



ebu
european
barge union



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EBU European Barge Union

- The **European association** representing the inland navigation freight and passenger carrying industry on a Pan-European level.
- Its members are the national associations of barge owners and barge operators as well as (international) associations in the field of inland passenger and freight navigation and related areas.

EBU's mission is to contribute to the development of a sustainable and efficient Pan-European transport system via a larger share of inland waterway transport.

EBU's Key objectives:



To contribute to right IWT policy and framework conditions



To stimulate the market position of the sector



To guarantee a well maintained infrastructure



To increase the share of inland waterway freight and passenger transport



To promote IWT as the safest, sustainable, and environmentally friendly mode of transport

To achieve these goals EBU closely cooperates with the European institutions, the River Commissions, the UN ECE, and national administrations.



INLAND WATERWAY TRANSPORT IN EUROPE POLICY FRAMEWORK & KEY FIGURES

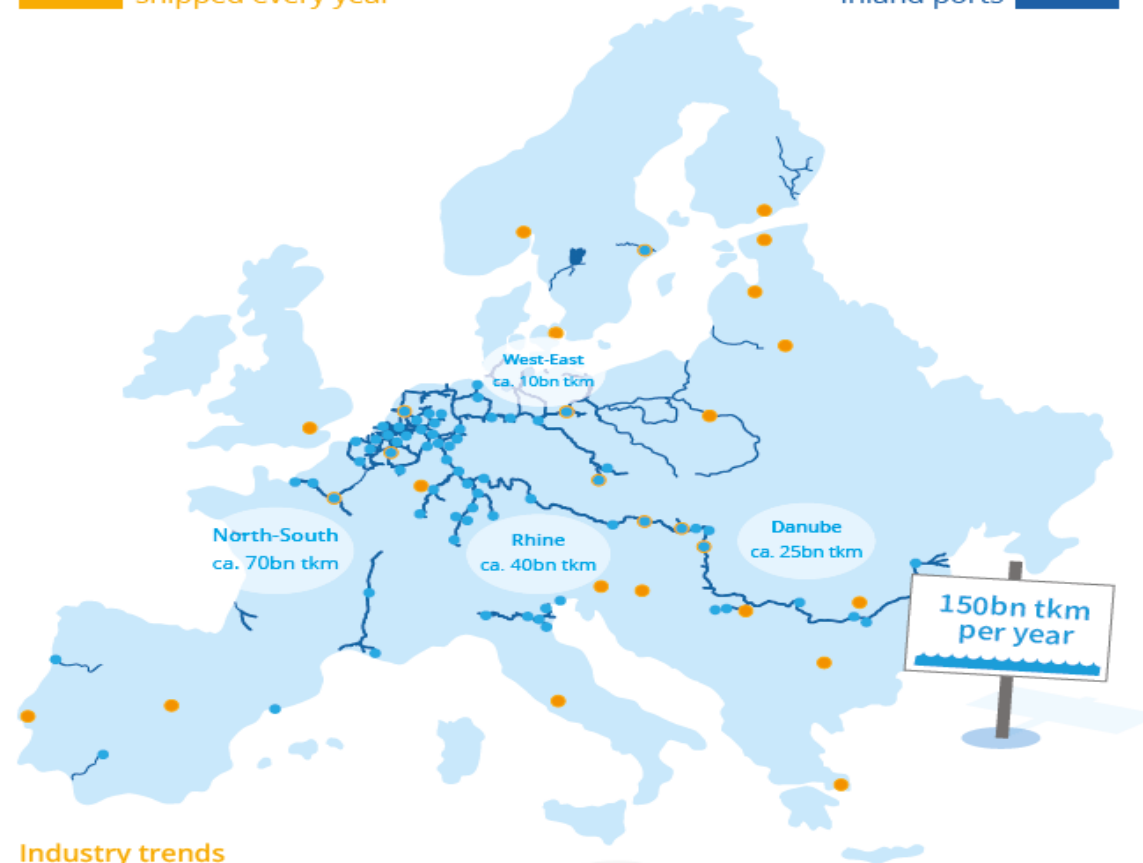
POTENTIAL OF INLAND WATERWAY TRANSPORT

 **40,000km**
EU waterways

 **550m tonnes**
shipped every year


75% of traffic 
cross-border

250 
inland ports



Industry trends

- | | |
|--|--|
|  chemicals |  containers |
|  building materials |  agribulk |
|  petroleum products |  coal |

