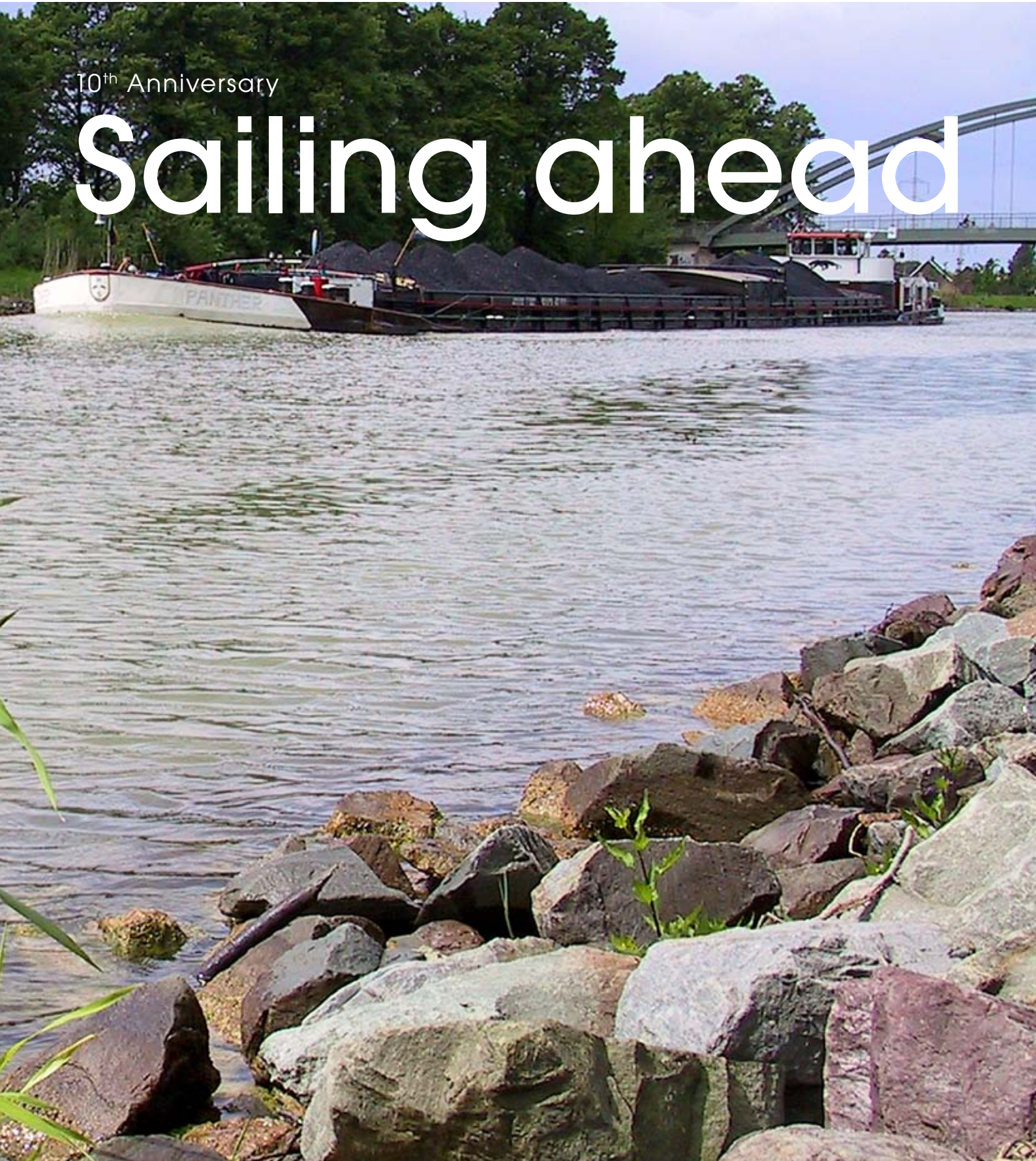


10th Anniversary

Sailing ahead



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EUROPEAN BARGE UNION (EBU) is the European association of barge owners and barge operators. Established in 2001, EBU meanwhile represents the interests of barge owners and barge operators in nine European countries.

