

2018
2019



European
Barge
Union

Annual Report

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Foreword

COP 21, the European Union's environmental and sustainability goals, the Commission's recent communication "A clean Planet for all", climate change and the human and social agenda are a number of developments which challenge the transport sector. Inland waterway transport is known for its positive sustainability record in various areas. The sector is committed to move forward to even improve its environmental record and to attract the sector to young people.

In the declared year of Multimodality EBU was able to show the modal shift potential of IWT at various occasions and conferences organised by the European Commission.

Last autumn EBU together with ESO released its **Industry declaration** to highlight the potential and needs of the sector as input to policy discussions.

In December 2018 the Ministers of Transport adopted conclusions to exploit Inland Waterway Transport to its full potential. In these conclusions

the Ministers acknowledged the significant contribution that this efficient, safe and sustainable mode of transport can make towards mitigating the negative effects of the transport sector as a whole. Shortly after this was followed by the adoption of a resolution by the European Parliament early 2019. Both the Ministers of Transport and the Parliament urged the Commission to update and renew the NAIADES II programme by 2020 and to ensure the potential of inland waterway transport as a safe, sustainable and effective mode of transport in the multimodal transport system. Stressing the huge modal shift potential of the sector the two institutions called upon the Commission to accompany the NAIADES III action programme with adequate and dedicated funding to achieve the goals of the action programme and a well-structured policy strategy with achievable short- and mid-term goals and a concrete roadmap.

In autumn the Ministers of Transport of the Rhine Riparian states used the celebration of the 150th anniversary of the Mannheim Treaty to release the

"Mannheim Declaration" highlighting the current significance of this Act and the future challenges for Rhine - and European inland navigation.

EBU together with ESO last year succeeded to establish the European Inland Waterway Transport Platform which aims to strengthen the representation of the inland navigation sector at all levels. This will lead to a stronger positioning of this mode in all areas of interest.

The year to come is marked by institutional changes and the preparation of the adoption of a new financial framework of the European Union. We look forward to cooperate with all involved institutions to realise the common policy goals to which our sector strongly can contribute to the benefit of the entire society. **Inland waterway transport is the solution to mitigate the environmental impact of transport and to contribute to European and international policy goals.**

Paul Goris
President



Launch of the IWT Platform

The European inland navigation organisations, EBU and ESO, which represent barge owners and operators at Union level, decided to strengthen the representation of the inland navigation sector at Union level by closer coordination and cooperation. In order to accomplish this aim, they have established in 2018 the European Inland Waterway Transport (IWT) Platform, financed by means of the reserve fund.



Overall objectives

With the establishment of the European Inland Waterway Transport platform EBU and ESO aim to strengthen and improve the positioning of the IWT sector. The IWT platform will be coordinated and managed by the two organisations. The combined expertise in the joint platform acts as a catalyst in elaborating strategies in the key areas of the future of IWT, such as “Greening and Innovation”, “Sustainability”, “Education and Training”, “setting of Technical standards” and “Infrastructure”.

New dimension of expertise

While the two organisations EBU and ESO will remain independent, the joint platform is intended to add a new dimension of expertise to the benefit of not only their own members but also to the entire inland navigation community including the institutional bodies which deal with inland navigation. Some concrete examples are expert contributions at a.o. the CESNI working groups in different areas, EC expert groups, UNECE Working Parties and CDNI. In order to accomplish these expert contributions, the organisations have established joint working

committees bringing the expertise together in the various areas and contributing to the various decision making bodies in a joint and coherent way.

Main focus

In line with the goals of the founding organisations the platform will focus on a number of main areas to contribute to the sector’s needs, mainly by

- encouraging innovation in vessels and their adaptation to technical progress as regards the environment, including all sustainability goals at European level
 - increasing the attractiveness of the sector by offering increased career perspectives to the youth and encouraging young trainees and other maritime workers from outside the sector by training and education
 - encouraging ways of leveraging the use of the reserve funds in conjunction with available financial and funding instruments, including Horizon Europe and CEF and with financing instruments from the European Investment Bank.
 - improving infrastructure in order to guarantee well maintained waterways benefitting European industry and economy.
-

Policy developments

Infrastructure - moreeubudget4transport

Infrastructure is key to deliver on major EU policies



Infrastructure remains the backbone of the industry. Where 75% of inland waterway transport is cross-border, seamless infrastructure is essential for green & smart services as part of the EU decarbonisation strategy.

The year 2018 was characterised by extremely low water on the major European rivers Danube, Rhine and Elbe. It made navigation impossible in several stretches and caused huge losses to the inland waterway transport sector. It even led to situations that endangered the supply of important

industries in Europe. As a consequence cargo shifted to other modes leading to a reverse modal shift.

EBU already for many years calls for the proper maintenance and improvement of the European waterway system in order to make it climate resilient and avoid these situations in the future. The Central Commission for the Navigation on the Rhine announced to watch and analyse the actual situation carefully and to update its reports on the influence of climate change taking into account new scientific insights.

Investment in inland waterway infrastructure is well spent money. Under the actual Connecting Europe Facility CEF only 7 % of the transport folio has been dedicated to Inland Waterways. In view of the budget negotiations to adopt the Multi Financial Framework for the period 2021-2027 EBU calls upon the Member States to support the CEF proposal of the European Commission and dedicate sufficient financial support to inland waterway infrastructure in the coming years.



