



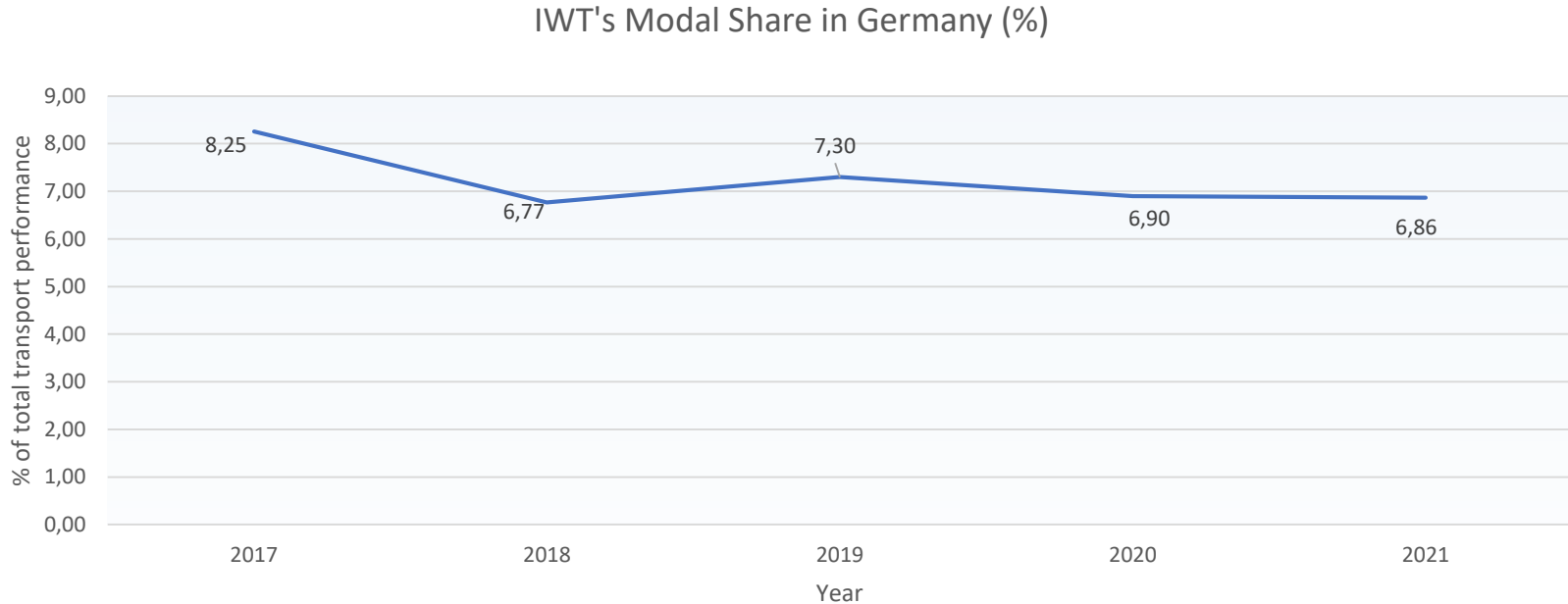
Federal Ministry
for Digital
and Transport

