

WATERways

Newsletter **INE**

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Editorial



Upon my arrival as Minister of Transport, I was delighted to learn inland navigation is flourishing in France. In 2004 the container market literally exploded with a heavy increase on the Seine and Rhône. While each day over 1,000 containers travel over French waterways, there is still plenty of capacity, which opens important perspectives for our ports' hinterland deliveries.

In full support of the EU's active commitment toward multi-modality, laid down in the White Paper, France will pursue a policy to modernise and secure the network in order to develop environment-sound transport modes. Faced with road congestion and under-capacity of European transport infrastructure, opting for inland navigation is a logical choice. Without waterways transportation, emissions in Europe would be 10% higher.

Seine-Scheldt is one of the new infrastructure projects that will complete the European network of which the Seine-Nord Europe canal is the indispensable link in France. The pre-project studies are currently underway and I am committed to validate the file shortly to allow a declaration of public interest by 2007.

Waterways transportation is not only a sound alternative in the development of sustainable transport modes, but also a driving force for the creation of new activities and jobs, and thus a priority for my department in the coming months.

Dominique Perben

MINISTRE DES TRANSPORTS, DE L'ÉQUIPEMENT,
DU TOURISME ET DE LA MER

Large companies increasingly aware of inland shipping's potential

Investments in combined land-river transport are booming. Ranking number 5 worldwide, the French shipowner group CMA CGM actively involves river transport in its strategy to offer integrated services at sea and on land to respond to customer needs.

Importance of river transport for distribution

- 10 to 15% less expensive than road transport
- Reliable services for hinterland collection and delivery
- Planned Seine-Scheldt connection will increase geographic coverage of European waterways and boost multi-modal transport

Maritime transport ends at the seaport, but cargo stills needs to be transported inland from the port by road, rail and river to reach its final destination. Its portfolio of integrated, global logistics services the CMA

CGM Group provides its clients with competitive door-to-door services.

Backed by the success of its Rhône Saône Conteneurs (RSC), which last year carried 47,000 TEU or the equivalent of a single truck queue from Marseilles to Dijon, the company opened a new line on the Seine

River in January, offering four weekly departures between Le Havre and Paris.

Renamed River Shuttle Containers, RSC works with big shippers keen to keep their goods flowing and to green their image. According to the French Environment Agency, combining land and river transportation saves some 60% CO2 emissions.



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Last but not least, the scheduled Seine-Scheldt connection is not foreign to RSC's expansion plans. A direct link with the western European network of rivers and canals opens strategic perspectives for competitive and sustainable transport services. The industry is ready to go and is waiting for politicians to get in on the act.

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Adequate infrastructure makes multi-modality attractive

Katoen Natie's River Container Terminal in Wielsbeke, the industrial heart of West Flanders, handled 12,000 TEU in its first year of operation. This fast growing newcomer already intends to expand thanks to the ongoing infrastructure works and the planned Seine-Scheldt connection.

Offering a daily shuttle barge service to/from Antwerp and Rotterdam, the new facility organises the container pick-up and delivery for more than 50 customers in the region.

© Katoen Natie



Katoen Natie's River Terminal eagerly awaits the developments of the planned Seine-Scheldt

Focus on logistics issues

- Ever increasing freight flows demand competitive multi-modal transport solutions to prevent a collapse of corporate supply chains
- Adequate waterborne infrastructure is a magnet for private investment, creates jobs for local economies and supports sustainable mobility

Katoen Natie is a value added logistics player with 85 strategically located platforms in more than 22 countries. As companies concentrate on their core business, they increasingly contract out services to specialised industries such as Katoen Natie which provide tailor-made solutions for storage, packaging, quality control, assembly, forwarding, customs clearance and transport.

The Wielsbeke River Container Terminal on the river Lys in Belgium is the youngest member of the Katoen Natie's Port Operations business unit. A year after its launch in April 2004, three low bridges have been elevated and throughput has increased to 4,000 TEU a month. Barges can now take a full load of 3 layers, which has a positive impact on price setting and thus attracts more shippers.

connection. The sooner the new canal opens in France, the better, as the company is already active in Rouen and Le Havre. A direct waterborne link will strengthen the company's distribution network, allow economies of scale and relieve the ever-more congested road network.

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Seine Scheldt connection

The Seine Scheldt connection will link Paris, Le Havre and Rouen to the Benelux and the western European waterway network.