Call for follow up NAIADES II Action Program

EBU together with ESO in autumn 2018 released its Industry Declaration with the plea of a strong follow up program of NAIADES II.

The European Commission in its recent NAIADES II progress report highlighted the results of its action program in its first term. It considers most of the foreseen actions regarding regulations, policy and financing as achieved and identified on-going actions until 2020 for further implementation of the NAIADES II programme.

NAIADES II

The report specifically focused on the six key areas of intervention:

1. Quality infrastructure
2. Quality through innovation
3. Smooth functioning of the market
4. Environmental quality through low emissions
5. Skilled workforce and quality jobs
6. Integration of inland navigation into the multimodal logistics chain

Inland Waterway Transport (IWT) is a key player to address mobility and sustainability goals in Europe. It is an enabler of economic growth creating many jobs and offering interesting career perspectives.

Disposing over 40.000 km of navigable waterways and over 250 inland ports Inland Waterway Transport IWT carries some 550 million t of goods a year and is of increasing importance in the field of cruising and passenger transport.

Contrary to the congested roads the network of European waterways still disposes over free capacity, offering a huge modal shift potential. Major industries in Europe are depending on a seamless transport of their goods via waterways. Given the free capacity on the European rivers and canals a much higher share can be absorbed by inland waterway transport and thus contributing to a sustainable economic growth.

To materialise the full potential of Inland Waterway Transport EBU and ESO called upon the European Commission to launch an ambitious action plan as follow up of NAIADES II. Where the actual NAIADES Action Plans led to an increased awareness of the potential of Inland Waterway Transport and delivered in many areas it is important to continue these efforts by means of an increased political and financial support together with substantial means for the industry out of MFF and its underlying funds such as CEF, research and innovation, single market and competitiveness and cohesion and regional funds.

INLAND WATERWAY
TRANSPORT INDUSTRY
DECLARATION VIENNA
10 OCTOBER 2018

EBU and ESO, the European
associations representing the
Inland Waterway Transport sector,
endorse the following declaration:





HIGHLIGHTING THAT

INLAND WATERWAY TRANSPORT IS A KEY PLAYER TO ADDRESS MOBILITY AND SUSTAINABILITY GOALS IN EUROPE

Disposing over 40.000 km of navigable waterways and over 250 inland ports inland waterway Transport IWT carries some 550 million t of goods a year and is of increasing importance in the field of cruising and passenger transport. Contrary to the congested roads the network of European waterways still disposes over free capacity, offering a huge modal shift potential.

TRANSPORT IS AN ENABLER OF ECONOMIC GROWTH

Major industries in Europe are depending on a seamless transport of their goods via waterways. As part of the entire logistic chain it ensures the flow of goods from more than 11 million EU industries to their customers. It keeps business and trade up and running, enables the completion of the internal market, and enhances tourism. Transport bridges the gap between the different regions of Europe. Urban nodes in particular are an integral part of the Trans-European Transport (TEN-T) core network and their development can contribute to providing sustainable and clean mobility solutions. If transport investment stops, the economy stops.

Given the free capacity on the European rivers and canals a much higher share can be absorbed by inland waterway transport and thus contributing to a sustainable economic growth.

INLAND WATERWAY TRANSPORT AND PORTS CREATE JOBS AND OFFER CAREER PERSPECTIVES

Inland waterway transport is a people's business. Over 42.000 people are employed on board of inland vessels and are offered exciting and interesting career perspectives. Young captains and boatmasters are offered interesting jobs on board of vessels sailing all over Europe. Sector specific agreements contribute to the strengthening of the social conditions and mobility of workers.

INFRASTRUCTURE IS KEY TO DELIVER ON MAJOR EU POLICIES

Transport is the best investment plan for Europe. We need to invest in better and more innovative transport which largely depends on proper infrastructure: Europe faces enormous challenges to remain a competitive, mobile and attractive place to live and invest in for the years to come. Moving towards a greener, truly integrated, digital, accessible-to-all, safer, more secure transport system which is socially sustainable requires enormous investments and funding.

75% of inland waterway transport is cross-border. seamless infrastructure is essential for green & smart services as part of the EU decarbonisation strategy.

INVESTING IN CLIMATE-FRIENDLY MOBILITY IS A PRIORITY

The decarbonization agenda and the Paris agreement targets can only be met if all transport modes continue to invest in greener technologies and in a more efficient and smart logistic chain. With the EU goal to shift freight by 30% from road to rail and water by 2030 and by 50% by 2050 to ensure sustainable mobility, the long-term goal is to turn inland waterway transport into a synchro-modal partner in the hinterland of seaports and in continental. It is crucial to improve access to innovation programmes for small and medium sized business. Greening of inland waterway transport also has to be considered a common responsibility of the entire logistics chain.

Given the high societal benefit public authorities at all levels need to step up their support in the greening of the inland navigation sector.