 **No traffic jams**

- 60-80% less fuel
- 60-80% less carbon
- 50-75% less noise



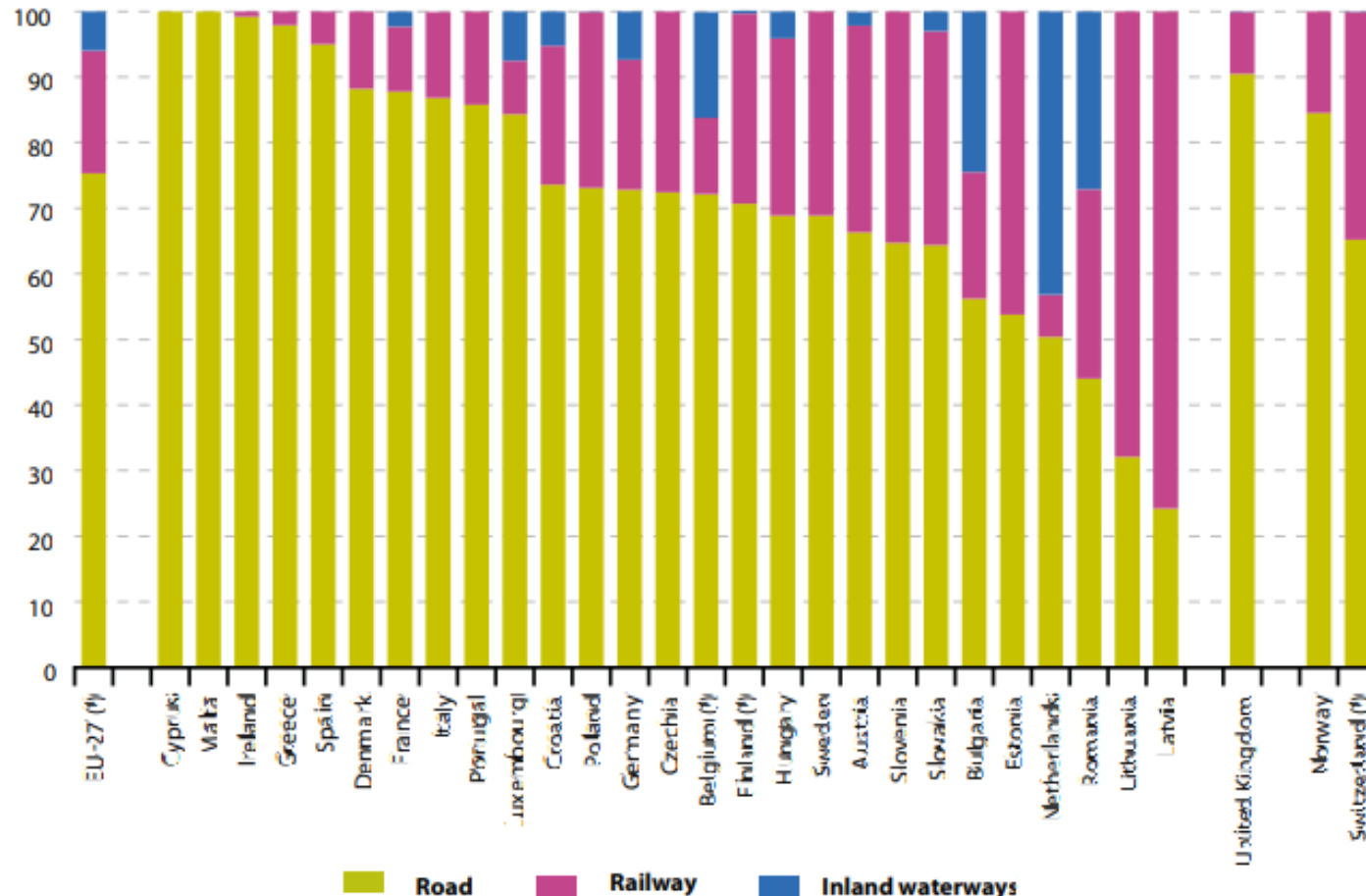
POTENTIAL OF INLAND WATERWAY TRANSPORT



POTENTIAL OF INLAND NAVIGATION IN EUROPE

Figure 2.1.1: Modal split of inland freight transport, 2018

(% share in tonne-kilometres)



Note: Countries are ranked based on the share of road transport
 (*) Estimated values.

