

# IWT LOBBY STRUCTURES IN THE BALTIC SEA REGION

## Results from the SWOT analyses

WP 5 - Act 5.3.

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## Content

1	General Background of Project Activity 5.3 and Link to the Overall Emma Project.....	2
2	National Perspectives from the EMMA Countries: Finland, Germany Lithuania, Poland and Sweden.....	3
2.1	IWT Lobby Structure in Finland.....	3
2.2	IWT Lobby Structure in Germany.....	4
2.3	IWT Lobby Structure in Lithuania.....	7
2.4	IWT Lobby Structure in Poland.....	8
2.5	IWT Lobby Structure in Sweden.....	10
2.6	Conclusions from the National Perspective.....	11
3	The European Perspective.....	14
3.1	IWT Lobby Organisations on European Level.....	14
3.2	River commissions and their role in European legislation.....	19
3.3	UNECE and its role in European legislation.....	20
3.4	Conclusions from the European Perspective.....	22
4	Overall Conclusions and Suggestions.....	23

## 1 BACKGROUND

The aim of the EMMA project activity 5.3 is to foster lobbying for inland navigation on national and European level.

EMMA partners have analysed national- and European lobby organizations/ associations network in a first step. The results of this analyses should feed into discussions with the lobby organisation in charge for inland navigation how to strengthen national- and European lobby structures to rise more awareness of inland waterway transport (IWT) in the Baltic Sea Region, its challenges, needs and opportunities.

EMMA partnership's intention is not to criticise any organisation or association. All of them are doing a great job according to their capacities (financial and staff) available and provided through membership fees. The question to be answered is, how to strengthen the national- and European lobby networks and how to gain maximum impact on National- and European level to strengthen inland navigation in Baltic Sea Region waterways and beyond.

The idea is to make use of existing networks as good as possible.

## 2 NATIONAL PERSPECTIVES FROM THE EMMA COUNTRIES: FINLAND, GERMANY LITHUANIA, POLAND AND SWEDEN

The following chapter illustrates the current lobby structure on national levels. The below analyses makes no claim to be complete but gives a general overview and allows general derivations of ascertainment's and assumptions.

### 2.1 IWT Lobby Structure in Finland

In general the IWW market is not that much developed in Finland yet. River-sea shipping is more important. However, same infrastructure and waterways (canals, lakes, etc.) are used. Among heavy industry, especially at the Saimaa area, there is clear interest towards possibilities for using environmentally friendly inland waterways. The challenges at the moment are the condition of canal locks and the aging of inland waterway fleet.

Continuous new EU regulations on inland waterways bring also confronts to the inland waterway ship-. Investments are needed for the development of the canal infrastructure and renewing the fleet.

A further challenge the IWW sector deals with is the fact that there is no inland waterway department, section or unit at the Ministry of Transport and Communications of Finland. A Saimaa Canal office, under the Ministry, is handling IWW issues, but only when it comes to the Saimaa Canal area. This is especially important to keep in mind, as the ministry aims to enable customer-oriented development of transport and communications services.

Centres for economic development, transport and the environment (ELY-Centres) are responsible for the regional implementation and development tasks of the central government. This includes the promotion of the good condition and usability of waterways by providing expert assistance in the restoration of water areas and by participating in project planning and implementation in co-operation with municipalities, other authorities and the parties carrying out the restoration. In addition supervision and steering of regulation of inland waterways so that water levels and flows are in accordance with the objectives set out for the use of waterways and the state of the environment.

The sector is, in a wider sense, represented by **central and regional Chambers of Commerce** whose main themes cover traffic and infrastructure issues by a transport committee. Besides others the Transport Committee of the Chamber of Commerce aims to promote the sustainable traffic and transport flow and the accessibility of different regions of Finland. The communication between different chambers is vital in order to ensure efficiency of the whole logistics chains between the regions.

Also the **Confederation of Finish Industries** as leading business organisation in Finland plays a role which represents the entire private sector and companies of all sizes. It is financed from membership fees, payments from services and incomes from trainings/courses. The Committees are advisory

bodies where business executives (nominated by the member associations) contribute to EK's agenda and positions.

More narrowly defined, the sector is represented by the **Finnish Port Association** (31 sea- and inland port members), the **Finnish Port Operators Association** (41 members), the **Timber Floating Association of the Finnish Lakes** (4 members) and the **Finnish Waterway Association** (130 members). While the Timber Floating Association is a much focused organisation consisting of four (powerful) members from the timber industry only, the Finnish Waterway Association has a wider membership from companies, cities and counties, other associations and private persons. Anyhow both organisations promote the use of inland waterways and stand for improving inland navigation in Finland. All institutions are financed mainly by membership fees, exception is FIWA which also acquires EU funds. Given the fact that the sector itself is not the biggest, the associations are quite small in size of members as well, but respected.

Even though IWW does not play a majority role in the Finnish transport system yet, a well sized lobby structure is given which could represent IWW sectors voice on the national level. However the specialised organisations might be small from a finance and staff resource point of view. There is co-operation between the entities of course to some extent, but every entity is taking care of lobbying on its own, which might hinder bigger campaigns. By joining forces between the entities, the message would be even stronger.

The Finnish Waterway Association is a neutral organisation to promote and represent the inland waterways. The Association's board have had many discussions on how to get the mandate from the influential entities to present and act as a lobbying organisation for inland waterways of Finland.

The members of the Finnish Waterway Association represent the knowhow of Finnish inland waterway transport and navigation from the point of view of the operator as well as the shippers/clients which is a first step in the right direction.

## 2.2 IWT Lobby Structure in Germany

Germany has the largest inland waterway sector in the BSR. This reflects the long history of market development and also explains the variety of IWT lobby organisations in Germany, besides others:

The **National branch organisations** focus on the entire sector in Germany and are characterised by having more than 100 members. Each branch organisation formed „committee of experts“ or „working groups“ focusing on a wide range of IWW topics. The following list illustrates the variety of committees and working groups each branch organisations offers its members:

- Bundesverband Öffentlicher Binnenhäfen e.V. (BöB) |  
*Federation of German Inland Ports*
  - 4 committees: Public Relations, Economy and Transport, Legal Affairs, Operation and Technique.