TAKING FULL ADVANTAGE OF DIGITALISATION AND INNOVATION IS NECESSARY IN THE COMING DECADES

The transport and logistics sector is based upon an innovative spirit which seeks to deliver rapid and efficient service to its customers, simultaneously benefiting the economy and society. Transport needs to take full advantage of the opportunities offered by digital technologies. The digitalization of transport will improve transport management in the whole supply chain, leading to savings in terms of time, cost and emissions. It will also lead to a better use of existing capacity and increase the efficiency of the entire transport- and logistics chain.

Innovation in clean and safe technology and board and ashore will contribute to mitigate the impact of transport on society.

STRONG GOVERNANCE STRUCTURE IS NEEDED TO DELIVER

A strong cooperation at institutional level is an enabler to strengthen the sector. European and international institutions as well as River Commissions are involved in the regulatory and policy framework of Inland Waterway Transport and ports. A strong governance structure as well as cooperation with the parties involved is key to deliver.

The sector is committed to move forward in order to modernise, innovate and contribute to a cleaner, more efficient, save, sustainable and digitalised industry. To materialize the full potential of Inland Waterway Transport and ports an ambitious action plan is required as follow up of NAIADES II supported by substantial means for the industry out of MFF and its underlying funds such as CEF, research and innovation, single market and competitiveness and cohesion and regional funds.

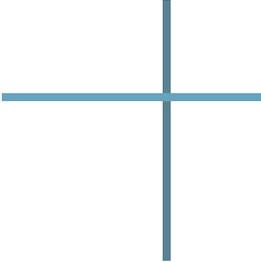
CALL UPON THE EUROPEAN DECISION MAKERS

to launch and support a follow up program of NAIADES II for the period until 2030. In this program a holistic approach should address the following topics with sufficient support in terms of investment, governance & coordination and where necessary legislation:

1. INFRASTRUCTURE: RELIABLE AND CLIMATE RESILIENT INFRASTRUCTURE IS KEY

- More budget for inland waterways and inland ports in terms of maintenance, rehabilitation and upgrade: due to inadequate infrastructure IWT could not materialise its full potential in the past years.
- Inland Waterway Transport projects offer a high societal return but do often not generate the necessary return on investment. Therefore grants are essential for their realization and must remain a vital financial instrument.

Where today congestion costs society 130 billion € a year, with very little investments in waterway infrastructure the problem could be solved to a high extent.



2. INNOVATION & GREENING:

- Support by public authorities at all levels to accelerate greening of the fleet by subsidizing additional costs of Stage V engines "A 3 billion funding scheme for clean vessels would reduce external costs by 22 billion, a win-win for society and industry"
- Explicitly dedicated topics for Inland Waterway Transport in the upcoming research and innovation programmes to support the industry's Strategic Research and Innovation agenda.
- Considering greening as joint responsibility of the entire transport and logistics chain.

3. HUMAN AGENDA

- Adoption of standards for professional qualifications allowing a higher mobility of workers in inland waterway transport
- Increasing the visibility of attractiveness of the sector offering interesting jobs and career perspectives
- Enhancing the social conditions on board by introducing a social security system at European level: Proposal for a single social security rule for international transport in all EU Member States with navigable waterways based on the vessel operator's seat.
- Modernisation of the crewing requirements.

4. DIGITAL AGENDA

- RIS upgrade to take it to the next generation with standardization of information flows
- Research into automation and all related legal and technical topics
- Ensuring connectivity and full integration of Inland Waterway Transport in the entire transport chain to optimize cargo and passenger flows.
- Introduction of e-tools to facilitate the compliance and enforcement of IWT legislation

5. GOVERNANCE AND COOPERATION

- Strong governance structure on a structural basis taking appropriate account of the intensified cooperation within CESNI
- Strong cooperation between inland waterway institutions and the sector ensuring a strong support of the industry's needs in terms of policy and financial backing.
- Support of the sector in its competitiveness by providing the right policy support and tools such as a market observatory.

Year of multimodality

Major industries in Europe are depending on a seamless transport of their goods via waterways. As part of the entire logistic chain it ensures the flow of goods from more than 11 million EU industries to their customers. It keeps business and trade up and running, enables the completion of the internal market, and enhances tourism.

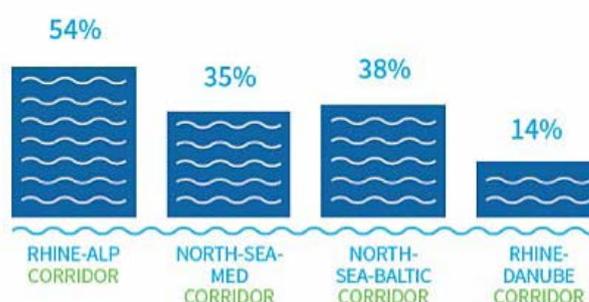
With the EU goal to shift freight by 30% from road to rail and water by 2030 and by 50% by 2050 to ensure sustainable mobility, the long-term goal is to turn inland waterway transport into a synchro-modal partner in the hinterland of seaports and in continental transports.

IWT has a substantial cross border share in freight transport in major TEN-T corridors which however can absorb much higher volumes due to free capacity.