Source: Eurostat (online data code: [tran_hv_fmmod](#))

Huge Modal shift potential

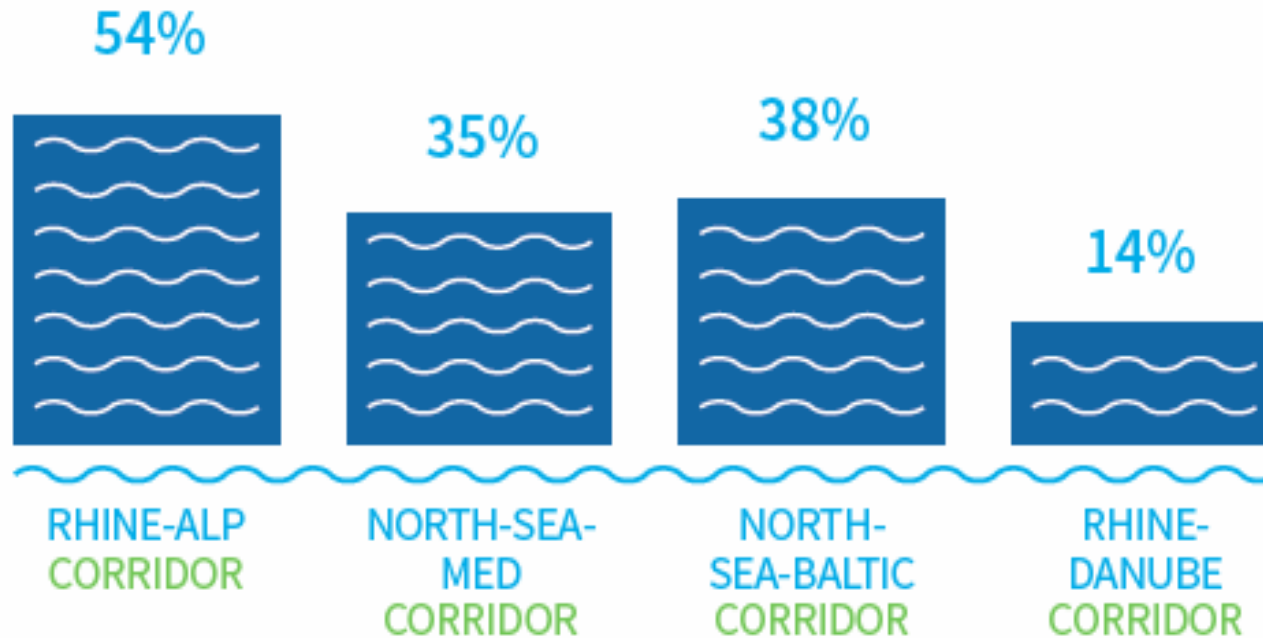
Although the overall share of IWT in the EU only counts for 6 % (Eurostat 2018), the European waterways offer free capacities to absorb much higher volumes.

The share of IWT is much higher in important IWT countries with dense waterways such as NL, B, G, F and RO.