EBU's main objective is to represent the interests of inland shipping at a European and international level and to contribute to the development of a European inland navigation policy. EBU thus promotes the development of inland shipping and of the transport by inland navigation vessels.

Sailing ahead



On 14 December 2001 the European Barge Union was founded by its predecessors, the Internationale Arbeitsgemeinschaft der Rheinschiffahrt IAR and the International Barge Union IBU. Merging these two associations resulted in one strong representation of the inland navigation interests at European and international level. Starting with members from 6 European countries meanwhile national associations of barge owners and operators from 9 European countries have joined EBU. This means that today the industry associations from Austria, Belgium, the Czech Republic, France, Germany, the Netherlands, Romania and Switzerland and as from 2012 Luxemburg are represented.

From its very beginning EBU has been involved in all kinds of policy debates related to its various fields of activities. Ever since then EBU has been closely

cooperating with relevant international institutions like the European Union, the River Commissions, the UNECE and ITF. Obviously its work is closely related to the work of the River Commissions, where EBU is granted observer status and is closely involved in the committee works. Another important relationship is with the River protection commissions, which play an important role as regards the implementation of the various environmental protection rules.

The most important part of activities is based upon its committee works which reflect the main fields of activities. In the past decade this committee work, where the national experts in the various fields share their specific knowledge in favour of the industry, has led to numerous concrete results in the benefit of the entire industry.

In the past year the new White Paper and TEN-T policy were released by the European Commission, which aim to mark a new era in the overall transport policy. Inland waterway transport serves huge industries and plays an increasingly important role. The environmental and social challenges as expressed in the new White Paper can be much better addressed by making full use of the environmentally friendly inland waterway transport. A prioritisation and rebalance of cargo flows must lead to a better use of the

existing resources in a more efficient and effective way. EBU in this context advocates a doubling of the share of inland waterway transport in the future. Where the EU transport patterns are at a turning point the adequate policy framework will make or break the course towards a competitive and sustainable economy. Moving inland navigation higher on the political agenda through establishing a permanent inland navigation policy by a successor of **NAIADES** with adequate financial support will be one of the main elements to realise the overall European policy goals.

André Auderset
President

EU- transport policy

NEW WHITE PAPER AND FOLLOW UP OF NAIADES

EBU welcomes the European Commission's White Paper that recognised the importance and potential of Inland Waterway Transport (IWT). A significantly higher share of Inland Waterway Transport supports the European Union to cope with its future mobility.

Inland Waterway Transport (IWT) plays an important role for the transport of goods and passengers in Europe. It pays an important contribution to the transport demands within the European policy. As a matter of fact the environmental and social challenges as expressed in the White Paper can be much better addressed by making full use of inland waterway transport. The prioritisation and rebalancing of cargo flows must lead to a better use of the existing resources in a more efficient and effective way. IWT serves huge industries and offers a huge potential for modal shift, certainly not restricted to long distances over 300 km! It is able to support the visions of the White Paper for a competitive and sustainable transport system and realising the goals for a competitive and resource efficient transport system by

- combining growth of transport on the untapped potential of the European waterways and reaching the 60 % emission reduction target
- taking over volumes from the congested roads, which benefits the entire European society and economy
- increasing IWT's share not only for long but also on short distances such as in congested city and port areas
- deploying new and sustainable fuels and propulsion systems
- optimising the performance of the logistic chain through the development of multimodal nodes and a better integration of inland waterway transport

Follow up to the Naiades programme

IWT offers solutions! On the congestion free waterways IWT in terms of sustainability is characterized by its energy and cost efficiency, environmental friendliness and safety.