Modal Shift to IWT in Germany

Plans and actions

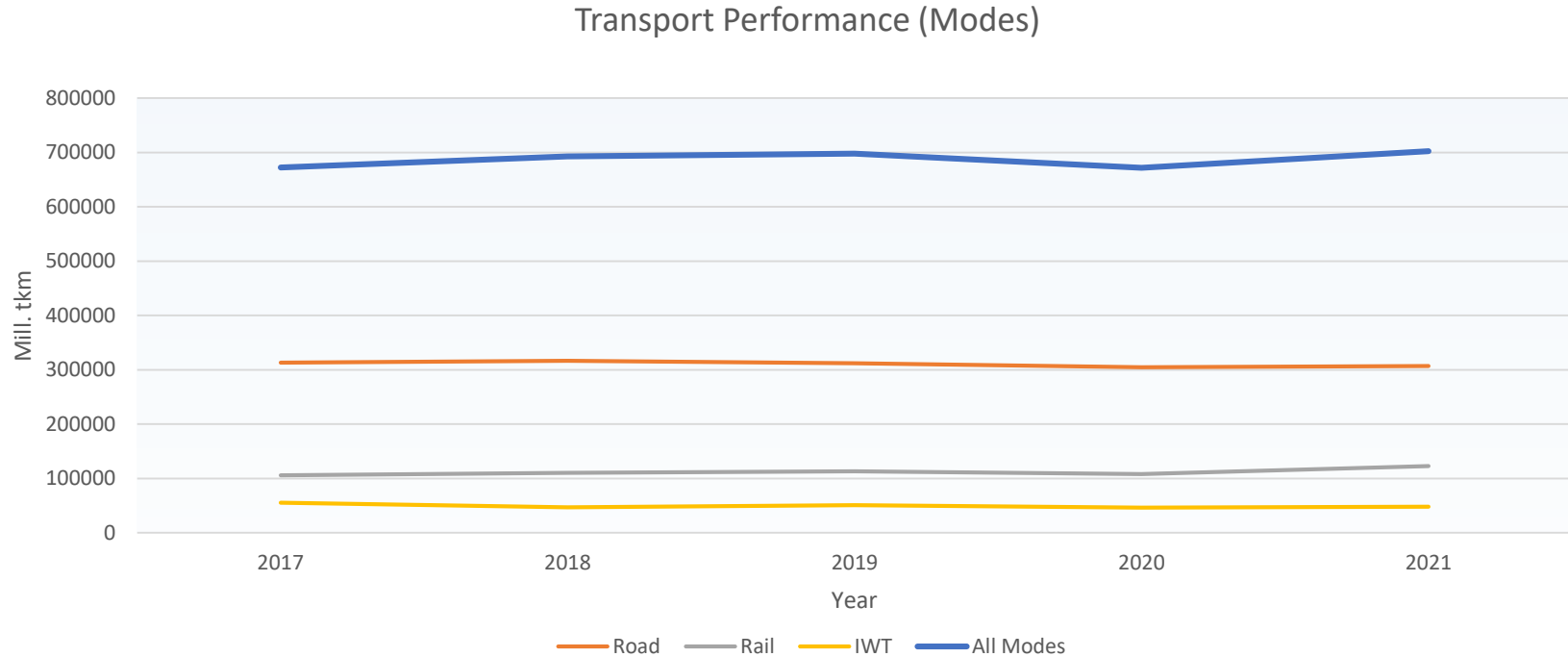
Where do we stand? Modal Split in Germany I

Source: Statistisches Bundesamt, DeStatis



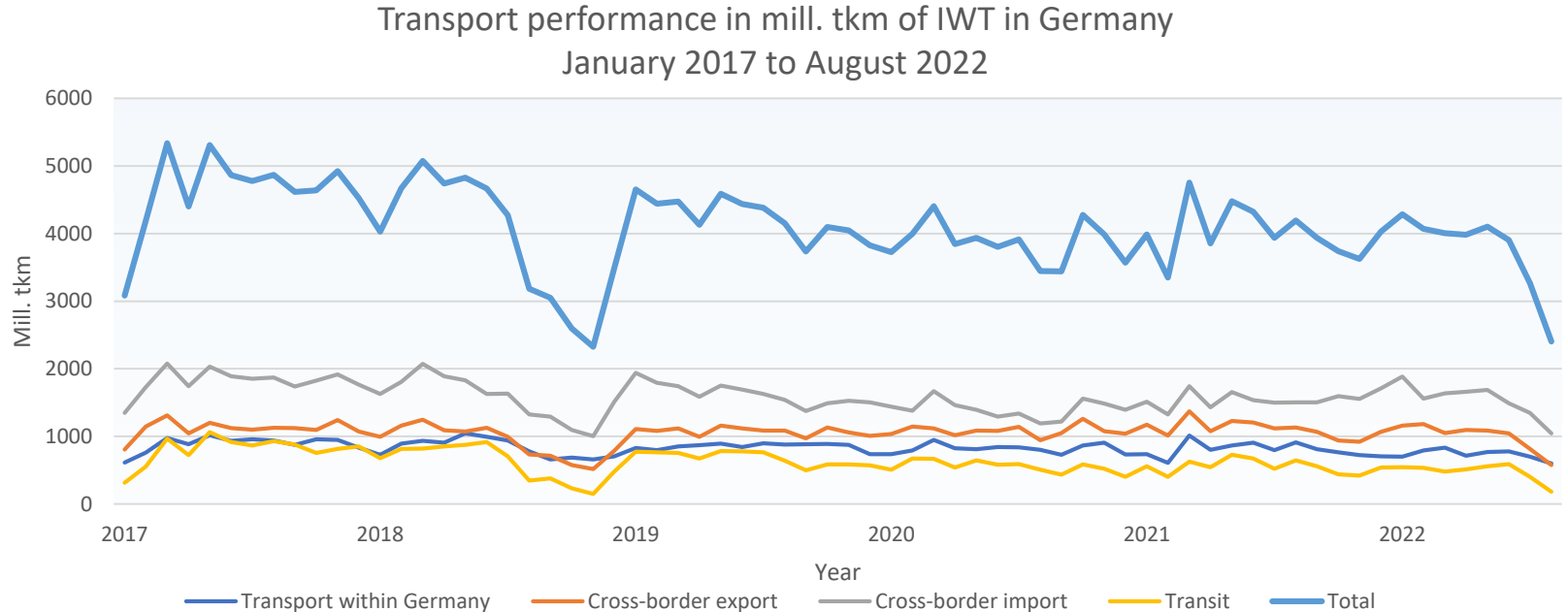
Where do we stand? Modal Split in Germany II