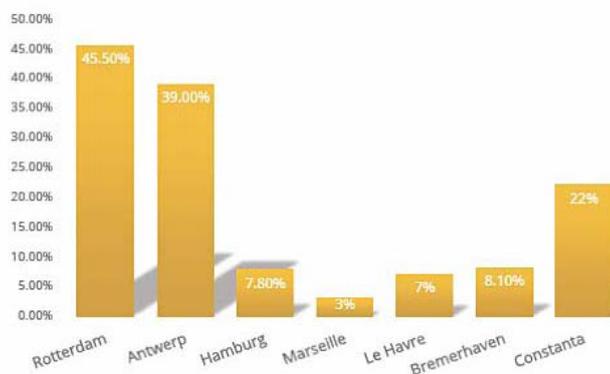
Modal shift policies are enablers to contribute to the sustainability goals at European level

In major European seaports the IWT share is increasing, partly supported by modal shift policy at port level. Recently Port of Antwerp has announced a modalshift policy towards IWT, following the successful example of Port of Rotterdam in the field of container transport.

Share waterways transport in cross-border freight flows



Inland waterways transport share in seaports



Source : CCNR & Ports

Port of Antwerp stimulates barge transport

Port of Antwerp aims to reduce the amount of road transport by 4% in favour of barge between now and 2030. The Container Barge Action Plan focuses on consolidation, digitisation and efficient scheduling, so as to streamline the collaboration between the various logistics partners so that goods move faster along the supply chain.

Innovation

Within the future policy decarbonisation and digitalisation are the main drivers regarding transport. Digitalization, automation and green vessel concepts will allow to meet the COP 21 goals and policy challenges on various levels.

EBU welcomes the European strategy for a climate neutral economy and supports its promotion of multi-modality and modal shift towards low-carbon modes such as inland waterborne transport. Moreover it shares the Commissions view expressed in its in-depth analysis and the projection for transport by 2030 and 2050 stating that

- Transport activity of freight inland navigation (Inland navigation covers inland waterways and national maritime) also benefits from the completion of the TEN-T core and comprehensive network, **the promotion of inland waterway transport and the recovery in the economic activity and would grow by 28% by 2030 and by 46% during 2015-2050.**

The significant growth in freight inland navigation and rail freight activity is also supported by road pricing, the revision of the Combined Transport Directive and the implementation of electronic documentation for freight transport”

- **“Very significant modal shift to rail and inland navigation expected in a scenario reaching -80% to net zero emission by 2050**, in particular due to improvements in transport system efficiency, driven by the gradual internalisation of external costs (“smart” pricing), policies supporting the Single European Rail area (market and interoperability), rail freight corridors (RFC), digitalisation and automation of rail, support for multimodality and intermodal connections, as well as autonomous shipping and increased competitiveness of inland waterways.”

To facilitate the transition towards zero-emission the Dutch government launched a pre-study regarding the

greening of the fleet. EBU welcomes this approach and will be involved in the launch of a main study to be carried out in the coming year. It should define the measures that can support the sector in innovating and further improving its sustainability record by dedicated financing and funding means.

It calls upon the institutions to support the industry by funding and new financial tools towards this transition where at this stage the industry is hampered in its greening attempt by legislation which is not fit for the purpose. The ‘Non Road Mobile Machinery’ (NRMM) Regulation (EU) 2018/1628 which entered into force on 1.1.2019 for new marine engines with a power output of less than 300 Kw and will enter into force for marine engines with a power output above 300 kW on the first of January 2020 imposes criteria on the sector which cannot be met yet.

At this stage the inland navigation industry finds itself in a situation of not being able to comply with the new legislation on legal grounds. For investment reasons barge owners need legal and technical clarity and certainty. New solutions developed so far are tailor made and impose disproportional high costs on the sector. To avoid this situation EBU advocated the adoption of the maritime standard (the American, EPA Tier4 standard) for engines used on inland vessels. These engines are developed on a global scale and are widely available.

Ambitious goals addressed in Mannheim Declaration

The Mannheim declaration adopted on 18 October 2018 by the Rhine-Riparian Ministers of Transport emphasised the need for up-to-date, workable and harmonised environmental and safety regulations in Rhine and inland navigation. To further improve the ecological sustainability of inland navigation, Member States of the CCNR agreed to develop a roadmap in order to

- reduce greenhouse gas emissions by 35% compared with 2015 by 2035,
- reduce pollutant emissions by at least 35% compared with 2015 by 2035,
- largely eliminate greenhouse gases and other pollutants by 2050.

Digitalisation

Digital Transport & Logistics Forum (DTLF) and Digital Inland Navigation Area (DINA)

Within the future policy **digitalisation together with decarbonisation** are the main drivers regarding transport. Digitalisation is expected to contribute to a better and more effective use of transport modes.

EBU as member of the DTLF and DINA in the past years discussed the digital development in the transport sector and more specifically in inland navigation. Digitalisation will be a key enabler for an innovative, efficient transport system.

The European Commission released a study on the future digitalisation of inland waterway transport. The study identified 3 areas where digitalisation is considered critically important being

- Improvement of navigation and management of traffic
- Integration with other modes, especially in multimodal hubs (ports)
- Reduction of administrative burdens by reducing the number of B2A declarations

Paperless sailing pilot

In the Netherlands meanwhile a pilot started to allow paperless sailing in the container sector. This approach not only cuts red tape but significantly contributes to sustainability goals by avoiding tons of paper being uselessly on board for enforcement purposes only.