In the White Paper the Commission recognised this role of IWT and emphasised that the NAIADES programme to boost IWT has created a momentum for a common European inland navigation policy. EBU welcomes that the Commission will

Alternative fuels high on the agenda

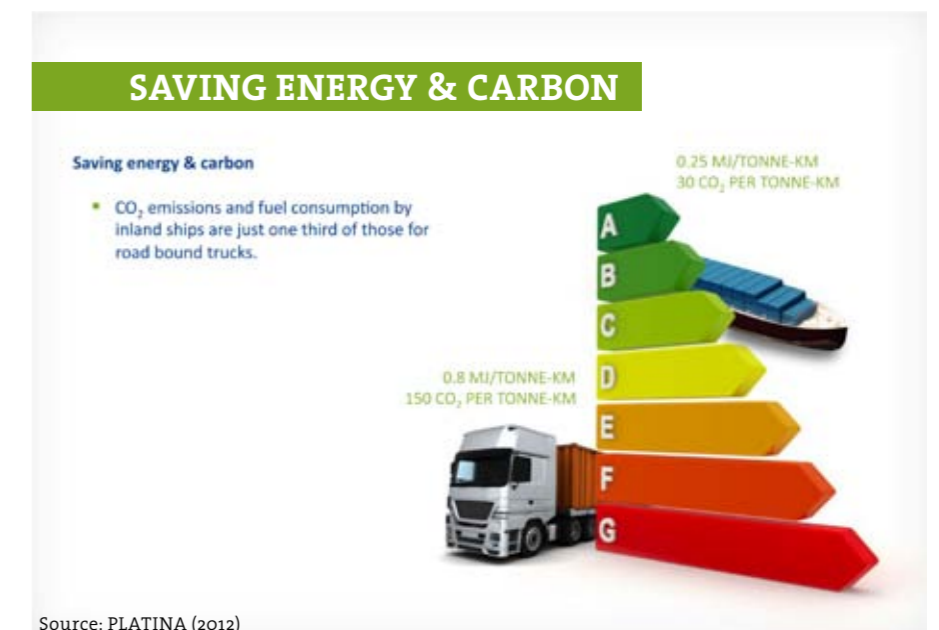
Inland navigation is known as the most energy efficient and low carbon mode of transport. As a matter of fact inland navigation has already been sailing on sulfur free fuels as from 2010. Liquefied Natural Gas (LNG) however is one of the alternative fuels that could have a promising future in the sector. In different countries various partners have joined forces and are currently working on a short term implementation which has meanwhile resulted in the first LNG vessels being operational.

ensure the continuity of the implementation measures and the follow up the existing programme which is regarded as the appropriate framework to cope with the future development of IWT within the realisation of a sustainable transport policy. The further integration of IWT into the logistic chain requires a number of specific measures that are needed under a follow up programme for which appropriate financial support must be foreseen.

Apart from the various position statements which EBU submitted to the Commission in the consultation processes regard-

ing the White Paper and NAIADES, it attended the high level conference "THE INTEGRATION OF INLAND WATERWAY TRANSPORT INTO THE ECONOMY, NAIADES", organised under Hungarian EU- Presidency. EBU pleaded for a strong support of inland waterway transport by highlighting the benefits of a full integration of IWT into the economy.

The new policy calls for new and unorthodox approaches without delay. The urgency of the problem is illustrated by the damage occurred to carriers due to congestion in 2010 in one of the EU Member states, the Netherlands. The costs of this damage amounted some 400 million EURO, not having taken into account the costs for the depending industry, which are estimated at 900 mio to 1.2 billion EURO! (Source: Transport en Logistiek Nederland (TLN), EVO).



New Ten-T Policy

INLAND WATERWAYS – A VITAL PART OF THE CORE NETWORK

The aim to remove major bottlenecks and barriers in key areas of transport infrastructure such as Inland waterway transport (IWT) is expected to contribute to quality waterway infrastructure. EBU shares the Commission's view that a future approach has to concentrate on projects that benefit the entire transport system in economical and ecological terms. Significantly increasing IWT's modal share will lead to a major contribution to the de-carbonisation goal of the European policy.