POTENZIAL DER BINNENSCHIFFFAHRT

Share waterways transport in cross-border freight flows

75% of IWT cross border

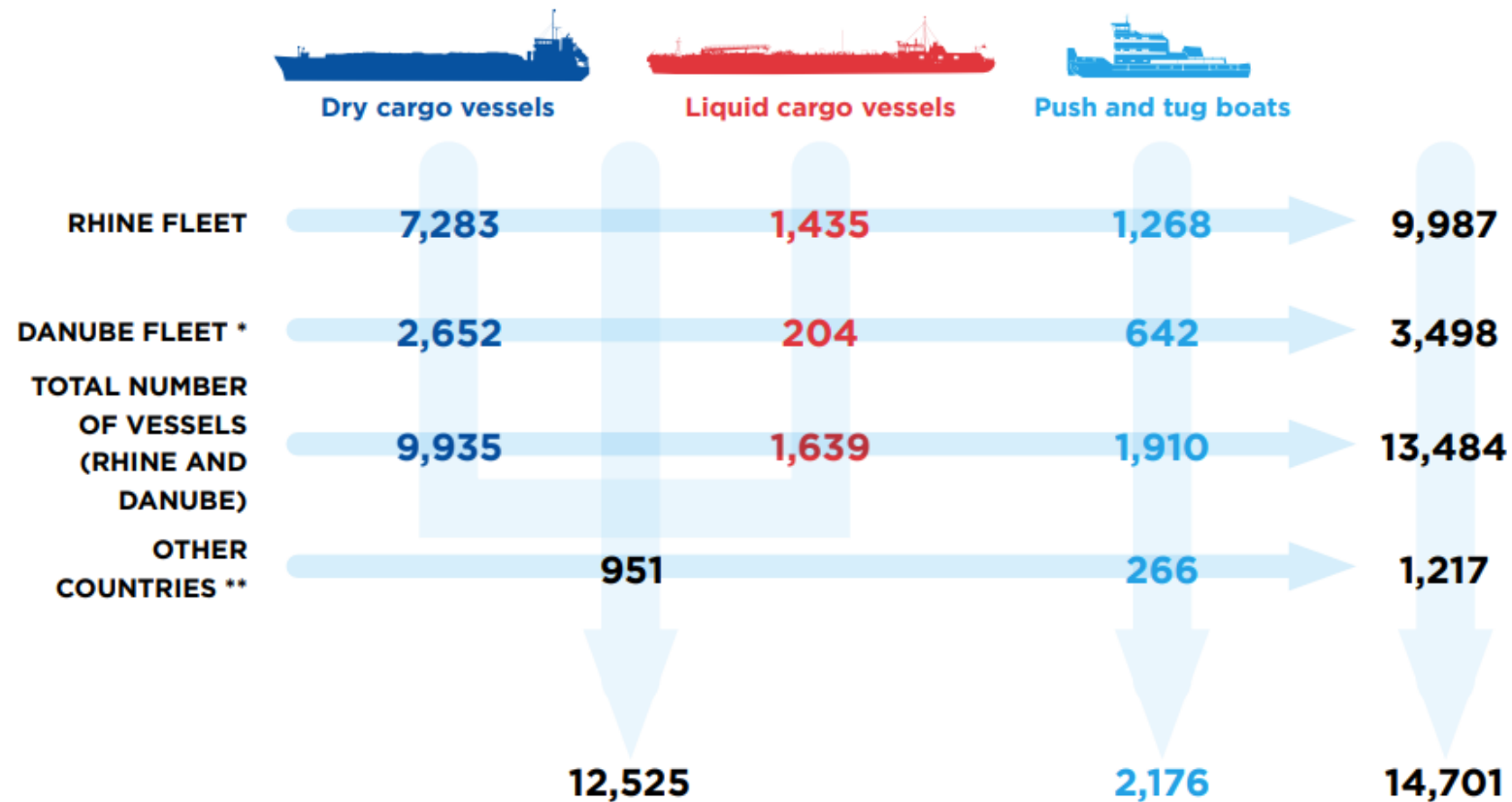


Source : EC corridor studies

EUROPEAN INLAND FLEET

Source: Marketobservation CCNR/EC 2023

TABLE 1: SIZE OF FLEETS (NUMBER OF INLAND VESSELS) PER MACRO-REGION AND VESSEL TYPE IN EUROPE



EUROPEAN IWT COMPANIES AND EMPLOYMENT

Source: Marketobservation CCNR/EC 2023

In the EU plus Bosnia-Herzegovina, Serbia and Switzerland, 5,486 IWW freight companies are registered with a total employment of 22,417 persons.

