

## PIANC InCom Working Group : WG 219



## Guidelines for IW Infrastructure to Facilitate Tourism

### Terms of Reference (Revised - Oct 2019)

#### Background

Recreational navigation is a growing activity, also in the managed inland waterway systems. The increase in demand for **IW recreational of activities has led to development of infrastructure** which should be sustainable and well integrated with transportation systems.

A sustainable model for navigation recreation infrastructure aiming to encourage sustainable initiatives and measures in the natural spaces, where fluvial tourism activities take place, should be technically and economically feasible but also environment friendly and have to a positive social impact.

Tourism and recreation navigation have the potential to develop synergies with ecosystem restoration, natural protection, and urban waterfront redevelopment providing also social benefits and promoting cultural and historical heritage.

Management measures should not only include immediate actions such as efficient waste management and responsible use of resources (energy), but generate awareness among all actors involved in fluvial tourism activities (SMEs, managers and owners of river ports, professionals, local community, etc.).

#### Objectives of the WG

The WG will focus on developing guidelines to build a sustainable model for recreational navigation and nautical tourism in inland waterway systems.

This includes guidelines for planning and designing recreational navigation infrastructure, as well as identifying interactions with waterway operation systems. By evaluating case studies, the proposed guidelines will address adequacy in a comprehensive manner and encourage all stakeholders to share good practices.

Moreover, these guidelines should encourage new business opportunities, innovative initiatives and cooperation between entrepreneurs. Recreation and tourism business are based on leisure and guest experiences, which are concepts not commonly addressed in fluvial transportation.

## Scope of the WG

Provide the target group with guidelines to develop sustainable initiatives and measures in their recreational activities, businesses and natural spaces where these are developed.

- Analyse case studies of existing inland waterways having recreational and tourism uses.
- Develop diagnosis of the performance of those waterways, from an operational and sustainability point of view, and propose solutions based on local requirements.
- Study of current fluvial tourism system and possibility/need to promote multipurpose fluvial tourism model in rivers and canals.
  
- Study the challenges and propose solutions based on local requirements:
  - New projects under development: A-Z approach.
  - Extending accessibility of existing IW infrastructure.
  
- Focus on flexible and resilient adaptation :
  - Operations (terminal location, dock configuration, route selection, vessel/craft profiles).
  - Maintenance point of view – constraints and challenges from waterside.
  - Landside accessibility with other modes of transport (Multi Modal) including vehicle/bike parking.
  - Facilities – Berthing and Boarding (tourism and recreational), eco-sports, recreational fishing hubs etc.
  - Extended facilities - Cruise and Walks/Bicycling concepts (RAVel, Belgium; Waterfront Model, France, UK, Netherlands etc.).
  - Extended services (Fuel/Water/Spares/Repair/Maintenance) for Vessels of future (Eg. Dan Fluvial, Netherlands).
  
- Working with Nature (WwN) applied to recreational navigation infrastructure – summarize relevant planning and design criteria that foster economic, social and environmental sustainability:
  - Proactive inclusion of environmental features - “Environmental Design”
  - Community benefits create authentic destinations - “Social Sustainability”

## Existing Documents to be reviewed

- WG139 : Values of IW (InCom)
- WG148 - Environmental Impact Aspects of Recreational Navigation Infrastructures
- RECCOM WGs and ENVICOM WGs

## Running WGs to seek for collaboration:

- WG203 - Sustainable IW - Social Environmental Impact
- WG193 - Resilience of the Maritime and Inland Waterborne Transport System
- WG176 - A Guide for Applying Working with Nature to Navigation Infrastructure Projects
- WG148- Sustainable Recreational Navigation Infrastructure (re-launched WG)

## **Intended product**

The first task will be to define the target groups and stakeholders, to develop a library of different fluvial tourism models that currently exists and the practices followed with pros and cons, to gather their contributions and opinions about how fluvial tourism is being developed in these areas.

- Guidelines for developing fluvial tourism models and ideas/methodology to help existing low or average sustainability models to be developed towards a high efficiency model and for reducing the footprint. The guidelines will be defined in accordance with the indicators and will offer solutions and good practices which intend to improve the values obtained.
- Develop guidelines for preliminary design for landside access, vehicle/bike parking, terminal location and dock configuration.
- To clearly establish and address the concerns and conflicts between fluvial tourism and other members of the fluvial system, some of the mentioned below:
  - a) Professional barging,
  - b) Anglers (fishing),
  - c) House boats along waterways,
  - d) Noise issues caused.
- Suggestive guidelines for selection of additional/alternate harbours and mooring locations.
- Define the regulatory framework for obtaining environmental clearance and permits.
- Guides and Policy briefs. A set of supporting manuals targeted to different stakeholders.

## **Working Group Membership**

The WG should ideally include:

- Local government representatives
- Waterway policy makers
- Organisations responsible for the planning and development of water transport in local communities.
- IW port managers,
- Tourism facility designer/developers and operators,
- Tourism operators and tour boat owners
- Transportation vessel owners, managers and operators

## **Target Audience**

All stakeholders that are typically found in a managed inland waterway

## **Relevance to Countries in Transition**

The report will be developed with focus on both developed and countries in transition. The fluvial tourism industry/business exists in all countries in small or large scale and is growing rapidly all over the globe.

The report will prove extremely beneficial to countries in transition to develop a sustainable model/business from start which is much easier than having to alter an existing system.

## Relevance to the Working with Nature (WwN) Philosophy

The inland waterway sector in general will play a critical role in achieving climate objectives. The report will focus on all environmental concerns as listed below:

- Water Landscape protection
- Biodiversity conservation in water areas
- Impact of inland navigation on Water, Air and Soil
- Noise disturbance in work areas
- Energy efficiency in inland navigation
- Waste management in inland navigation

The environmental relevance of the inland waterway system makes the WwN approach an excellent tool for addressing plans and projects.

## Examples of Case Studies that may be considered (to be completed by the WG)

- 1) France – VNF in numbers  
(<https://www.french-waterways.com/management/economics/> )
  - a. 330,000 guests enjoy a holiday/vacation cruising the French Waterways – on a hire boat, hotel barge or river cruise ship,
  - b. Total of 352m€ spent paying for the cruise,
  - c. Sector of the French economy has grown consistently at 4% p.a,
  - d. 20,000 active private boats on the inland waterways.
- 2) Belgium (Liege) – Marina and a boarding point for shuttle at less than 20m apart.
- 3) Belgium (Antwerp) – Hydroville (CMB) [www.hydroville.be/en/](http://www.hydroville.be/en/) - Used as passenger transport shuttle between two ports/stops that are at 100 km but no stops in between due to lack of infrastructure.
- 4) The Netherlands
  - a. Amsterdam canal project (Efforts to make the canal Eco Friendly)
  - b. Dutch Tourism board to stop promoting tourism – (The Guardian 06/05/2019)
    - i. 2018 – 18 Million Tourist
    - ii. 2030 – forecasted as 42 Million Tourist
- 5) Australia Eco Tourism 2016 - Multi-purpose Inland waters (Recreational, non-powered boats) - water sports, kayak, canoe, stand up paddleboard or recreational activities, and Development of recreational fishing hubs.
- 6) Myanmar - Inle Lake, Tourism opportunity and a threat to aquatic Eco-System. (Note: Increase in Eco Tourists from 300,000 persons in 2010 to 2 Million in 2013);
- 7) Iran – Sustainable development UN, Inland Water Ecotourism, 50 Inland lakes and 22 wetlands identified for development.