Source: Statistisches Bundesamt, DeStatis



Where do we stand? Modal Split in Germany III

Source: Statistisches Bundesamt, DeStatis



Where do we stand? Modal Split in Germany III

Source: Intraplan, BAG (Federal Office for Goods Transport)



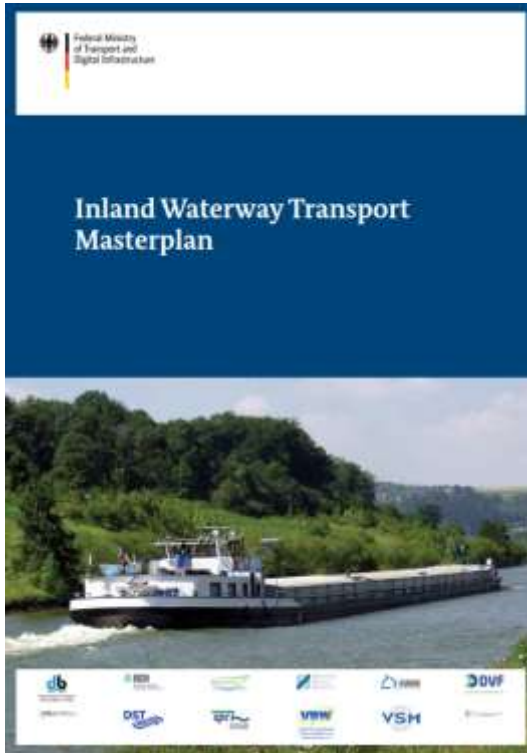
Tabelle G-1: Transportaufkommen und Transportleistung nach Verkehrsträgern

	Mio. t bzw. Mrd. tkm					Veränderung in %				
						p.a.				Insg.
	2019	2020	2021	2022	2025	20/19	21/20	22/21	25/22	25/19
Transportaufkommen										
Straßenverkehr ²⁾	3759,0	3656,4	3685,0	3739,8	3924,9	-2,7	0,8	1,5	1,6	4,4
Eisenbahnverkehr ³⁾	390,8	358,8	378,9	383,5	405,0	-8,2	5,6	1,2	1,8	3,6
- dar.: Kombiniertes V.	109,5	104,6	111,4	114,6	129,1	-4,5	6,5	2,9	4,1	17,9
Binnenschifffahrt	205,1	188,0	194,2	196,1	196,3	-8,3	3,3	1,0	0,0	-4,3
Rohrleitungen ⁴⁾	85,1	81,7	79,6	76,9	79,1	-4,0	-2,6	-3,4	0,9	-7,1
Luftfracht ⁵⁾	4,8	4,6	5,4	5,7	6,4	-3,8	17,0	5,2	4,2	33,9
Insgesamt	4444,8	4289,6	4343,0	4402,0	4611,7	-3,5	1,2	1,4	1,6	3,8
Seeverkehr ⁶⁾	290,2	272,1	282,9	288,5	308,8	-6,2	4,0	2,0	2,3	6,4
Transportleistung¹⁾										
Straßenverkehr ²⁾	498,7	487,5	505,6	517,5	551,8	-2,2	3,7	2,4	2,2	10,6
Eisenbahnverkehr ³⁾	129,2	119,8	129,9	132,7	144,0	-7,3	8,4	2,2	2,8	11,5
- dar.: Kombiniertes V.	56,5	54,3	57,9	59,9	68,3	-4,0	6,7	3,4	4,5	20,8
Binnenschifffahrt	50,9	46,3	48,1	48,6	49,2	-9,0	3,8	1,0	0,5	-3,3
Rohrleitungen ⁴⁾	17,6	16,7	15,7	15,2	15,6	-5,5	-5,7	-3,6	0,9	-11,8
Luftfracht ⁵⁾	1,6	1,5	1,8	1,9	2,2	-2,6	15,8	6,4	4,2	35,6
Insgesamt	698,0	671,8	701,1	715,9	762,7	-3,7	4,4	2,1	2,1	9,3