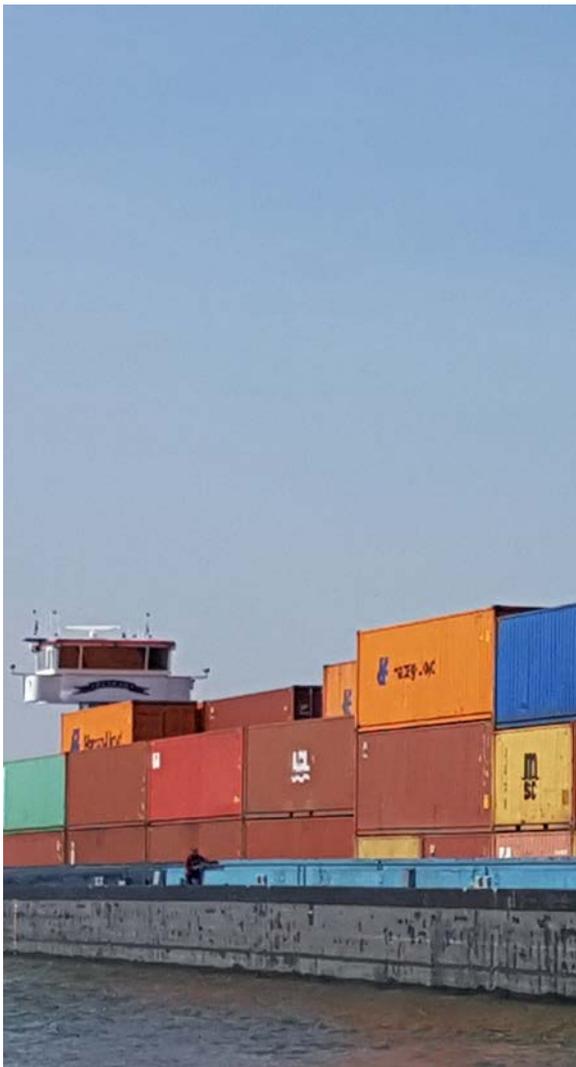
EBU welcomes the proposal by the European Commission for a regulation on electronic freight transport information (eFTI) COM(2018) 279

As a result of the discussions in DTLF the European Commission has launched the proposal for a Regulation on electronic freight transport information (eFTI) as a result of discussions within the Digital Transport and Logistics Forum DTLF.

The eFTI proposal imposes the acceptance of digital information on authorities which will lead to a reduction of administrative burdens of barge owners and operators.

Ongoing discussions regarding the digitalisation to which EBU contributes in the various expert groups are expected to meet crucial goals from the IWT sector's perspective such as:

- Reduction of administrative burdens
- Only-once reporting and sharing of information within the entire multimodal transport chain
- While at the same time guaranteeing data and privacy protection





Social dialogue & labour market

Inland Waterway Transport is a people's business. Over 42.000 people are employed on board of inland vessels. The Inland Waterway Transport sector is offering quality jobs and interesting career perspectives.

The recently adopted Directive on Professional qualifications the mobility of crew members all over Europe will increase and contribute to overcome the shortage of qualified people in the sector.

Sector specific agreements contribute to the strengthening of the social conditions and mobility of workers.

TASCS – Towards a sustainable crewing system

The Social Partners in 2014 jointly agreed on the need for the development of new crewing requirements for vessel crewmembers on the European Inland Waterway Network and initiated the investigation 'Towards A Sustainable Crewing System - TASCS' with support of the European Commission. TASCS aimed for the development of an in-depth workload assessment leading to a documented proposal for an easy to use and easy to enforce crewing instrument.

As a result of this study the suggested new crewing instrument is based on the approach to determine the needed crew (size and competences) per vessel and per individual journey. While the current regulation implies constant crew sizes and competences, the suggested instrument allows journey-specific adjustments of the crewing.

The elaboration of a new crewing system will be a next step in the strong cooperation of EBU with its social partners.

River-Sea Shipping

In 2018 the River-Sea Shipping Committee (RSSC) supported the finalization of the EMMA-Policy Paper

The "EMMA Policy Paper" on "Strengthening inland navigation and river-sea-shipping in Europe and the Baltic sea region" was presented to the European Commission at the EMMA/KEO Conference in Brussels on 06.11.2018 and at the "54th session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) of UNECE" in Geneva on 14.02.2019. The RSSC was actively involved in this policy paper and participated in these presentations. The discussion on the "EMMA Policy Paper" at the 9th RSSC-Meeting in

Hamburg focused on the question how the proposals and requirements developed can be put into practice. For this, it is necessary to continue this project in 2019. ERSTU as member of EBU which is leading the RSSC committee gave its full support to a continuation of this project.

The RSSC will contribute to a special report and workshop on River-Sea Shipping in Europe as part of the European Market observation system carried out by the Central Commission of the Navigation CCNR on the Rhine on behalf of the European Commission. The report will be published in January 2020. The workshop will take place on 11 September 2019 in Duisburg. The RSSC will support CCNR

in the preparation and organization of the workshop.