- 6 working groups: Public Ports Main-Donau waterway, Inland Ports South-West, Public Ports Rhineland-Palatinate /Saarland, Ports in North Rhine-Westphalia, Public Inland Ports North-Germany and Public Ports Elbe-Odra.
- Bundesverband der deutschen Binnenschifffahrt e.V. (BdB) |  
*Federation of German Inland Navigation*
  - 11 Committees and working groups: Technical advisory board, Nautical and Technique, Liquid Bulk shipping, Transport of DG, Bunker and Disposal services, White Fleet, Combined transport, Crewing, Feed transports, Tariff, Training ship
  - 9 District committees: Upper Rhine, Middle Rhine, Lower Rhine and W-German Canal area, Neckar, Main/Main-Danub-Canal/Danub, Mosel/Saar, N-W-German waterways, N-German waterways
- Bundesverband der Selbstständigen Abteilung Binnenschifffahrt e.V. (BdS) |  
*Federation of self-employed barge owners*
  - No information available

The naming of the three branch associations implies different focus areas. While the Federation of German Inland Ports lobbies mainly for inland ports and the Federation of self-employed barge owners for the owners operating a barge, the *Federation of German Inland Navigation positions more widely on several IWT thematic.*

The annual budget of a branch organisation amount to approximately EUR 0.5 – 1.0 million and is financed often by its member organisations. A strong advantage is their accreditation to the German Bundestag which allows close following of legislation processes.

All branch organisations are member of at least one European Sector association which lobbies on the European level (BdB → European Barge Union, BdB → Federation of European Inland Ports, BdS → European Skippers' Organisation). This is an important strength of the branch organisations, as they have the instruments and capacity to lobby on European level as well. Also they often have better prerequisites (e.g. personal and financial capacity) to lobby for the IWW sector.

BdB and BdS main office is located at the Rhine area whereas BdB can be found in the capital city of Germany.

**Alliances** focusing mainly on river basins (e.g. Elbe River lobbied for by Elbe Alliance, Odra River lobbied for by VFSoH), single waterways and waterway stretches (Saale lobbied for by VHdS) or even single infrastructure needs (e.g. ship elevator lobbied for by BESK, Weitblick). To sum up: Their goal is the improvement of a regional waterway.

Alliances typically have less than 50 members which mainly come from the region where the alliance is active. The membership consists of regional chambers of commerce, industry stakeholders- and sometimes politicians having their electoral district in the area of interest.



Alliances often don't have own staff employed but acting as platform organisation which makes use of voluntary work of their members alongside their normal job. The office of an alliance is often managed by a chamber of commerce in which same is located in. Chamber of commerce's often take over an important part in such alliances, offering their networks, knowledge and capacity in general. The annual budget is mainly below 100,000 EUR and they are not accredited to the German Bundestag.

Their strength is their regional focus on a specific challenge. Some of them are very successful in lobbying for better regional navigational conditions. Alliances generally do not have to consult between different interest groups in their membership, which could occur because of operating in different river basin areas. This increases flexibility of alliances.



**River commissions** are another actor in the field of lobbying activities within German IWT markets. In Germany three river commissions do play a role because of border crossing rivers which are: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC) and Commission de la Mosel. More information on the river commission can be found in chapter 3.2.

## The German Challenge

Registered branch organisations (accredited to the German Bundestag) missing members from North-/North East-Germany. Those potential members are mainly organised in regional alliances (not registered to the German Bundestag). This may lead to a regional imbalance in lobby activities. Missing the majority of stakeholders from specific river basin areas or regions may result in less lobby activities for the entire inland navigation network.

As some of the regional alliances are quite successful in lobbying for their regional needs, members often do not see the importance to be a member in the respective branch organisations. Consequently this risks decreasing importance of branch organisations in view point of national policy, not representing the entire industry sector anymore.

However, alliances' members need to consider that a direct link to the upper policy level often is missing. Alliances do not have the power and legitimation to consult national- and European policy levels like branch organisations can do. As such regional needs might not been heard on a higher policy level, resulting in disadvantages for stakeholder's business opportunities on a long term view point.

Furthermore an additional player are the river commissions. The CCNR has established a very integrated legal regime, particularly regarding RIS regulations by adopting a Resolution creating a European committee for drawing up common standards in the field of inland navigation (Comité

Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure – CESNI, <http://www.cesni.eu>). This Resolution promotes the development of uniform, modern, user-friendly requirements on European level.

A first step forward might be to discuss about possible merger of smaller alliances. Also discussions between alliances and branch associations should be considered to find ways in strengthening ISS sectors position towards policy levels.

## 2.3 IWT Lobby Structure in Lithuania

In Lithuania the IWW sector is small compared to other BSR countries, but plans exist to shift heavy goods transports on inland waterways. The IWW sector in Lithuania is confronted with a low overall public awareness because of big competition with other transport modes.

This also affects the lobby structure which differs e.g. from Germany or Finland.

The proxy of the Lithuania Inland Waterways Administration (LIWA) on behalf of the Lithuania Transport and Communication ministry (LTCM) is lobbying among decision-makers responsible for creating development policies for inland waterway transport and water management at the government level and among all the circles connected with economic utilisation of rivers (inland waterway transport).

Above mentioned bodies organise the work and operations of a consulting team in charge for of the ministry for revitalisation of waterways. It is called **Lithuania Inland Waterway Development Committee (LIWWDC)** and functions as an opinion-forming and consulting unit in the scope of preparing strategic approaches and documentation. Financial Resources for the operation of the abovementioned entities are State budget tasks planned annually in the budget of Lithuania Transport and Communication ministry and LIWA.

