinery in North Lincolnshire to the oil depot in Castleford. Total annual transports on this route amount to 5000 lorries.

Total Butler has recently begun to make use of the 52 km long Aire & Calder Navigation canal from Goole to Castleford. The total annual transportation by ship from the refinery to the oil depot will amount to about 85 million litres of oil products. This transportation would have to be done either by about

5000 lorries or less than 150 ships! This clearly marks the advantages of shipping.

The impact on the environment is considerable and, due to the decrease of traffic, the quality of life of people living nearby will significantly improve.





## Opening of the Canal du Centre in Belgium



On September 2, 2002 the Canal du Centre, 27 km long, which connects the Scheldt and the Meuse basins, Belgium's two main rivers, was officially opened for navigation by 1350 ton vessels.

This canal, originally built at the end of the nineteenth century and gradually modernized to contain two locks and a unique funicular boatlift, Strépy-Thieu, which on its own overcomes 73 m, now surmounts an altitude of 121.15 m.

As a result a new cross border route has come into existence, connecting Paris and the North of France via the Walloon inland ports to the Netherlands and Germany to finally reach the countries of central and eastern Europe. A major bottleneck in the Belgian and the north-western European waterway system has been removed, offering new development prospects for river traffic.

## Renaissance of waterways in the UK

Britain has a problem with inland navigation. Most canals have not been used for decades as road transportation has been omnipresent, and have thus through time become worse for wear.

This is why British Waterways has, together with partners, initiated a 10 year program to create new waterways and restore old ones. The program so far has already succeeded in opening 200 miles of waterways. The total budget for this project amounts to £500 million, of which £120 million are expected to spread into the local

economies, and lead to the creation of 13000 new jobs.

Inland shipping can benefit other aspects of the economy, such as tourism, as well. The Falkirk Wheel in Scotland for example, a modern, rotating lift for vessels was recently finished. Its futuristic look has attracted almost a quarter of a million tourists in the first few months of operations.

Consequently it can be said that inland shipping not only serves economic reasons but also improves the quality of life for people who live near waterways.



## Awareness campaign by Belgian authorities



Authorities in Belgium have launched new initiatives to draw more attention towards inland navigation.

The Walloon Region initiated a campaign with road-side publicity panels which indicate how many

lorries are necessary to transport the same amount of cargo as a single ship.

The Flanders Region also promotes inland shipping by equipping vessels with panels showing the same message.

**INE wishes you and your family a happy new year!**