Passenger transport and cruising in Europe



Close cooperation with CESNI

The long and intensive discussions about the transitional provisions that are relevant for the passenger shipping industry (for alarm systems, for escape routes through kitchens, and for the second independent propulsion) within the CESNI-working group during 2017 were finally concluded successfully in 2018. In November 2018, the proposed measures were included in ES-TRIN 2019 which will enter into force on 1st January 2020.

The Passenger transport committee welcomes these results following its contributions by studies to CESNI working group. Not only will the alternative measures achieve a similar safety level for considerably lower

costs, but furthermore this is an example of how the passenger shipping industry itself initiated studies and subsequently successfully managed to achieve adequate solutions.

Call for harmonised rules regarding social security

A second issue that required considerable attention in 2018 were the enforcement actions taken by the river police and labour inspection authorities on illegal employment/labour abuse in the river cruise industry. Unfortunately, it almost seems to have become a tradition that these enforcement actions generate much negative media attention, especially at the beginning of the season.

After multiple meetings with national and international enforcement bodies such as Aquapol the committee was given insight into the actual (anonymized) inspection results. These show, that in some cases indeed further investigation was required. In other cases, however, the difference in interpretations between member states were the cause of the alleged violation of the regulations.

EBU together with the river cruise companies therefore continues to plead for harmonised European rules regarding social security which would provide legal certainty for all parties involved – regardless of the member state where a vessel is sailing.

To that end, in October 2018 a draft agreement was concluded between EBU, IG Rivercruise and ETF. Parties agreed to jointly make an inventory describing the business models and procedures applied in river cruise activities, and to draw up an overview of the European and international rules applying to workers in river cruise activities and the way in which these rules are being enforced in EU member states, with special attention for aspects that could open the door to social dumping practices. On the basis of these documents, parties will formulate joint conclusions and propose adequate binding measures or agreements, in order to ensure a socially healthy river cruise sector. This process will be continued in 2019.

EBU events and participation at conferences

Danube Business Talks & hand over of Industry Declaration

The industry representatives have been invited to hand over the Inland Waterway Transport declaration to the Council (Austrian Presidency) and the Commission at the Danube Business Talks on 10 October in Vienna.

EBU and ESO, the European associations representing the Inland Waterway Transport industry, in a declaration handed over to the Austrian Minister of Transport in his capacity of President of the Council of Ministers of Transport of the EU, as well as to the representative of the European Commission called for an increased political and financial support for IWT by means of a follow up programme of NAIADES II.



The declaration fed into the Council conclusions in December 2018 as well as the motion adopted by the European Parliament in February 2019.

150 Years celebration of Mannheim Treaty

The importance of this act has been reaffirmed by signing a ministerial declaration at the 150th anniversary of the treaty on 17 October 2018 in Mannheim. EBU's President and Secretary General in their statements underlined the importance of this treaty for the inland navigation industry and called upon the Central Commission for the Navigation on the Rhine (CCNR) and the European Commission to strengthen their cooperation to the benefit of the industry.



Launch of the IWT Platform

In January 2019 EBU together with ESO officially launched the European IWT platform. It intends to add a new dimension to the working of the two organisations in order to strengthen the representation of the IWT sector at European and international level.



High-level multimodal conference



European Commissioner for Transport Violeta Bulc and the Directorate-General for Transport and Mobility (DG MOVE) invited transport stakeholders for a High Level conference “Multimodal transport – towards the future”, officially closing the 2018 Year of Multimodality.

The thematic year was called to promote the functioning of the transport sector as a fully integrated system, making better use of existing capacities in all transport modes, and improving efficiency of the logistics chains.

TEN-T Conference Bucharest March 2019

The European Commission together with the Romanian Presidency of the Council of the European Union and Ministry of Transport of Romania organised a conference in the context of Orient/East-Med and Rhine-Danube Core Network Corridors.

EBU was invited to participate in a panel member highlighting the infrastructural needs of the sector.



The association EBU members

Austria



Berufsgruppe Schifffahrt / Wirtschaftskammer Österreich

Wiedner Hauptstr. 63
1040 Wien

Die Schifffahrt



The 'Berufsgruppe Schifffahrt' is the legal representation of more than 450 members with a total fleet of some 100 vessels. It is located in Vienna and part of the Austrian.

Chamber of Commerce. The members represent all market segments of inland navigation.

Its aim is to keep and improve the market and competitive position of the Austrian inland navigation industry. Moreover it is aimed at integrating inland navigation into modern logistic chains and to accelerate the intermodal development of the Austrian ports.

Berufsgruppe Schifffahrt/Wirtschaftskammer Österreich is a founding member of the European Barge Union.

Belgium



Unie der Continentale Vaart V.Z.W.

Axeldreef 9
B-9810 Nazareth (Belgium)

UCV is an association of Shipowners (companies) and Freight Forwarders, in charge of the interests of the members in all matters of inland waterway transport, representing the members in Belgium and Europe at all levels.

UCV is also a representative association of employers recognized by the Belgian government. UCV is a founding member of the European Barge Union.