The IWC includes regional and governmental representatives of all the circles connected with utilising the potential of rivers<sup>1</sup>. Furthermore, it cooperates within the frame of regional and beyond regional agreements concerning revitalisation and development of inland waterways E41 and E70, whose objective is also to conduct lobbying for revitalisation and development of waterways as well as activation of inland waterway transport. However, the committee does not acquired all possible members of the sector. Especially some important regions are not covered anymore by the committee which decrease its impact on national level.

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<sup>1</sup> Deputy ministers of environment, development, energy as well as infrastructure and construction, representatives of boards of Nemunas and other rivers, presidents of sea ports boards, directors of companies from the transport and logistic sectors, board members of the largest energy companies, a representative of a non-governmental sector as well as representatives from tourism, water transport, ship-owners, of local self-governments, science world, non-governmental organisations and business.



Thus, there is no independent association lobbying for the sector, but a state formed committee. The committee is not well positioned in society, because of the low awareness of the IWW sector in general.

A first aim might be to develop the **Lithuania Inland Waterway Development Committee (LIWWDC)** further to be recognized the “one and only” IWT lobby association in Lithuania.

This implies to strengthen the cooperation with other associations, like Lithuania Stevedoring Companies Association, Lithuania Forwarders and Logistics Association and other stakeholders on the national and European perspective, who are interested using inland navigation in Lithuania.

Based on that a better position for the LIWWDC towards policy and for acquiring additional members might be reached.

## 2.4 IWT Lobby Structure in Poland

In Poland two bigger associations exist:

- **The Association for the Development of Inland Navigation and Waterways "The Board of Inland Waterway Captains"** (STOWARZYSZENIE NA RZECZ ROZWOJU ŻEGLUGI ŚRÓDLĄDOWEJ I DRÓG WODNYCH "RADA KAPITANÓW ŻEGLUGI ŚRÓDLĄDOWEJ") is an elite association associating only experienced and patented captains associated with inland shipping and forwarding, shipping education, administration and water management. The Board is a kind of advisory body on matters relevant to the interests of the industry.  
Main objective is restoring the proper condition to polish waterways and protecting it from total degradation. The Board will support and promote all national and local activities aimed at the revival of water transport. Further to actively participate in the deliberations, works and decisions of the Meetings Councils and other bodies deciding on the state's water and transport policy to constitute a natural counterbalance to the views of environments.  
Members are: Ordinary members (person which has practical knowledge about IWT which has to be proofed by its “IWT Captain’s patent”), supporting members (person which declared financial support to the association) and honorary members.  
The association is financed by membership fee, earnings from public collection, public local regional/national grants.
- **The Polish Inland Ship Owners Association** (“Związek Polskich Armatorów Śródlądowych - ZPAS”) aims to shape conditions conducive to the comprehensive development of Polish inland waterway transport. Ship-owners registered in Poland could become member only and will be represented by the association towards European level as well. The association is member at the European Skippers Organisations (ESO) and further aims to protect shipowners' interests towards Polish and European interest groups.

Besides that some smaller associations lobby for good IWW conditions on the Odra River. Traditionally the Odra River plays an important role in the Polish inland waterway system:

- **The Association "By Odra to the World " - promoting the Odra Waterway (Stowarzyszenie "Odrą w Świat" – promowanie Odrzańskiej Drogi Wodnej)** aims to promote the Odra Waterway as an important element of the inter-branch transport corridor north-south and socially and environmentally sustainable waterway connecting the port complex Szczecin - Świnoujście - Police with inland ports in Poland, Germany and the Czech Republic.  
It presents common positions towards EU level decision makers, individual governments and regional and local governments, even though not being a member in any European IWW association. Especially they reviewing strategic documents on the development of the EU transport system and transport systems of countries with Odra Waterway as well as legal acts and their amendments arising at the European, national, regional and local levels to undertake corresponding activities to promote Odra river.
- **The Association "Now Odra River" (Stowarzyszenie "Teraz Odra")** has been established by individual persons and business entities conducting activities related to the Odra River. The basic goal is the economic and tourist development of the Odra River basin. It is a very well known association.
- **The Association Cross-border Cluster Waterway Route Berlin Szczecin Baltic (Stowarzyszenie Transgraniczny Klaster Szlak Wodny Berlin Szczecin Bałtyk)** is an association which focus on the tourism aspect by developing the „Berlin-Szczecin-Baltic Sea Route". It could be understood being a cluster project that includes natural persons conducting business activity.

In contrary to Germany the Polish regional policy level lobbies (e.g. voivodship) for its waterways:

Generally the Proxy of the Marshal and the office, on behalf of the voivodship authority, are lobbying among decision-makers responsible for creating development policies for inland waterway transport and water management at the government level and among all the circles connected with economic utilisation of rivers (inland waterway transport, water management, managing flooding risks, hydro-energy, retention, water tourism etc.). This especially applies for the Kujawsko-Pomorskie Voivodeship which inserts for the revitalisation of the Vistula River.

Furthermore, the abovementioned bodies organise the work and operations of the Consulting Team of the Marshal for revitalisation of waterways, which functions as an opinion-forming and consulting unit in the scope of preparing strategic documentation. This team includes regional representatives of all the circles connected with utilising the potential of rivers like tourism, water transport, ship-owners and representatives of local self-governments, non-governmental organisations and business). It cooperates within the frame of regional and beyond regional agreements concerning revitalisation and development of inland waterways E40 and E70, whose objective is also to conduct lobbying for revitalisation and development of waterways as well as activation of inland waterway transport. One of the tasks of the Proxy is to represent the Marshal in the Steering Committee for the matters of Investments in Inland Waterways, whose objective will be to supervise the preparation of feasibility study for individual waterways running through the territory of Poland, i.e. MDW E30, E40 and E70. Moreover representatives of the region regularly take part in the Parliamentary Group on Waterways

Development, which deals with legislative proposals, revitalisation studies and concepts in terms of use of IWT potential.

Financial Resources for the operation of the abovementioned entities are budget tasks planned annually in the budget of Kujawsko-Pomorskie Voivodeship.