Methodology and Legal Instrument

EBU welcomes the chosen methodology and legal instrument which presumes the commitment by the Member States in the realisation of the TEN-T. A realisation of the networks within the timeframe foreseen is crucial to guarantee European mobility. The dual layer approach, com-

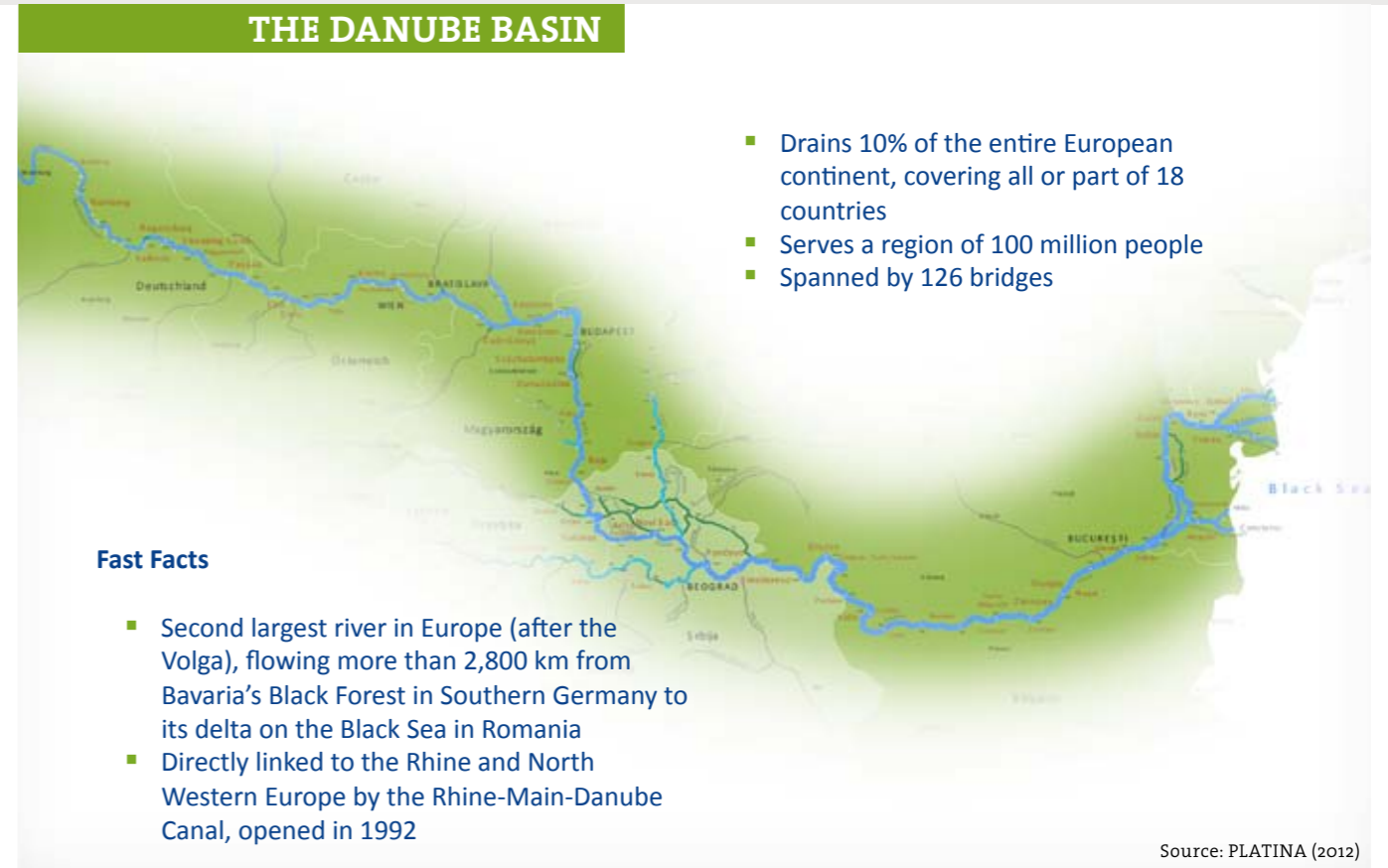
prising a core network and a comprehensive network, seems appropriate to realise the aims as set out in the guidelines.

