

## **GREENING TRANSPORT & Planco Study “Economical and ecological comparison of transport modes”:**

### **Inland navigation holds best records in the economical and ecological comparison of transport modes**

On July 8 the European Commission released its Communications on Greening Transport and Strategy for the internalisation of external costs. The communications intend to introduce initiatives to keep mobility sustainable.

The communication intends to encourage transport users to switch to cleaner vehicles or modes and to use less congested infrastructure in order to avoid the negative effects of transport, where today's choices of transport modes mostly are based upon traditional patterns without taking into account alternatives.

The Commission intends to put forward two different types of initiatives to redouble its effort to make transport greener and more sustainable. The first type intends “getting the prices right” through internalisation of external costs of transport in a tailor made approach by mode of transport. This type of measure should be accompanied by regulatory instruments, infrastructure measures and research and development measures.

### **Planco Study “Economical and ecological comparison of transport modes”**

The German Planco institute recently in co-operation with the Bundesanstalt für Gewässerkunde conducted a study<sup>1</sup> on the economical and ecological comparison of transport modes. According to this study inland navigation in the sum of all external costs generated by climate change noise, accidents and emission holds the most positive record of the compared modes of transport. As one of the outcomes proves, the overall costs of all external effects in the field of bulk transports are some 83 % lower compared to road, and some 70 % lower compared to rail transport. In the field of container transport the costs compared to road transport are 78 % lower, and compared to rail transport 68 %<sup>2</sup>

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<sup>1</sup> Economical and ecological comparison of transport modes: Road, Railways, Inland waterways”, Summary & Findings, „Verkehrswirtschaftlicher und ökologischer Vergleich der Verkehrsträger Strasse, Bahn und Wasserstrasse“ by PLANCO Consulting GmbH, Essen in co-operation with Bundesanstalt für Gewässerkunde, Koblenz, November 2007

<sup>2</sup> The full text as well as its summary and findings are published on <http://www.wsd-ost.wsv.de/service/pdf/index.html> in German version and the English translation of the summary and findings on .....

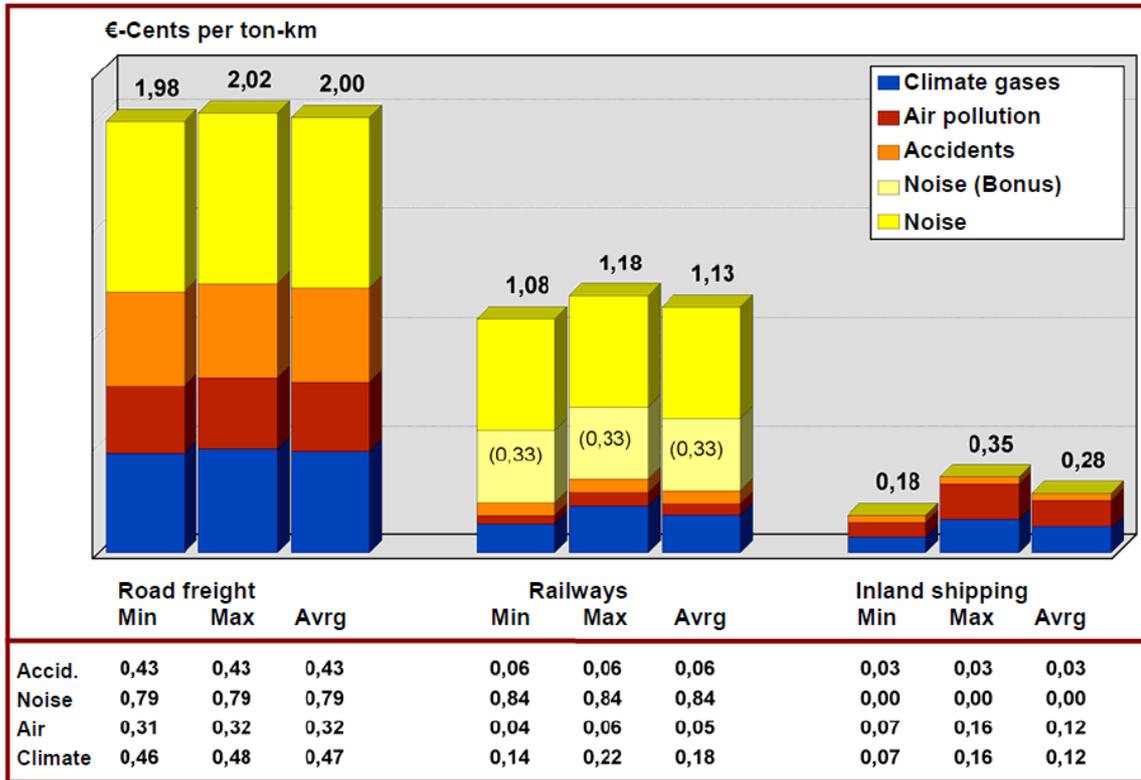
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Figure below: Spread and Average Values of All External Costs (Noise, Accidents, Climate Gases, Air Pollution) for Bulk Freight on Selected Routes



**Sustainable transport**

The aim of the European policy is to support cleaner modes and the use of less congested infrastructure. Therefore a stimulation policy is needed in favour of those modes that contribute most to the realization of this policy. The waterways in Europe, which mostly are existing natural rivers, dispose over capacity to absorb a much higher volume of transports. In connection with the positive effects in terms of external costs a switch to inland navigation offers a double advantage.

Following the results of the recent Planco study EBU calls upon the European and national decision makers to support waterborne transport with substantial infrastructural measures and financial means to remove the existing bottlenecks and to realise missing links in the European waterway system.

**EBU is strongly committed to keep and wherever possible to improve the positive record of its industry. It therefore recently has appointed Mr. Robert Tieman as environmental coordinator who advises the Board of Directors and its members regarding all relevant issues in this field.**

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The European Barge Union EBU is representing the national inland navigation interests in meanwhile eight European countries. The association has its seat in Brussels and in Rotterdam.

EBU represents the interest of inland navigation on a pan European level and deals with all questions, arising out of the future development of the inland navigation industry and inland waterway transport.

To realise this aim EBU deals with

- the development of the European transport policy
- the improvement of the economic position of inland navigation
- the structured cooperation with national and international institutions the exchange of information and experience between the parties involved

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