There is an existent lobby structure for IWW in Poland. However, the “Polish Inland Ship Owner Association” is the only association being a member of a European IWW lobby organisation to incorporate national opinions in European legislation processes. Further, the other associations concentrate much on the Odra River currently. Besides the “Association for the Development of Inland Navigation and Waterways - The Board of Inland Waterway Captains” the other organisations seems to be -from a capacity perspective- small.

To develop the existent lobby network further, might be a good starting point to strengthen sectors voice. The guidance and experience of the “Polish inland Ship Owner Association” during such development process could be helpful, to cover the whole Polish perspective in future. Thus, a dialogue between the different associations should be started to develop the network further and strengthen its voice towards European associations.

## 2.5 IWT Lobby Structure in Sweden

At present there's a window of opportunity to get political interest in inland waterways in Sweden due to a general focus on modal shift. In January 2018 we have seen 37 months pass since the date when Sweden finally had its IWW legislation in place - which happened on December 16<sup>th</sup>, 2014. Those advantages can be used to raise the general awareness of IWT as part of the solution to the challenges facing the transport sector of Sweden. However, the discussion of IWT tends to get very technical and focused on the ships and barge designs only. As a consequence there's a knowledge gap that has to be addressed in order to raise the general awareness of the IWT-sector and its possibilities in Sweden.

The Swedish **Maritime Forum (Sjöfartsforum)** was established in 1996 to promote the use of shortsea shipping in Sweden. The Swedish Maritime Forum (MF) is an association of around 100 fee paying members. These members are companies, organizations and authorities such as shipping lines, port companies, shipbrokers, universities, schools, unions, banks and finance institutes, technical suppliers and consultants, shippers, shipping organizations, authorities and other companies related to the shipping industry. Being an interest organization is a strength of the Maritime Forum, which is widely recognised as an independent and trustworthy actor. The general object of MF is to:

- Increase knowledge about shipping as an industry and as a mode of transportation,
- communicate the possibilities and advantages of seaborne trade and transportation,
- highlight the important role that shipping brings to both the Swedish society and its industry,
- highlight the benefits of shipping as an interesting sector for employment and

- education stimulate openness, co-operation and discussions within the shipping cluster.

The MF recently decided to also cover IWW in its network and lobby activities in future. The general aim linked to inland waterway transport (IWT) is to change focus in communication about inland waterways from a very technical point of view to a broader view. There's as well a knowledge gap when it comes to IWT that has to be addressed.

The main external target groups of the promotion are politicians, decision-makers, media and young people. The Maritime Forums main task is to make politicians as well as relevant authorities aware of the role of short sea shipping and inland water ways, as well as high lighting the maritime sector. It is member of the European Shortsea Network.

The **Swedish Shipowners' Association (Svensk Sjöfart)** was founded in 1906 as an industry and employers' association. Since 2001, all employment issues have been handled by the Shipowners' Employers' Association, SARF. Consequently, the Swedish Shipowners' Association is strictly an industry association representing around 60 Swedish shipping companies operating worldwide.

Focal areas are environment, growth & competitiveness, maritime safety and research and development in shipping. As IWW is a quite new market segment which is under development in Sweden, the future role of this association cannot be predicted yet.

Thus, the framework is in place with a good representation of members, a network of relevant organisations and access to the political arena. This makes Sjöfartsforum/Maritime Forum one of the key actors in paving the way for IWT in Sweden in future. It already positioned itself as well established point of contact for politicians, ministries and transport authorities in questions dealing with IWT

The objective is that in cooperation with other organisations within the maritime cluster promote IWT as a solution to politicians and government agencies to tackle political ambitions on how to find sustainable alternatives to primarily road transport.

## 2.6 Conclusions from the National Perspective

National analyses clearly shows current challenges in strengthening the IWW sector in the BSR. In most BSR countries IWW does not play a role to its potential yet. IWW market development and infrastructure differs a lot. In some countries state- and regional authorities (e.g. Poland, Lithuania and to some extend Sweden) have lobbying obligations. This differs e.g. from Germany where branch associations and regional alliances lobby for IWW purely.

One explanation is the different development stages of the IWW infrastructure and regulatory framework conditions in the BSR countries, which directly influences IWW sectors size too. The undertaking analyses leads to following assumptions:

### **Situation a)**

Weak IWW infrastructure and, or regulatory framework conditions on major inland waterways. An IWW sector is either non-existing or very small.

The improvement of inland waterways is seen beneficiary for (regional) development or the transport sector in general by (regional) administration(s), which start lobbying for budget(s) to improve or set-up infrastructure and regulatory framework conditions.

As such IWW branch- or IWW regional lobby organizations don't exist and sectors voice nearly non-existing. Ideally (regional) administration(s) form expert panels to discuss upcoming IWW sectors voice in political legislation processes.

### **Situation b)**

IWW infrastructure on main inland waterways is in an expectable shape and, or regulatory framework conditions (partly) exist. Thus, pre-conditions for a (competitive) business sector are set on main inland waterways. Secondary network is not well developed and competitive market conditions for IWW stakeholders can be reached very hardly only or even not.

(Regional) administration does still play a role in promoting IWW sector and infrastructure developments. However, available budget is often used for main inland waterways.

First IWW lobbying is carried out by existing associations originally focusing on other (e.g. general transport or maritime) aspects. Ideally first IWW lobby associations existing or are underway of foundation (ideally) supported by existing networks.

The power of IWW lobby associations still is weak, especially for promotion of enhancing secondary IWW networks.

### **Situation c)**

IWW infrastructure on main inland waterways is in (very) good shape and regulatory framework conditions exist allowing competitive IWW services by the sector. IWW does play a role on secondary networks as well, even though business conditions are not as good as on main inland waterways.

Regional administration does not play a role in promoting IWW sector and infrastructure developments anymore. Instead IWW lobbying is carried out by newly formed (branch) associations.