The establishment of core network corridors and corridor platforms as instruments to facilitate the coordinated implementation of the core network need

to guarantee a coordinated approach. It is however also considered as a huge challenge to bridge the gap between the scarcity of financial means available and the number of priority infrastructure projects.

Funding Framework

The "Connecting Europe Facility" which is intended as a new instrument to finance the priorities will allocate 21.7 billion EURO to transport infrastructure in Europe. Additional financial instruments out of the Cohesion Fund for related transport infrastructure are expected to support this facility by 10 billion EURO for the period 2014-2020. The general funding rates for inland waterways being 20% of the eligible costs can be increased to 30 % for actions addressing bottlenecks and to 40 % for actions concerning cross-border sections.



EBU thus expects that Inland Waterways as major part of the core network linking East and West, old and new Member States, will sufficiently be supported to benefit from the positive effects of this network. With funding rates up to 40 % for infrastructure EBU believes that member states should fully benefit from this support in times of tight national budgets and calls upon the Member States to back the Commission proposal in the benefit of the entire European transport system.

EBU expressed its demands in position papers during the consultation process and delivered a statement at the High Level conference organized by the European Commission in November 2011 after the release of the new TEN-T policy.

Inland navigation needs quality infrastructure to sail ahead!

Working time agreement

Infrastructure is the backbone of transport!
The high return on investment in inland waterway infrastructure calls for

- allocating at least 20 % of the TEN-T budget to IWT infrastructure in order to remove the existing bottlenecks and to realise the missing links.
- guaranteeing reliability of the waterways by proper maintenance of the existing infrastructure with sufficient financial support at national level.



Source: PLATINA (2012)

EBU SIGNS AGREEMENT ON WORKING TIME IN INLAND WATERWAY TRANSPORT

Recently and after long negotiations EBU has achieved a sectoral agreement regarding the organisation of working time with its social partners from ETF and ESO. Within the framework of this agreement EBU also succeeded in formulating adequate provisions with regard to seasonal work in the passenger transport industry. The agreement is considered a major step forward.

With support from the European Commission EBU, ESO and ETF conducted negotiations to achieve a sectoral agreement on the organisation of working time. Social partners felt that the specific working- and living conditions in the inland navigation sector require a sectoral directive in this field. The agreement covers both crew members and shipboard personnel. It lays down important minimum rules which apply to all such workers such as

- total working time in average may not exceed 48 hours per week; the average may be calculated within a reference period of 12 months,
- total night working time may not exceed 42 hours per week,
- a right to at least four weeks' paid annual leave, and to paid annual health checks,
- a right to at least 10 hours' rest every day (at least six hours must be uninterrupted) and at least 84 hours' rest in total every week.

The agreement reflects the regular working schedules in inland waterway transport and specifies standards for consecutive working- and rest days. Where the normal working day is 8 hours, daily working time may be longer, and some weekly rest days may be temporarily postponed, provided that the minimum standards set out above are always respected.

The agreement is supposed to support the sector in finding and attracting qualified staff. Inland waterway transport offers huge possibilities and challenges and is a major partner in the entire logistic chain. The social partners have asked the Commission for their agreement to be made legally binding in the EU.

Signing working time agreement in inland navigation (from left to right) Jean-François Dalaise (EBU), Jan Veldman (ESO), Nick Bramley and Eduardo Chagas (ETF).



10th anniversary

In the framework of its Annual Seminar on 17 January EBU celebrated its 10th anniversary in the premises of the Central Commission for Navigation on the Rhine (CCNR) in Strasbourg. In the presence of the President of the CCNR Edwige Belliard, and Vice-President of the European Commission, Siim Kallas, EBU's President André Auderset emphasised the result of its work in the past decade and reflected on future developments in the field of transport and mobility.

EBU-Enlargement

The seminar was the stage to announce EBU's enlargement by welcoming Fedil – Business Federation Luxembourg as a new member. This means that actually the national associations from 9 European countries are represented within EBU.

Over 80 participants, among whom were MEPs, Commission staff, members of EBU and industry stakeholders, participated in the seminar and the debate following a day of inland waterway events in Strasbourg, organized by both the European Federation of Inland Ports EFIP and Inland Navigation Europe INE.

