

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


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NEA

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



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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



RIVERS OF THE WORLD



**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 Yangtze 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

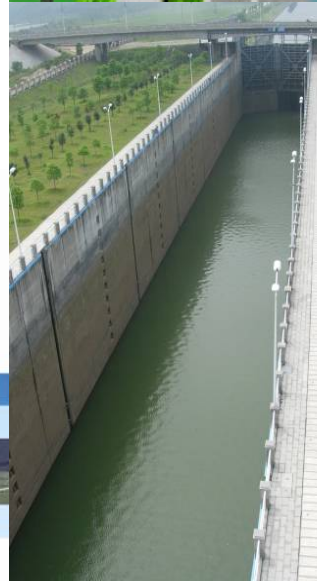
- ◆ LNG fuel supply network for IWT in China (Yangtze)



173 0 5 2
478 3 9
593 4 6 7 M

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

Panteia - NEA

Thank you for your attention!

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