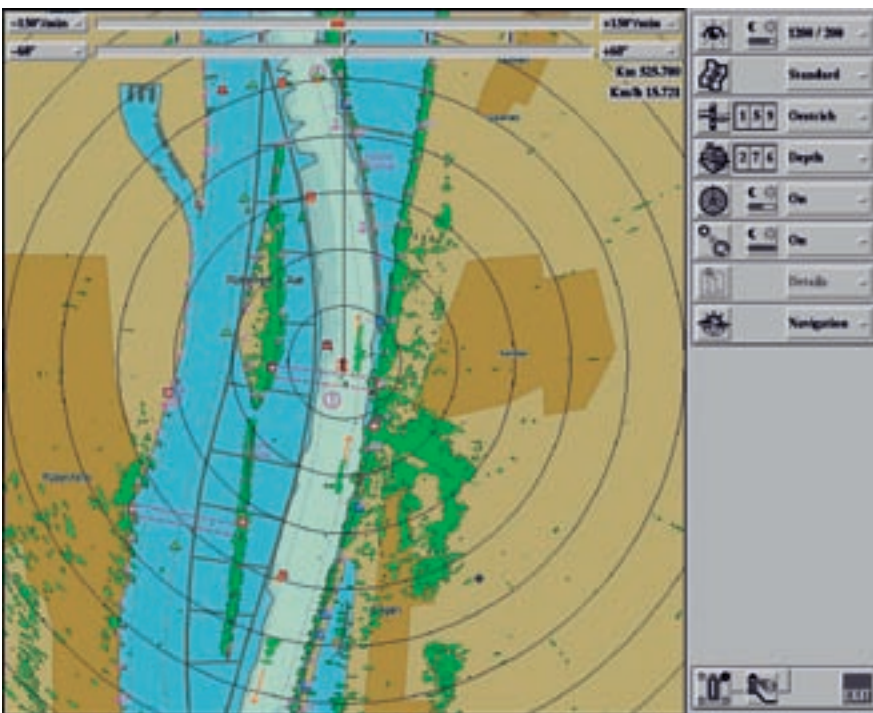
The project covers infrastructure works in Belgium and France, including waterway upgrades and bridge elevations to allow the passage of 4,400 tonne vessels and 3-layer container transport. The first works have already started on the river Lys. The centrepiece of the project will be the new canal Seine Nord Europe, to be finalised by 2012.

The Seine Scheldt connection is a priority project of the trans-European transport networks of the European Union, and takes into account strict environmental standards.



Waterway users set to take digital highway

River Information Services (RIS) are a tool to enhance digital information exchange between waterway users in Europe. Initially conceived by public authorities to increase the safety of inland shipping traffic, ongoing developments demonstrate RIS' potential for the optimisation of logistics processes.



istrative procedures, and hence boosts the competitiveness of inland waterway transport in the multi-modal transportation chain.

Some Member States have started to implement vessel traffic and transport management systems. Standards have been developed to allow easy and rapid transmittal of cargo and voyage data by PC and mobile phone from ship or shore to the relevant inland waterway and port authorities, ensuring prompt and safe handling of inland shipping. More-over, in emergency situations, for example involving dangerous cargo, prompt action can be taken to protect people and the environment.

Resulting from years of research efforts by a group of EU Member states, river information services (RIS) aim at organising the exchange of information in an intelligent and speedy way. It is a supportive tool to optimise voyage planning, fuel consumption, admin-

Environmental plus of RIS

- At least 5% reduction of fuel consumption per tonne kilometre
- Total amount of external costs of about EUR 136 million per year can be saved by implementing RIS on European waterways
- Positive impact on European efforts to reach Kyoto goals

Meanwhile for logistics, a seamless information flow is as important as the movement of cargo itself. RIS is not a finished product, but an evolving system enabling shippers and forwarders to increasingly interact with all waterway partners

via web applications for the choice of navigation routes, vessels, follow-up of cargo in real-time. The emergence of easy-to-use applications will undoubtedly facilitate the use of inland shipping and introduce further time savings & efficiency gains.

A European RIS framework directive

In order to avoid a patchwork of national and regional RIS systems hampering the cross-border passage of vessels, the EU has established a framework directive to guarantee a compatible and harmonised deployment across borders.

Although some Member States have started with the implementation of river traffic management systems, there is still a long way to go to install RIS in all European waterway countries. A dedicated support programme will be necessary to stimulate the accelerated deployment of pan-European RIS.

Waterway transport in all its details for forwarders

Promotie Binnenvaart Vlaanderen, together with the Flemish Forwarders' Association, will organise a 2-days course in October aimed at forwarders on how to include waterway transport in freight contracts.



eWIT: inland shipping e-learning platform starts in 2006

The eWit project, co-financed by the EC Marco Polo programme, elaborates web-based applications on intermodal inland waterway transport for students, practitioners and trainers. By the beginning of 2006, the first web-based logistics training-platform in the field of inland navigation, Danube eKIT, will be completed and ready for use. **More information on** www.ewit.info

Inland shipping creates jobs

The promotion offices in Belgium, France and the Netherlands launch campaigns to demonstrate career possibilities in the inland shipping business.

■ Changing careers - Belgium

Collaborating with Belgian promotion agencies, employment agencies and professional schools organise trainings for job seekers to gain easier access to the inland shipping profession.

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Wallonia: willy.herman@forem.be

■ Looking for young people - France

Voies Navigables de France, in a joint effort with "L'Etudiant", prepared a booklet on the prospects of working in the inland navigation industry on board and ashore, and how and where to obtain appropriate training.

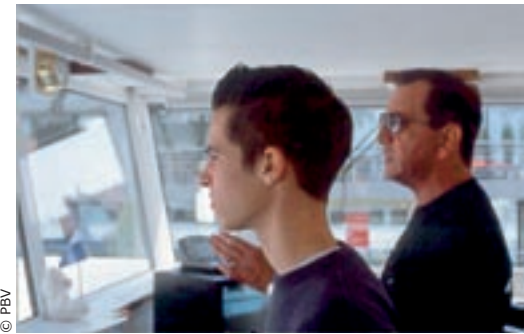
Contact: Voies Navigables de France +33 3 21 63 24 24.

■ Coordinating education – Netherlands

Daan van der Wekken, Coordinator Education inland shipping, assists education and training institutes and delivers professional advice on inland shipping courses. He recently published, in cooperation with the national Employment Agency, a flyer outlining to youngsters the broad possibilities of working in the waterway transportation business.

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More information on www.spetterendeopleidingen.nl



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