The power of IWW lobby associations raised to a good level. Regional stakeholders in secondary networks see business perspectives and as such try to promote further infrastructure development towards policy. Regional alliances could form to lobby for regional



infrastructure related needs which might not be on the priority list on the policy- and, or branch associations' level.

It is out of question that different landscape of lobby structures in the BSR countries needs to develop further to reach the goal of enhanced IWW markets. These process looks different depending on the current development of the IWW sector and linked association landscape.

**Especially in emerging IWW markets** there needs to be communicated a clear vision, discernment and need towards the governmental level to start a dialogue on developing competitive pre-conditions for IWW. This could be e.g. the need of reducing emissions in transport sector, safety aspects and modal shift actions to distress road-/rail infrastructure. However, having no or a very small IWW sector available in emerging IWW markets, led to missing functional lobby structures. Same are essential to discuss on and develop functional market framework conditions with the policy level. Thus, first movers should try to make use of existing lobby associations and networks which successfully lobby on policy levels. Such associations and organisations could be chamber of commerce's, SPCs, and Maritime cluster-/ forum initiatives. Also the involvement in national expert groups for administrations or the ministry itself is a starting point.

First mover's initiatives can be seen within the Swedish- and Polish policy level currently.

**Further developed IWW markets** (e.g. Germany) are often faced with budget constraints to maintain- or extend the current IWW infrastructure which is a pre-condition to enhance inland navigation. Well positioned lobby structure exist, but are complex and often competing each other in regard to member acquisition and infrastructure demands. By that a clear voice towards the policy level is often missing. Increasing power and influence through close cooperation should be the core aim of a fragmented lobby structure.

**Generally speaking** financial- and personal resources and capacity are a pre-condition to execute lobby tasks successfully in any of the BSR markets.

Key to success is surely the involvement of as many as possible IWW stakeholders in lobby associations to be heard properly at the policy level. However, it has to be remarked that too many associations lobbying for one sector might weaken each other's positions towards policy levels, as they do not cover all possible members.

National transport- and investment plans covering inland navigation to its potentials should be forced by lobby associations (or in an early stage by expert groups). This supports the transformation process from political will to political concept. This process needs to come along with increase administrations capacity (budget- and staff resources) in the BSR countries.

Also (media) campaigns to increase awareness of inland navigation in policy- and society is an important factor for the acceptance of inland navigation which should not be overseen.



### 3 THE EUROPEAN PERSPECTIVE

#### 3.1 IWT Lobby Organisations on European Level

On European level IWW associations representing the sector towards EU institutions like the EU Parliament, EU Commission and the EU Council. On European level several lobby organisations exist focusing on inland navigation: European Barge Union (**EBU**), European Federation of Inland Ports (**EFIP**), European River-Sea-Transport Union (**ERSTU**), European Skippers' Organisation (**ESO**), Inland Navigation Europe (**INE**) and the Association for inland navigation and navigable waterways in Europe (**VBW**).

##### European Barge Union (**EBU**)

**EBU** mission is to contribute to the development of a sustainable and efficient Pan-European transport system via a larger share of inland waterway transport. Its key objectives are:

- to develop the right framework conditions for its members
- to stimulate the market position of the sector
- to guarantee a well maintained infrastructure without bottlenecks
- to increase the share of the inland waterway freight and passenger transport on the (Pan-) European waterways
- to promote inland waterway transport as safest, sustainable and environmentally friendly mode of transport

In total 0.5 persons are employed (full time equivalent). No information about the annual budget was found (EU transparency register).

Accredited to: European Parliament, European Commission, non- government association to the CCNR

EBU is member in the following expert groups of the EU Commission or other similar institutions:

- [E03280](#) Digital Transport and Logistics Forum
- [E02821](#) Expert Group on Land Transport Security
- [E03496](#) Expert group on technical requirements for inland waterway vessels
- [E03497](#) Inland Waterway Transport - Naiades II implementation expert group
- [E03511](#) Social issues in inland navigation
- [E00371](#) Strategic Coordination Group for the Water Framework and Floods Directives
- [E01346](#) Working Group for Non Road Mobile Machinery (Emission from non-road mobile machinery engines)

EBU has members from the following countries: AT, BE, CZ, FR, **DE**, RO, CH, NL, LU

Mainly national member associations form the membership.

**Different committees** provide input and information to discussions on the European policy level, like: Nautical-technical Committee, Tank barging Committee, Dangerous goods Committee, Passenger transport Committee, Social Committee, Push barging Committee and River Sea-Shipping Committee.

The nautical-technical commission has been formed together with the ESO to advise the EC and CCNR.

The River Sea-Shipping Committee has been formed together with the ERSTU.

Baltic Sea Region country covered by memberships

- Germany: Bundesverband der Deutschen Binnenschifffahrt e.V. (BDB).

#### European Federation of Inland Ports (EFIP)

**EFIP** is acting as the voice of inland ports in Europe. It highlights and promotes the role of inland ports as nodal points for intermodal transport, combining road, rail, maritime and inland waterway transport.

Either individual ports or national associations of inland ports can become member of EFIP. By that EFIP brings together nearly 200 inland ports and port authorities in 20 countries (of which are 16 within the EU). In total EFIP accounts 32 members of which the biggest are the German branch organisation “BöB” and the French branch organisation AFPI.

In total 1.8 persons are employed (full time equivalent according to the EU transparency register). The approx. annual budget available amounts to 250,000 EUR.

