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PPP for building of Quay Walls



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Organisation overall mission



Merger between two Flemish Waterway Managers into

“De Vlaamse Waterweg nv”

“Your reliable partner for a smart, versatile and prosperous waterway network”

budget of
€ 400 million a year

182 cities and towns
linked by our waterways

1.365 employees

6.000 jobs in inland navigation
120.000 indirect jobs

73 weirs

80% of Flemish companies
within 10km of a waterway

1.076 km
navigable waterways

131 locks

750.000 TEU a year
70,5 million tons a year

78 marinas

800 bridges

930.000 truck loads
less on our roads a year

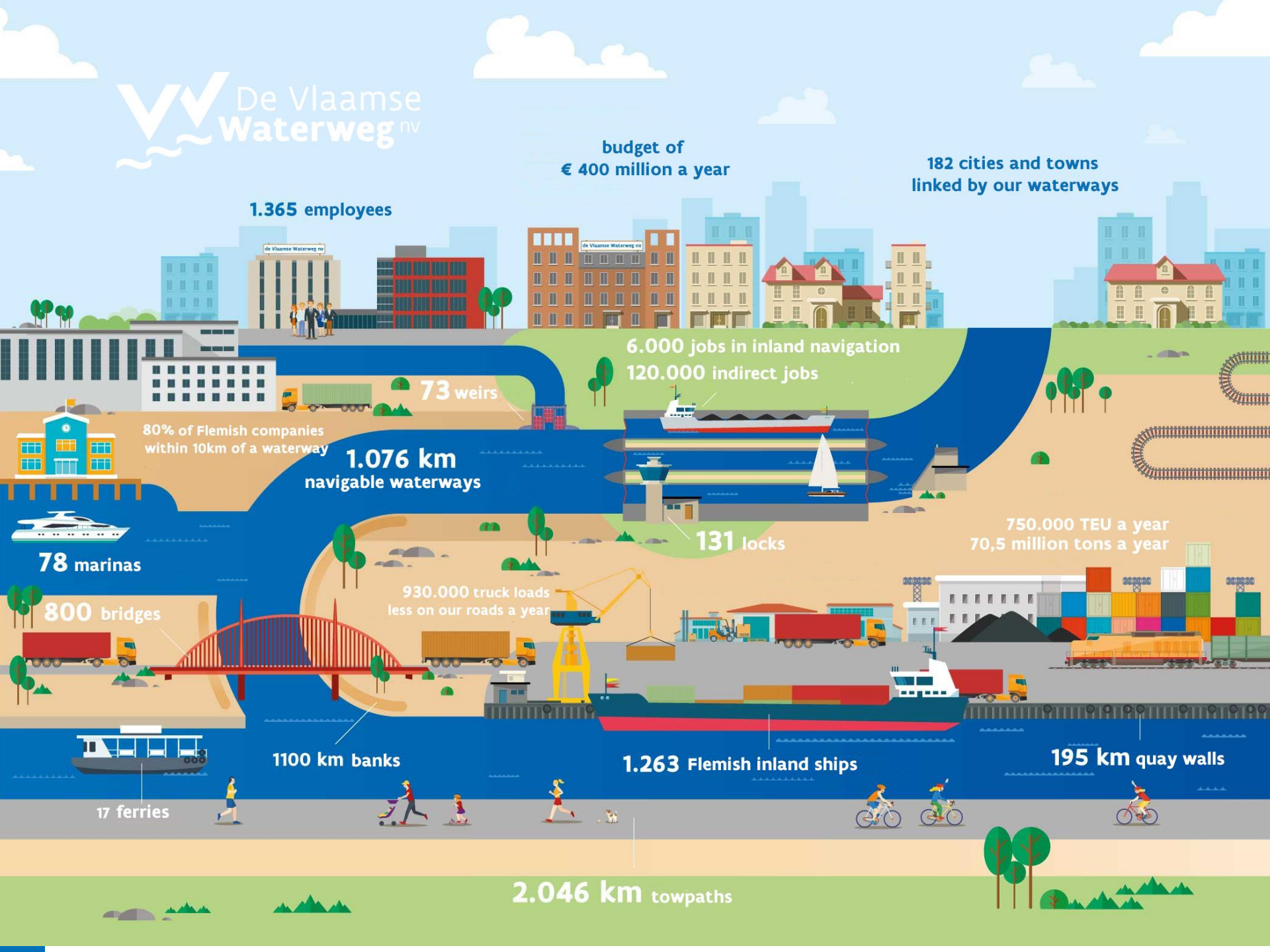
1100 km banks

1.263 Flemish inland ships

195 km quay walls

17 ferries

2.046 km towpaths





Policy Context & History

Policy context

- European Level
 - EU 2020
 - White paper on transport
 - IWT as a sector with left over potential and capacity
 - IWT needs to get a larger role in freight transport to hinterland and between European seas
 - Translated in NAIADES-program
 - TEN-Transport → whole IWW-network as core network
 - Climat policy
 - Reduction of emissions, greening of transport
- Flemish policy context
 - Implementation of European policy
 - Policy objectives of government agreement and minister → more emphasis on extension of waterway network and use of IWT
 - Draft mobility plan of Flemish government
 - Masterplan for Inland Waterway Transport on Flemish waterways – Horizon 2020
 - Goal: IWT has share of 20% in freight transport by 2030

History

- 3 programs during 3 program periods launched
 - 2001 (period 2000-2004)
 - 2004 (period 2005-2010) → prolongation
 - 2010 (period 2011-2016) → prolongation
- Programs were notified to Europese Commissie – DG COMP → state aid
- EC approved
 - In line with Community objectives
 - Promotion of intermodality
 - Modal shift to environmental friendly transport modes, such as IWT
 - Co-investment needed to reach European objectives
 - Scheme is transparant and non –discriminatory
 - No distortion of competition that is not in line with internal market



PPP-scheme: why and what?