FIGURES 1 AND 2: DEVELOPMENT OF NUMBER OF COMPANIES AND EMPLOYMENT IN FREIGHT AND PASSENGER TRANSPORT IN THE INLAND WATERWAY TRANSPORT SECTOR IN EUROPE



Sources: Eurostat [sbs_na_1a_se_r2] and Swiss Federal Tax Administration (FTA) (for the number of companies in Switzerland)

Potential IWT Sector

Sustainable Smart and Mobility Strategy seeks to increase the share of Inland Waterway Transport (IWT) by 25 % by 2030 and by 50 % by 2050

How to contribute
to the EU strategy
on sustainable and
smart mobility

1 > Greening
the fleet

2 > Climate
adaption & alternative
energy sources

3 > Modal shift

HOW TO SUPPORT MODAL SHIFT TOWARDS IWT

How to contribute to the EU strategy on sustainable and smart mobility

1 > Greening the fleet

2 > Climate adaption & alternative energy sources

3 > Modal shift

1. Tailor made and dedicated funding, combining national and EU funding schemes for:

- REVISION RAIL STATE AID GUIDELINES INTO MULTI MODAL STATE AID GUIDELINES
 - Creating level playing field between sustainable modes and extending scope to IWT
 - Supporting IWT sector by tailored funding rules for inland waterway vessels
- REVISION GBER into TBER
 - providing the right framework for state aid
 - supporting SME fleet innovation support programs, bolstered by transition funding, to prioritize a refueling network and the availability of sustainable and affordable fuels.
- REVISION COMBINED TRANSPORT DIRECTIVE
 - Creating level playing field and right conditions to support modal shift towards IWT

CONCLUSION

IWT AS ENVIRONMENTALLY FRIENDLY MODE OF TRANSPORT IS OFFERING A HUGE MODAL SHIFT POTENTIAL

In summary this requires a combination of:

- Revised state aid guidelines to support the energy transition of the sector and to stimulate and accelerate innovation
- Tailor made SME funding for the large scale deployment of green technologies for the fleet, alternative fuels and digitalisation



INE (in progress)

Current situation

- MS make use of de minimis state aid regime to provide support to fleet renovation
- MS notify state aid frameworks to the EC for fleet and transshipment equipment (superstructure), regular services which exceed the de minimis threshold

Green Deal objective of modal shift

- Combined transport traffic scope limited to intermodal
- Revision railway state aid GL and TBER opportunity to extend catalogue of measures w/o prior notification
- Investment and operating aid
 - CTD annex extended to multimodal transport where applicable (non administrative support measures) to increase the upgrade or uptake of technologies improving the efficiency of multimodal transport operations and saving external costs in comparison to road only
 - support measures for new traffic flows: fleet, new services, infrastructure and superstructure
 - Support measures for energy transition: low or zero-emission fleet, renewables, infrastructure and superstructure (GBER, Section 7 Aid for environmental protection aligned with CEEAG 2022) and facilities/aquipment producing, storing and transporting renewables
 - Support measures for digitalisation and automation supporting modal shift

EBU

The European Barge Union (EBU) represents the inland navigation industry in Europe. Its members are the national associations of barge owners and barge operators of 9 European inland navigation countries (Austria, Belgium, Czech Republic, France, Germany, Luxemburg, Netherlands, Romania and Switzerland). Besides it represents the interests of a number of international organisations dealing with freight and passenger IWT. www.ebu-uenf.org