Algemeen Aktiecomité der Belgische Binnenscheepvaart-organisaties

Ankerrui 42 bus 9,
2000 Antwerpen

Association de Maitres Bateliers des Regions de Liege, Limbourg et Charleroi

4, Quai de Coronmeuse B-4000 Liege

A.M.B. was officially founded on 7 February 1927. It is an association recognized by the Belgian and Walloon authorities where it is duly represented in several committees, institutions and organizations. Its aim is the promotion, protection and defense of all navigational and professionals interests of its members.

The members are mainly single barge owners, registered mostly in the southern part of Belgium. Some are owners of more than one vessel.

A.M.B. is a founding member of the European Barge Union.

The association

EBU members

Czech Republic



Avp-Cz Czech Barge Union

K. Capka 211/1
CZ-40591 Decin 1



The Czech River-Barge Union was established in 2003 and represents ca 95 % of the Czech river fleet.

The mission of the Association is to establish the conditions for the development of inland navigation in the Czech Republic, to represent, formulate, support and promote justified and common interests of its members with the goal to support inland navigation.

France



Comité des Armateurs Fluviaux (CAF)

8, rue Saint Florentin
D-75001 Paris



The Comité des Armateurs Fluviaux (CAF) is the professional representation of the French inland navigation enterprises as well as the sectors that are linked with the inland navigation industry, in the following way:

- Inland shipping companies, consortia of single barge owners and some fleets for the sector of industrial transport. These enterprises realize more than half of the inland traffic in ton-kilometers on the national waterways. They are also active internationally.
- Enterprises of the Inland Waterway Tourism sector who offer tours and cruises with overnight stay to French and foreign passengers in all the regions of France on rivers or lakes with a great range of possibilities.

CAF is a founding member of the European Barge Union.

Germany



Bundesverband der Deutschen Binnenschifffahrt e.V. (BDB)

Dammstraße 26
D-47119 Duisburg



The German Association of Inland Navigation, founded in 1974, is a national professional organisation representing the majority of the German inland navigation fleet. It was formed by the merger of regional associations. BDB is headquartered in Duisburg, (a few steps from) Europe's most important inland port. In addition, a permanent representation is located in Berlin which enables an active

substantial exchange on national infrastructure and industrial policy with the ministries and other stakeholders.

BDB's members come from all market segments of cargo and passenger shipping. BDB is the sole national organisation that represents both shipping companies and owner operators.

BDB's objective is to strengthen the competitive position of inland barge operators and to represent their interests. For this reason the association pursues activities on national and international level. It actively supports issues of the industry in various fields such as infrastructure, fiscal and legal policy or nautical and technical conditions of vessel operation. BDB is a founding member of the European Barge Union.

Luxembourg



FEDIL - The Voice of Luxembourg's Industry

7, rue Alcide de Gasperi
Luxembourg-Kirchberg



Founded in 1918, FEDIL - The Voice of Luxembourg's Industry is today a multi-sectoral business federation representing the industry, construction and business services sectors. As regards the Luxembourg economy, the FEDIL member companies represent 25% of added value, 30% of domestic employment and 8 billion EUR

per year in exports. At national level, FEDIL's main objective is to defend the professional interests of its members and analyse all economic, social and industrial issues relating thereto. Furthermore, FEDIL endeavours to develop the spirit and links of solidarity between Luxembourg employers.

At Community level, FEDIL is affiliated to BusinessEurope and has a representative office in Brussels. As an organisation representing Luxembourg employers, it participates in the activities of the International Labour Conference (ILO) in Geneva. It is also a member of the International Organisation of Employers (IOE) and the Business and Industry Advisory Committee to the OECD (BIAC).

The association

EBU members

Netherlands



Central Bureau for Inland Barging (CBRB)

Vasteland 78
3011 BN ROTTERDAM



The Central Bureau for Inland Barging (CBRB) is an employers' organisation for companies operating on the river Rhine and other inland waterways. It represents the interests of its (250) members in national and international organisations and governments, and participates in the various consultation platforms in the world of business.

The Bureau takes an interest in the fields of transport policy, labour issues, legal matters, the environment and nautical affairs. Its members are drawn from inland transport enterprises from all market segments – from the tanker and dry-cargo industries to container and roll-on-roll-off transport, from towage and push-towing to passenger transportation. CBRB is a founding member of the European Barge Union.

Switzerland



Schweizerische Vereinigung für Schifffahrt und Hafenwirtschaft (SVS)

Südquaistrasse 14
CH-4019 Basel



The Swiss Association of inland navigation and ports (SVS) represents the interests of the inland navigation industry and its stakeholders towards authorities and other associations. The association is a member of various national and international organisations and holds the secretariat of the 'Inland Navigation' parliamentary group. By the end of 2016 SVS counted some 200 members in the categories individual members (90), companies (50), partners of the inland navigation (45) as well as authorities, associations and organisations (15).

The SVS is directed by a Board consisting of ten members. The director is responsible for the daily business. SVS is a founding member of the European Barge Union.

Romania



Romanian Association of Inland Ship Owners and Port Operators (AAOPFR)

St. Albatrosului 2,
RO-800029 Galati



Founded in April 1993, the 'Romanian Association of Inland Ship Owners and Port Operators' represents almost 90% of the Romanian inland navigation fleet capacity and 90% of the Romanian inland port operators.

