Thématique Workshop 3

influence of climate change on river transport and ist markets

threats and opportunities
Thèses et messages clés des orateurs

- Shift from petrol to more coal, biomass, biofuel and wind generators and in a middle term of hydrogen and CO₂ with interesting opportunities for more transport by river due to capacity

- Pression in sea port on environmental measures
  - modal shift measures with terminal tenants
  - consolidation of volumes
  - barge traffic management
  - improvement of infrastructure for smooth traffic (dedicated barge terminals, locks)

- installation of bio industry in ports
Divergences sur le plan des intérêts et des points de vues

- necessity to have a clear as possible view on climate consequences and accurate on-time water level info
- is there a limitation to bigger motor barges for containers?
- crisis is challenging the measures (night shift in Antwerpen), new barge ships for bulk? offering opportunity to manage congestion
- classification of biofuel for river transport is crucial
- low waters will mean other logistic organisation: more barge and bigger inland storage
- 2003 is a reference to begin thinking for measures to be taken /rain management in Switzerland)
- climate changes will affect deeply prices and shippers strategy who need reliability on service/price
Confrontation entre opportunités et défis résultant du changement climatique

- more energy products to be transported, but need to have larger ships to maintain capacity even in low waters if no extreme conditions

- necessity to anticipate to give shippers a secure vision on transport service/price

- develop cooperation with shippers and between operators

=> continue to participate in environmental measures especially in ports to better performance, better management of calls in terminals
Recommandations découlant des interventions

short term

- develop terminals (both dedicated to barges in maritim ports and inland ports extended gateways)
- work on large ships for bulk mainly /biomass or fuel)
- conceive new models to predict meteo and water level
- better management of barge traffic
- develop inland port storage for bulk

long term

- work on water resources, long term forecast
- be prepared for new commodities to be transported : hydrogen, CO₂
- cooperation between operators and with rail to offer alternatives
Déroulement du débat public

- interest to develop larger container motor barges!
- level forecast
- optimisation of inland barges operations in sea ports
- consolidation of cargo
Synthèse

Important changes lie ahead
- but volumes are still important for inland navigation in future providing:
  - adaptation of ships,
  - adaptation of terminals (seaports+inland),
  - intermodality is essential
  - consolidation of cargo to optimize costs
  - cooperation with shippers

Finally, development of water management will be necessary with accurate models on medium term,
This is of course possible if no extreme water conditions are encountered