Accredited to: European Parliament, European Commission, UNECE, non- government association to the CCNR

EFIP is member in the following expert groups of the EU Commission or other similar institutions:

- [E03280](#) Digital Transport and Logistics Forum
- [E03542](#) European Ports Forum
- [E03497](#) Inland Waterway Transport - Naiades II implementation expert group

EFIP has members from the following countries: AT, BE, BG, HR, CZ, FR, **DE**, IT, LU, **PL**, PT, RO, RS, SK, ES, **SE**, CH, NL, UA

Baltic Sea Region country covered by memberships are:

- Germany: Bundesverband Öffentlicher Binnenhäfen (BöB),
- Poland: Szczecin and Swinoujscie Seaports Authority, Kedzierzyn-Kozle Terminale Sp. z o.o.
- Sweden: Vänerhamn AB

#### European River-Sea-Transport Union (ERSTU)

**ERSTU** is representing the interests of the inland- and river-sea shipping industry (73 members from private entities and regional associations) and stands for:

- A better use of short sea shipping including river- sea shipping. For mobility under the conditions of globalisation, European integration, partnership and cooperation with Russia and CIS.
- The incorporation of inland shipping, ports and waterways into a maritime network: From road to waterways.
- For establishing a Pan European liberalized inland shipping market on basis of the AGN-Agreement and connecting the Pan European traffic corridors.
- Incorporation of shipping into a multimodal traffic concept on harmonized competitive conditions.
- Establishing a framework of economic conditions adapted to the shipping industry and thus promoting technological innovations on an international level to

ERSTU is a Pan European association of shipping (ship owners, charterers, ports, maritime service providers) open for forwarders, logistic companies and association of similar interests. It formed three committees named "Section German Inland Navigation (SDB)", "Danube section" (EDS) and the River Sea-Shipping Committee (RSSC). Last named has been formed together with the EBU.

ERSTU didn't register in the European Transparency Register. As such no access to EU Parliament nor EU Commission is granted.

Accredited to: UNECEC, non- government association to the CCNR.

ERSTU has members from the following countries: **RU, CZ, HU, PL, AT, NL, UK, DE, CH, SL, RS, DK, NO**

Baltic Sea Region country covered by memberships are:

- Germany: About 20 private companies and individuals and 10 regional associations which are not branch organisations.
- Denmark: Baltic Shipping Company A/S, Hundested
- Poland: Odratrans S.A., Wrocław, BEST Logistics Sp. z o.o., Szczecin, Rentrans Cargo sp. z o.o., Szczecin, Szczecin and Swinoujscie Seaport Authority S.A., Szczecin
- Russia: Association of ports and ship owners of the river transport, Moscow, Association of Russian carriers, Moscow and National Chamber of Shipping (Union)

#### European Skippers' Organisation (ESO)

**ESO** is a European organisation of national branch organisations for independent IWT entrepreneurs. The highest governing body of ESO is the Council, consisting of people nominated by the member organisations. To make better use of the expertise of organisations and their members ESO has established policy commissions, which are, Infrastructure, Innovation and Environment, Market and Economy, Social and Education, Nautical-Technical and tanker shipping and ADN. The last one handles also safety, GRTS and CDNI.

The nautical-technical commission has been formed together with the EBU to advise the EC and CCNR.

In total 1.2 persons are employed (full time equivalent). No information about the annual budget was found (EU transparency register).

Accredited to: Currently no persons registered with access to European Parliament according to the European Transparency Register, European Commission, non- government association to the CCNR

ESO is member in the following expert groups of the EU Commission or other similar institutions:

- [E03497](#) Inland Waterway Transport - Naiades II implementation expert group
- [E03511](#) Social issues in inland navigation
- [E01346](#) Working Group for Non Road Mobile Machinery (Emission from non-road mobile machinery engines)

ESO has members from the following countries: BE, NL, **DE**, FR, **PL**, UK

Baltic Sea Region country covered by memberships are:

- Germany: Bund der Selbständigen Abteilung Binnenschifffahrt (BDS)
- Poland: Polish Inland Shipowners Association (ZPAS)

#### Inland Navigation Europe (**INE**)

**INE** is the European platform of national & regional waterway managers and promotion bureau. INE works to deliver the EU policy of doubling the waterway's transport share, and so improve the economics and sustainability of transport in Europe. The policy priorities are

- Maintaining and upgrading the quality of Europe's existing asset, the network of rivers and canals that connects the core areas of the continent
- Deploying smart infrastructure to enable digitalisation and automation
- Removing barriers for the integration of inland waterway transport into competitive cross-modal supply chains
- Facilitating the development of an eco-competitive fleet sailing on a mix of new fuels and smart propulsion systems
- Encouraging and rewarding the creation of innovative logistics concepts

INE is an independent platform, without commercial interests, established in 2000 with support of the European Commission. In total 1.8 persons are employed (full time equivalent).

The overall annual budget accounted in 2016 to 415,000 EUR of which are 100,000 EUR public financing sourced (FP7 programme) and about 280,000 EUR from member organisations (EU transparency register).

Accredited to: European Parliament, European Commission

INE is member in the following expert groups of the EU Commission or other similar institutions:

- [E02210](#) Co-ordination Group for Biodiversity and Nature
- [E03280](#) Digital Transport and Logistics Forum
- [E03497](#) Inland Waterway Transport - Naiades II implementation expert group
- [E01346](#) Working Group for Non Road Mobile Machinery (Emission from non road mobile machinery engines)

INE has full members and corresponding members from the following countries:

PT, IT, BE, LU, **PL**, NL, AT, FR, SK, HR, HU, **DE**

Baltic Sea Region country covered by memberships are:

- Germany: Chamber Union Elbe/Oder
- Poland: Ministry of Maritime Economy and Inland Navigation

#### Association for inland navigation and navigable waterways in Europe (VBW)

**VBW** is an independent privately funded think-tank and a network for inland waterway transport, emphasising on infrastructure, transport economy and logistics, telematics, ship technology and shipping law. Founded in 1877 as an association of Rhine shipping companies the VBW is one of the oldest organizations in inland shipping.

The association is a platform for knowhow transfer between businesses, administrations and research and development institutions. It offers expertise and counsel to the sector, administrations and policy makers. The VBWs' aims are:

- to actively promote and intensify the use of inland waterway transport and IWT infrastructure
- to enhance R&D in IWT sector
- to act as think tank and network for IWT sector

It counts about 230 members summing up from individual personals (133) and institutions/organisations (125) like companies, institutions and personal members are active in different branches of the sector, e.g.: ship operators, logistic companies, terminals, sea- and inland ports, industry, administrations, professional organization, chambers of commerce, research and development and service providers.