The original name was 'Romanian Association of Inland Ship Owners', but the

membership was extended to include port operators, shipping companies, brokers, insurance companies etc that are acting in the Romanian inland navigation field.

AAOPFR has its head office in Galati, the biggest inland port in Romania, hosting the largest inland navigation fleet. The members of the Board of Directors are usually elected in such a manner that a large area of Romanian inland navigation waterways and ports (Galati, Braila, Constanta, Drobeta-Turnu Severin etc) is covered.

The main objective of the association is to promote, nationally and internationally, the interest of their members. AAOPFR has been an observer member of EBU since 2007 and in 2008 applied for full membership.

Corresponding Members

European River-Sea-Transport Union e.V.

c/o Rhenus Port Logistics GmbH & Co. KG
August-Hirsch-Straße 3
D-47119 Duisburg
Germany



The association ERSTU, with its seat in Berlin, represents the pan-European interests of inland navigation, international river-sea transport, ports, maritime providers and their federations, including industrial customers, forwarders, logistics, trade and transport.

ERSTU was established in 1997 and unites 68 members from 12 West- and East European countries. ERSTU represents an inland and coastal tonnage of more than 8 million tons and a remarkable potential of sea-coastal and inland ports stretching from Rotterdam to the Russian inland waterways. ERSTU focuses on integration of inland and river-sea navigation into an intermodal transport association for optimal use of the existing capacities in the interests of sustainability, mobility, ecology, safety and efficiency and on a better use of the short distance traffic on sea including the river-sea shipping. The ERSTU Danube Section has a strong focus on the Danube area.

Corresponding Members

IG RiverCruise

Nauenstraße 63A, Postfach,
CH-4002 Basel



IG RiverCruise

The IG RiverCruise was founded in 2000 as an interest group of the European-based river cruise lines. With 22 member cruise lines and more than 200 river cruise vessels, the IG RiverCruise represents more than two-thirds of the market share.

As a non-governmental organization it meanwhile is established as the voice for the European river cruise industry, representing common interests for the river cruise industry and matters of its members towards third parties.

Duties and responsibilities of the IG RiverCruise are maintaining contact with organizations, institutions, umbrella associations and regulatory bodies engaged in the river cruise industry. Lobbying at European and national levels as well as spreading operational information are other tasks. Above all, developing and promoting the image of the river cruise industry as one of the fastest growing sectors of tourism is another main target.

Fédération Belge d'Organisateurs de Transports Fluviaux Belgische Federatie van Transportorganisatoren in Binnenvaart (BFTB-FBOTF)

Brouwersvliet 33 Bus 1
2000 Antwerpen



The BFTB-FBOTF is the sole Professional Union of transport organizers (freight forwarders and brokers) in inland navigation recognized by the Belgian National and Regional Authorities.

Its aim is to :

- defend the professional interests of her Members in general,
- study and promote all economical and social questions concerning inland navigation in general and the activities of the transport organizers in particular,
- intervene with regional, national and international authorities.

The BFTB-FBOTF was founded in march 1955.

Structure

(as per June 2019)

EBU-Officials

- President, Paul Goris (NL)
- Vice-President, Dr. Philippe Grulois (B)
- Secretary General, Theresia Hacksteiner

Executive Committee

- Paul Goris (President), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- Dr. Ph. Grulois, (Vice-President) Unie der Continentale Vaart, Gent
- Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg
- D. Leandri, Comité des Armateurs Fluviaux, Paris
- S. Plüss, SVS, Basel
- L. Cotiga, AAOPF, Galati
- J. Vogelaar, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Board of Management

Austria

- N. Baumann, Danu Transport GmbH, Wien
- Mag. P. Blachnik, Berufsgruppe Schifffahrt, Wien, (alternate member)
- Dipl. Ing. W. Mosser, Brandner Wasserbau GmbH, Wallsee

Belgium

- Dr. Ph. Grulois (Vice-President), Unie der Continentale Vaart, Nazareth
- G. van Overloop, De Grave Antverpia, Antwerpen
- S. Kegels, Aktiecomité-Comité d'Action, Antwerpen (alternate member)
- E. Straatman, Orinoco NV, Hoboken (alternate member)

Czech Republic

- L. Fojtu, A.V.P-CZ, Decin
- Theresa Schneiderova, A.V.P-CZ, Decin

France

- Francois Boriot, Comité des Armateurs Fluviaux Paris
- D. Leandri, Comité des Armateurs Fluviaux, Paris

Germany

- Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg
- J. Schwanen, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
- M. Staats, MSG eG, Würzburg (alternate member)
- Elena Vostrikov (alternate member)

Luxembourg

- P. Hemmen, FEDIL-Business Federation Luxembourg, Luxembourg
- Mr. Jacques Naaborgh, Chemgas Shipping, Rotterdam

Netherlands

- Paul Goris (President), Centraal Bureau voor de Rijn-en Binnenvaart, Rotterdam
- J. Vogelaar, Centraal Bureau voor de Rijn-en Binnenvaart, Rotterdam

Romania

- L. Cotiga, AAOPF, Galati
- S. Cucu, AAOPF, Galati

Switzerland

- A. Auderset, SVS, Basel
- S. Plüss, SVS, Basel
- Substitute: Heinz Amacker, SVS Basel



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