Why introduced?

- Objective “Promote the use of inland waterways by private (and public) enterprises for the transport of goods as an alternative for road transport”
 - Why introduced?
 - Use of inland waterways demands large investments of private partners
 - Infrastructure and superstructure
 - Investments are larger than in case of road transport
 - Government is owner of waterway infrastructure = public domain
 - Investments for quay walls, access roads are also necessary
 - Private partners were not prepared to invest in public domain infrastructure
- => Introduce PPP-scheme to stimulate investments of private partners to use inland waterways

What does it entail?

- Government:
 - Co-investment of 80% government – 20% private partner in quay wall
 - Only infrastructure, no superstructure
 - Maximum of 50% of total investment of the project
 - Other state aid measures limit the co-investment of the government
 - Owner quay wall = government
 - Waterway infrastructure is public domain
 - Can make use by third parties mandatory
 - Private partner
 - Right to use the quay wall for limited period → concession
 - Pays concession dues → market price
 - After concession period → quay wall handed over to government in original state, if not government becomes owner of installations left on the quay wall
 - Generate “minimum transshipment value” of 6%
 - During period of 10 years
 - If not → penalties (0% transshipment value is a penalty up to full cofinancing of the government)
 - May search for third parties to get the “minimum transshipment value”
- significant costs and commercial risks for private partner

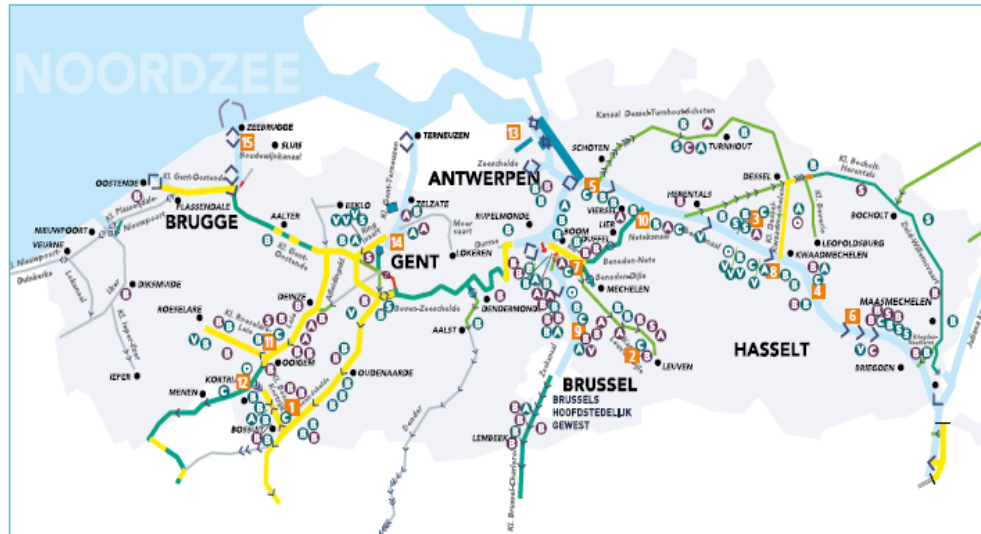
Procedure

- All companies who want to use IWT can apply
- Apply for the scheme with a file
 - Operational plan (goods, transshipment value, tonnage, costs of the total project, environmental issues, ...)
- Evaluation of the file in independent commission (both waterway managers and Promotion Office)
- Final approval → minister
- Restriction is the budget that is set for the program period



Achievements





— Klasse I 300T
 — Klasse II 600T
 — Klasse III 1350T
 — Klasse IV 2000T
 — Klasse V > 2000T
 — Verbod door te varen
 > Sluis

PPS-laad- en losinstallaties

X Aangevraagd
 X In bedrijf
 C Containers
 V Vloeiende producten
 B Bulk
 S Stukgoed
 A Afval
 O Ondeelbare stukken

Binnenvaartcontainerterminals

1 AVTC	11 RWT River Terminal Wiels beke
2 Batop	12 Alpro Wevelgem
3 BLC (Groep Gheys)	13 Euroports Container Terminal
4 ESG (Euro Shoe Group)	14 Ghent Seaport Container Barging
5 GCT (Gosselin Container Terminal)	15 Ghent Container Terminal
6 Haven Genk	
7 TCT Belgium	
8 BCTN Meerhout	
9 Multimodal Inland Container Terminal Vilvoorde	
10 BCT (Beverdonk Container Terminal)	

Constructed quay walls (1998-2015)

- 104 projects
- All types of inland waterways
- all types of goods
- 9.582.709 avoided trucks on the road
 - 966.233 in 2015



Future

Future

- Final program ended 31 December 2016
 - Still a need for new program
- Changing state aid –rules
 - “economic activity”
 - → Leipzig-Halle ruling
 - DG COMP vision on terminology
 - GBER
- Preparing a new program within new state aid context

Questions?

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