- **Inland Waterways and Harbours Committee** - Topics: Hydraulic engineering, improving infrastructure, ecology and climate change, harbour conceptions, technology and operation of landside infrastructure, traffic security
- **Shipping Law Committee** - Topics: Development and harmonization of European shipping law, transport law, monitoring and commenting important verdicts, international accords and regulations pertaining liability, elaborating regulatory manifests like International Conditions of Loading and Transportation (IVTB/ICLT) or European Push Conditions (ESB/EPC)

- **Telematics Committee** - Topics: Electronic data exchange, RIS (river information systems), RIS in logistics, AIS, inland shipping communication systems, nautical applications, data security
- **Transport Economics Committee** - Topics: New markets for inland waterway transport, multimodal logistics, hinterland conceptions, principle questions of transport economics, market structures, public relations work for inland waterway transport
- **Telematics Committee**– Topics: AIS and RIS systems, telematics applications

The overall annual budget accounts to 225,000 EUR of which 142,000 EUR are financed by member organisations (EU transparency register).

VBWs' working committees are based on voluntary work, are interdisciplinary and internationally accredited. In total 1.5 persons are employed (full time equivalent).

Accredited to: Currently no persons registered with access to European Parliament, European Commission according to the European Transparency Register.

VBW is member in the following expert groups of the EU Commission or other similar institutions:

- [E03496](#) Expert group on technical requirements for inland waterway vessels
- [E03497](#) Inland Waterway Transport - Naiades II implementation expert group

VBW has members from the following countries: **DE**, NL, LU, BE, FR, AT, CH

Baltic Sea Region country covered by memberships is: Germany with a lot of different organisations from the industry (e.g. DeltaPort, duisport), cargo owners (e.g. BP, BASF and ThyssenKrupp), administration (e.g. Federal Ministry of Transport and digital Infrastructure) and branch organisation (e.g. BdB, ERSTU).

### 3.2 River commissions and their role in European legislation

River Commissions coordinate the interest of the different basin states of a river which float through them. Also, they are responsible for improving collaboration of waterborne transport among states and relevant national ministries to create synergy on an international level. For that reasons working groups of river commissions discuss common basin-problems, exchange their experience and seek joint solutions. Following European river commissions exist:

- Central Commission for Navigation on the Rhine (CCNR)  
*Member states: BE, DE, FR, NL, CH*  
*Partner Organisations are besides others: EFIP, ESO, EBU, ERSTU.*  
*Observer status for third countries was introduced (AT, BG, LU, HU, SK, CZ, RO, UK, UA, PL, RS).*
- Danube Commission (DC)  
*Member states: AT, BG, HU, DE, MD, RU, RO, RS, SK, UA, HR*



- Sava Commission  
*Member states: BA, RS, SL, HR*
- Mosel Commission  
*Member states: DE, LU, FR*

A special role plays CCNR which has established a very integrated legal regime, particularly regarding RIS regulations. CCNR adopted a resolution **creating a European committee for drawing up common standards in the field of inland navigation** (Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure – CESNI, [www.cesni.eu](http://www.cesni.eu)). This Resolution promotes the development of uniform, modern, user-friendly requirements.

The European Committee for drawing up standards in the field of inland navigation has the following missions in particular:

- Adopting technical standards in various fields, in particular as regards vessels, information technology and crew to which the respective regulations at the European and international level, including the European Union and the CCNR, will refer with a view to their application,
- deliberating on the uniform interpretation and application of the said standards, on the method for applying and implementing the corresponding procedures, on procedures for exchanging information, and on the supervisory mechanisms among the Member States;
- deliberating on derogations and equivalences of technical requirements for a specific craft and
- deliberating on priority topics regarding safety of navigation, protection of the environment, and other areas of inland navigation.

In accordance with the Rules of Procedure of the CESNI, representatives of States that are not members of neither the European Union nor Central Commission for the Navigation of the Rhine may be invited to take part in the work of the Committee and its working groups (Observer States). Observer states in CESNI are the **Republic of Ukraine** and the **Republic of Serbia**.

By that the CCNR formed the CESNI Committee which directly influences European legislation.

Non-governmental organisations on a European scale with an interest in inland navigation may apply for the status of approved organisation with the CESNI.

### 3.3 UNECE and its role in European legislation

The United Nations Economic Commission for Europe (UNECE) was set up in 1947 by ECOSOC. It is one of five regional commissions of the United Nations. One area of work is “Transport” and its subdivision “Inland Water Transport”. The corresponding UNECE Working Party on Inland Water Transport is called “SC.3”.

The network of European inland waterways and ports of international importance (E waterways and ports) is identified in the European Agreement on Main Inland Waterways of International Importance (AGN), done in Geneva on 19 January 1996. The Agreement, which currently counts seventeen Contracting Parties, is regularly updated to reflect the changes in the state of the network.

The UNECE Inventory of Main Standards and Parameters of the Waterway Network (Blue Book) offers a continuously updated inventory of existing and envisaged standards and parameters of E-waterways and ports in Europe and shows, on an internationally comparable basis, the current inland navigation infrastructure parameters in Europe as compared to the minimum standards and parameters prescribed in the AGN Agreement. The Blue Book also identifies bottlenecks and missing links in the existing E waterway network.

Resolutions and Publications of the Working Party on Inland Water Transport (SC.3):

- Status and Parameters of European network of Inland Waterways (Blue Book, res. 30, res. 49)
- Rules and Signs on Inland Waterways (res. 22, CEVNI res. 24, res. 35, res. 59)
  - European Code for inland waterways (CEVNI)
  - Guidelines for Waterway Signs and Marking (SIGNI)
  - Standardized UNECE Vocabulary for Radio-Connections in Inland Navigation
- Technical Requirements for Inland Vessels (res. 15, res. 61, res. 69)
- Recognition of boatmaster's certificates (res. 31)
- River Information Services (res. 48, res. 57, res. 58, res. 63, res. 79, res. 80)
  - Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS)
  - Guidelines and Recommendations for River Information Services
- Pollution Prevention (res. 21)
- Inland Water Transport Policy
- Recreational navigation (res. 13, res. 14, res. 40, res. 41, res. 52)
- Regional agreements

Representatives from Member states, their waterway administration or River Commissions are appointed to represent national interests in the different working parties and committees.

