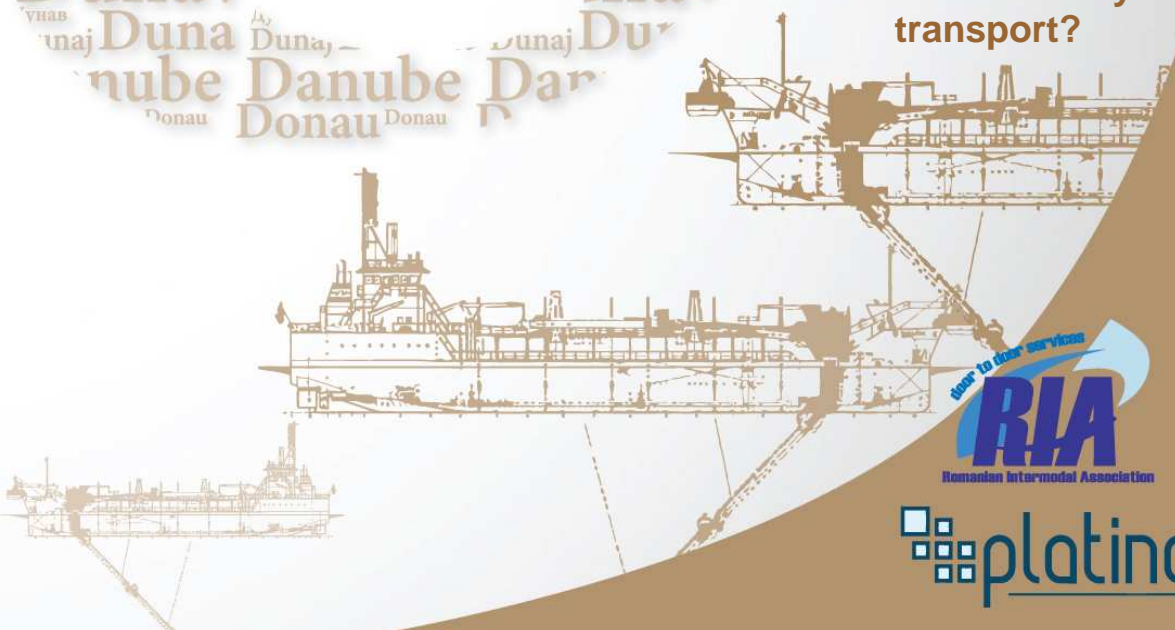


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Why using
Inland waterway
transport?





Why using inland waterway transport ?

An European insight related to the use of inland waterway transport.....

Why get stuck in a traffic jam and miss deadlines, when you can cut costs and deliver just in time using waterway transport.

Some arguments in favor of transport on the inland waterways...

No congestion

Waterways are the only land infrastructure with free capacity

Cost-efficiency

Once on board, waterway transport is the cheapest transport modality

Reliability & punctuality

No surprises in the planning of the production and distribution processes

Safety

Accidents on waterways are very rare, making them an ideal medium for dangerous goods and multimodal transport