- 1) Innerhalb Deutschlands
- 2) Einschl. Kabotageverkehr ausländischer Fahrzeuge in Deutschland
- 3) Einschl. Behältergewichte im kombinierten Verkehr, **einschl. der Verkehre, die nicht in der Eisenbahnverkehrsstatistik (Fachserie 8, Reihe 2) und den Querschnittspublikationen ("Verkehr aktuell" "Verkehr im Überblick"), sondern nur in der Betriebsdatenstatistik (Fachserie 8, Reihe 2.1) ausgewiesen werden**
- 4) Nur Rohölleitungen
- 5) Einschl. Luftpost. Aufkommen einschl. Doppelzählungen von Umladungen
- 6) Einschl. Seeverkehr zw. Binnen- u. ausländ. Häfen. Ohne Eigengewichte der Fahrzeuge, Container etc.

Quellen: Statistisches Bundesamt, Kraftfahrt-Bundesamt, eigene Prognosen

Masterplan IWT in der Germany



- Introduced in May 2019
- Lists and explains measures for the various challenges of IWT, i.a. increasing modal share of IWT
- Is regularly monitored
- Today reference mainly to the plans explicitly aiming at modal shift

Action and Plans

Fostering combined transport terminals

- New funding scheme for combined transport terminals → 3rd December 2022
- For private entities → since 1998 private CT terminals received 1 Bill. €
- Overall goal is to achieve a modal shift from road to the more environmentally friendly transport modes rail and IWT → Aim: 54 000 CO₂ savings per 1 Mill. €
 - But also to achieve a more resilient and efficient CT through digitalisation and automation
- Investments must account for at least 100 000 € → grants up to 80 % of expenses

Action and Plans

Allowing 44 t – strengthening bulk

- HGV are usually limited to 40 t
 - exception: if there is an initial or terminal haul to the nearest combined transport terminal (150 km), additional 4 t for containerised transports are allowed
- Extending this rule to certain bulk cargo, IWT's core business, could help further integration in the multi-modal change
 - Possible drawbacks: road infrastructure; potential, reverse modal shift?
- Assessment of impacts needs further research (ongoing)

Action and Plans

Special transports (heavy goods and high capacity transports)

- Special transports are subject to approval in Germany
- A digital tool for routing is used: „Procedural Management for the Transport of Abnormal Loads” – VEMAGS → however, IWT is not included for route planning
- Report for using and increasing visibility of IWT in VEMAGS was finished in 2021
- Transition points for IWT are assessed → these are going to be included in VEMAGS

Further measures, like funding scheme, are currently developed

Action and Plans

Innovative port technologies (IHATEC II)

- Funding scheme for innovative technologies in sea and inland ports
 - goal: i.a. increasing environmental and climate performance of logistics through research and development
(<https://www.innovativehafentechnologien.de>)
- Focus on digital solutions, e.g. for optimised flow of commodities
- Concerning IWT: efficient sequencing of un-/loading of shipment in (sea) ports-
 - HVCC, for smart coordination of vessels in ports
 - Isabelle, smart and digitised logistics for RoRo terminals (especially shipment of cars)

Action and Plans

Other examples, which might be of interest

- Funding scheme for field research and development for automated and connected vessel cruises on waterways (<https://digitale-testfelder-wasserstrassen.bund.de>)
 - 5 projects with a volume of 12 Mill. € in 2020
 - 8 projects with a volume of 15 Mill. € in 2022
- Funding scheme for sustainable modernisation of vessels (2021)
 - Overall goal is to improve the competitiveness of vessels, adaptation to low waters and reducing emissions
 - Funding up to 90 % of: digital equipment, climate friendly propulsion systems, conversion for low water adaptation

Thank you for your attention!

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Picture credits: Intraplan, BAG, BMDV