United Nations resolutions are formal expressions of the opinion or will of United Nations organs. They generally consist of two clearly defined sections: a preamble and an operative part. The preamble generally presents the considerations on the basis of which action is taken, an opinion expressed or a directive given. The operative part states the opinion of the organ or the action to be taken and by that influence national legislation in European member states.

### 3.4 Conclusions from the European Perspective

There are different kind of membership models. Often European associations acquiring members from different sources like national branch associations or national waterway administrations but sometimes even single national private organizations (e.g. port- or barge operators) can become member of the associations.

The analyses of information provided in the EU Transparency Register and from EMMA Projects' own tasks (SWOT Analyses) shows weaknesses of the actual European IWW lobby structure:

- No lobby association represents the entire European IWW sector.
- Limited budget- and staff resources might hinder larger lobby campaigns and stronger sectoral voice in Europe
- IWW lobby associations partly competing each other linked to member acquisition and/or lobbying tasks.

Expert groups of the EU Commission or other similar institutions*	VBW	INE	ESO	EFIP	EBU
<a href="#">E02210</a> Co-ordination Group for Biodiversity and Nature		+			
<a href="#">E03280</a> Digital Transport and Logistics Forum		+		+	+
<a href="#">E03497</a> Inland Waterway Transport - Naiades II implementation expert group	+	+	+	+	+
<a href="#">E01346</a> Working Group for Non Road Mobile Machinery (Emission from non road mobile machinery engines)		+	+		+
<a href="#">E03496</a> Expert group on technical requirements for inland waterway vessels	+				+
<a href="#">E03511</a> Social issues in inland navigation			+		+
<a href="#">E03542</a> European Ports Forum				+	
<a href="#">E02821</a> Expert Group on Land Transport Security					+
<a href="#">E00371</a> Strategic Coordination Group for the Water Framework and Floods Directives					+

\* All information according to the EU Transparency Register as from Jan/2018.  
No information available for ERSTU, which is not registered in the EU Transparency Register

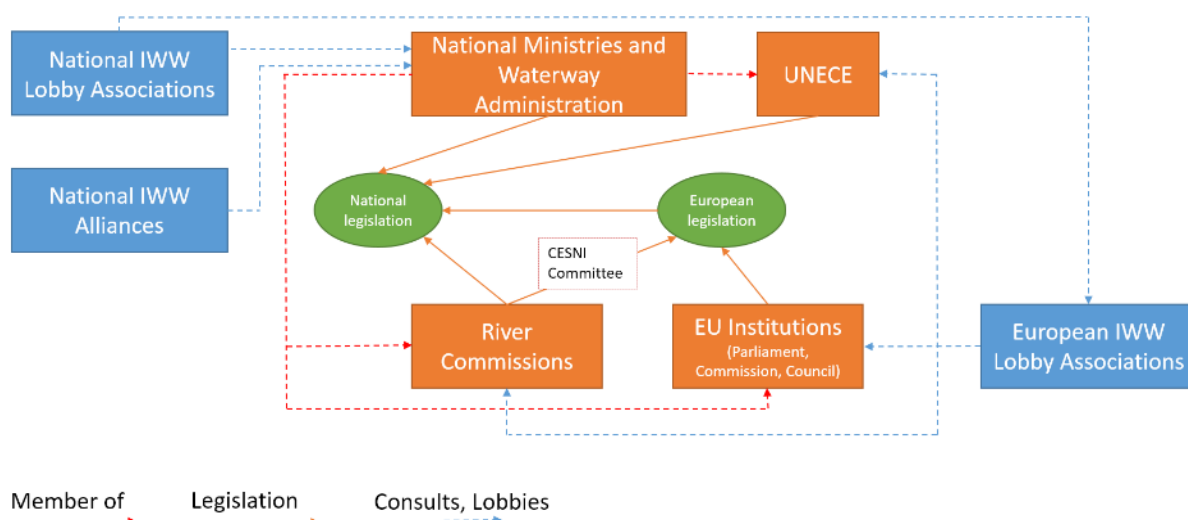
Further the analyses showed the lack of members from the Baltic Sea Region (besides Germany and to some extend Poland) represented by IWW associations in Brussels. This is due to the fact of missing national branch associations. However, especially the acquisition of single private organisations from one country should not come along with the privilege representing this country officially on European levels. The danger is to represent single interests of one/some financially strong members and not the entire sector of the country. Thus, it can be stated, that the national drawback is also influencing sectors representation on the European level.

However, it has to be clearly stated, that cooperation between the associations exist and increases. Besides others joint statements, policy-/recommendation papers and events are organised to bundle

forces. Strengths of the individual associations are getting used by all, even though not in any kind of business yet.

## 4 OVERALL CONCLUSIONS AND SUGGESTIONS

Lobby organisations/associations doing a good job according to their capacities (financial- and staff wise). It is important to be represented and to be heard at national- and European legislative levels. The national regulatory framework conditions often have to consider European rules and regulations discussed and set by the European institutions. As such it is important for national lobby associations to be part of European lobby structures as well.



However, once has to see that also IWW stakeholders are acting according to their capacities (financial- and staff wise). Having in mind a relatively small IWW sector compared to others it's a fact that it does not has the power to finance all of the variety of national- and international lobby associations to a resounding extend by memberships. This leads to a weaker position of all associations/organisations representing same towards the policy sector.

The out-of-favour and probably most controversial question to be answered is “how to deal with the fragmentation of IWW lobby associations in future”?

This question is key to answer in order to further enhance inland navigation supported by an increased strong lobby structure in Europe and the Baltic Sea Region.