Energy & carbon savings

A ship uses 3 to 5 times less fuel than a truck

-Inland Navigation Europe 2010-

Ten things you did not know about Inland waterway transport

-it is the oldest mode of transport

-efficient for any type of cargo

-compatible with intermodal solutions

-a barge can transport the cargo, normally transported by 120 trucks on roads

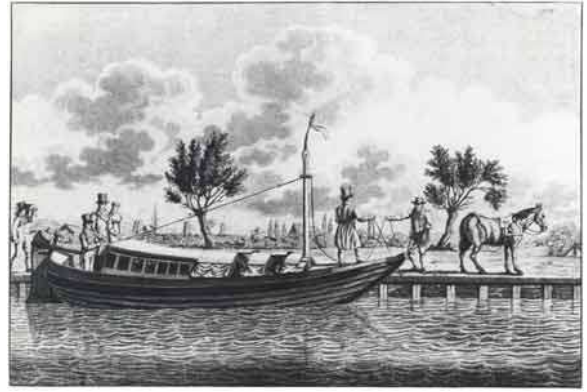
-exist 20,000 barges in Europe

-38,000 km of iwt in Europe, only 15% of it is used

-1995-2004 inland waterway traffic increased by 14.5%

-the lowest external costs

-catalyst for the regional development



1. Inland waterway transport is **the oldest existing method of transporting goods and people.**

Nowadays, ships can rely on the newest technology, offering the high-performance information and communications technology that is a prerequisite for effective logistics chain management.

2. Inland waterway transport is **extremely effective** for bulk cargo, but we also transport all other kinds of goods, including containers, pallets, building materials, even for “running shoes, beer and wine.”

3. **Intermodal solutions and consolidation** of goods mean you don't have to be settled alongside a river to use barges – trucks can do the first and last mile deliveries, while barges do the long haulage in the middle.

4. Inland waterway transport is **extremely reliable.** You can organise your production around your deliveries, knowing that supplies will arrive on time, as barges do not risk being stuck in traffic jams

Source: PLATINA Communication Toolbox

2010

Editor: CNPTI -2010

5. **One single ship carries the same amount of goods as 120 trucks** – using inland waterways takes trucks off the road and reduces congestion, encouraging the free flow of vehicles on our roads.

6. There are **20 000 barges available throughout Europe** to carry your goods. The fact that there are many different sized vessels within the European inland fleet means that, given a climate of load sharing and optimisation, a large amount of flexibility can be offered. Small ships can operate as water trucks, transporting goods along short distances, while bigger ships can take more cargo, including consolidated freight bundles belonging to more than one shipper, further using less fuel than other transport modes

7. Europe has **38 000 kilometres of navigable waterways**. Putting more goods on water does not require taking land away from other uses. Inland waterways still offer a large amount of available capacity. For instance, currently only approximately 15% of the Danube's total capacity is being utilized for inland navigation. As other modes of transport increasingly suffer from congestion, capacity problems and delays which affect mobility and economic competitiveness, inland waterway transport is an obvious choice to play a more prominent role in logistics chains.

RIA/2010-2011

8. Over a ten year period (1995 to 2004) inland navigation received the **least investment in infrastructure**, but still managed to grow by 14.5% - imagine what could be possible if more investment is made.

9. Inland shipping has the **lowest external costs** of all modalities. Barges emit fewer greenhouse gases, make less noise and have fewer accidents. Air pollution from inland waterway transport could fall by as much as 85% once clean fuel is available from 2011.

10. Rivers and canals do much more than transport goods and people. They are **catalysts for regional and environmental development**, they are actors in water supply and flood defence and they foster leisure and tourism. The water transport sector puts a lot of effort into a safe combination of all of these functions, to create optimized profits for society of waterways

This guide is provided by RIA, member of the PLATINA project.



About PLATINA

The NAIADES action plan is a Commission initiative to enhance the use of inland navigation as part of intermodal freight solutions, in order to create a sustainable, competitive and environmentally friendly European wide transport network.

This objective was embraced by the inland navigation sector, who, together with the Commission have created PLATINA, an FP7 project consisting of 23 partners from nine different countries, in order to accelerate the achievement of the NAIADES aims. This multi-disciplinary knowledge network will allow PLATINA to create the momentum necessary to achieve the NAIADES objectives. - For more info –www.naiades.info/platina

Disclaimer

Platina is funded by the Directorate-General for Mobility and Transport of the European Commission under the 7th Framework Programme for Research and Technological Development. The views expressed in the working papers, deliverables and reports are those of the project consortium partners. These views have not been adopted or approved by the Commission and should not be relied upon as a statement of the Commission's or its services' views. The European Commission does not guarantee the accuracy of the data included in the working papers and reports, nor does it accept responsibility for any use made thereof.



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