Global Co-operation in IWT: how one river basin can benefit from experiences in another

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NEA is member of Panteia (research, policy advice, consultancy, training)

NEA focus:
- Traffic and transport, infrastructure, logistics
- All modes of transport
- Passengers and freight
- Clients: public (national, international, IFI’s) and private (sector organisations, individual enterprises)
- JV’s in: Netherlands, China, Kazakhstan, Turkey, Bulgaria
NEA and IWT

- **(Policy) advisor in Europe to:**
  - European Commission
  - Netherlands Ministry of Infrastructure and the Environment
  - CCNR – Central Commission for Navigation on the Rhine

- **Adviser to foreign parties:**
  - IFI’s (Worldbank, Asian Development Bank)
  - Foreign governments (China, Brazil, Egypt, India, Russia, …………)

- **Advisory unit for the private sector:**
  - Barge operators, owners associations
  - Expertise and Innovation Centres
  - Banks

- **Initiator of Rivers of the World:**
  - Knowledge exchange and partnerships between Netherlands experts and foreign experts
A worldwide trend: Increasing the role of IWT

China
- Policy Paper issued by the State Council
- Huge increase in flows

Russia
- Opening of the waterways for foreign vessels

Brazil:
- PHE: National Plan for Waterways Transport

India:
- First LT contract for coal transport

Asian Development Bank:
- Sustainable Transport Policy, including waterways
international centre of expertise for the inland waterway and shipping sector

- Rivers of the World Forum
- Atlas on inland waterways transport
- International Expertise Centre
- Inland waterways toolkit / best practices
- Contact place for ‘partner’ countries
Related to

- Masterclasses on IWT development in Brazil, Russia
- Technical visits of foreign experts (Brazil, Russia, India, China)
- Request for ADB on Asia IWT Forum
- Workshops in several countries on specific issues
Main questions at the table

How to improve the role of IWT / modal share?
- Lower the entry barriers
- Remove administrative barriers
- Create incentive programmes
- Assure fair competition
- Improve commercial viability
- Promote IWT (Promotion Bureaus)

How to improve the environmental record?
- Stimulate green and clean vessels
- Set up waste collection mechanisms

How to finance infrastructure expansions and improvements?
- User charges?
- Introduction of service level agreements
Main questions at the table

How to improve efficiency?
- Innovation of vessels
- Standardisation of vessels
- Adjust crew requirements

How to integrate IWT in logistics chains?
- multimodal links and facilities

How to improve the safety record?
- Introduction of RIS
- Follow dangerous cargoes
- Incident management systems

How to increase the education level?
- Crew requirements, certificates
European experiences can be used elsewhere: some examples

Blueprints on waste collection:
- Applied in Romania
- Support for Yangzte and Plan for Hunan province (China)
- Concept paper for India

Vessel design (based on European container vessels):
- Design for estuarine container ship for Yangtze

RIS:
- Masterplan for RIS in the Yangtze
- Concept plan for the Hoogly (India)

Incentive programmes:
- Marco Polo ‘Hunan’
- Concept paper India

Dangerous goods:
- Monitoring, lay-out of terminals, requirements applied in China
And the other way around?

RIS:
  - Possibilities for real life testing abroad

LNG expertise available in:
  - Russia, China

Interesting financing models in China
  - Hydropower for navigation
Examples from abroad

- LNG fuel supply network for IWT in China (Yangtze)
Case Hunan province

- Hydropower serving Navigation
- Hydropower generates:
  - investment budget
  - Annual income to run the complex
- Complex run by the Transport Department
International cooperation is needed

Conclusions:

- Experiences in one river basin can be transferred to others
- But adjusted to the local situation
- Knowledge exchange and transfer is a first step, but more is needed:
  - Technical Assistance and cooperation projects
  - Joint R&D
  - Demo and pilots
Thank you for your attention!

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