EBU welcomed the Commission's strong commitment to work on a successor of NAIADES. As the EU transport patterns are at a turning point the adequate policy framework will make or break the course towards a competitive and sustainable economy. Moving inland navigation higher on the political agenda through establishing a permanent inland navigation policy by a successor of NAIADES with adequate financial support will be one of the main elements to realise the overall European policy goals.



EBU activities

In the past year various meetings of the Committees and the Board of Directors took place. In the framework of its Board meeting on 29 November 2011 in Prague EBU discussed the importance of the integration of the river Elbe in the core network of the TEN-T. In a press conference following this meeting EBU's President stressed the need of a strong implementation of inland waterways in the multimodal corridors under the new TEN-T concept.

EBU participated at several meetings of CCNR to defend the industry's position at working group and plenary level. It successfully voiced the concern of the industry regarding the decrease of the guaranteed depth of locks in France. EBU's plead was supported by CCNR and led to a withdrawal of the increase of the "Schwellbetrieb" of the locks in France.

Safety and security

Safety and security are basic requirements for a proper development of each transport mode. Due to its quality characteristics and high safety standards the inland waterway sector can claim to be the leading performer in this respect. This target was achieved by a system of highly advanced and internationally recognized rules for the transport of dangerous

goods. EBU via its Dangerous Goods Committee is represented in the meetings of the UN ECE safety committee and some specific working groups (i.e. "Education", "Substances"). In this role it is closely involved to comment and advise the ongoing process of improving the already high safety standard in the Inland Waterways Sector (IWT) created by the ADN. After the TMS "Waldhof" accident on the 13th of January 2011 a working group has elaborated a couple of measures to improve the stability of inland navigation tankers. EBU had the important role to detect the needs for improvements and to adjust the proposals to make them feasible in the everyday-life. It successfully supported the release of a permission for the first LNG vessel to sail on inland waterways.

Cooperation

Reflecting on the results and success of the past 10 years EBU advocates a close cooperation at sector level. This finally led to a renewed invitation for a closer cooperation with the European Skippers Organisation ESO in the benefit of the represented industries.



The Association EBU Members



Austria

Berufsgruppe Schifffahrt / Wirtschaftskammer Österreich
Wiedner Hauptstr. 63
1040 WIEN



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.
Kleindokkai 3-5
B-9000 GENT

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 Binnenscheepvaartorganisaties

Dokseinde 14
B-2930 BRASSCHAAT

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

24, 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 mostly 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. Today some eighty enterprises represent the industry in the following way:

- Nearly the total of the inland shipping companies, a consortium of single barge owners and some small fleets for the sector of industrial transport. These enterprises realize some 40 % of the inland traffic in ton-kilometers on the national waterways. They are also active internationally.
- Some forty 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 15-17
D-47119 DUISBURG



Bundesverband der Deutschen
Binnenschifffahrt e.V. (BDB)

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 - Business Federation Luxembourg

7, rue Alcide de Gasperi
Luxembourg-Kirchberg



Founded in 1918, Fedil – Business Federation Luxembourg is today a multisectoral 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 12 E
3011 BL 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 (400) 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 2011 SVS counted some 255 members in the categories individual members (120), companies (74), partners of the inland navigation (32) as well as authorities, associations and organisations (29). 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 our/their members.

Structure (as per april 2012)

EBU-Officials

- President, A. Auderset (CH)
- Vice-President, L. Fojtu (CZ)
- Secretary General, T. Hacksteiner

Board of Directors

Austria

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

Belgium

- W. Pierre, De Grave Antverpia, Herstal (A.M.B.)
- G. van Overloop, De Grave Antverpia, Antwerpen (alternate member)
- Dr. Ph. Grulois, Rederij Huygebaert N.V., Gent
- M. Parmentier (alternate member), Aktiecomité-Comité d'Action, Antwerpen

Czech Republic

- L. Fojtu (Vice-President), A.V.P-CZ, Decin

France

- J.F. Dalaise, 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

Luxembourg

- T. Hermes, Fedil-Business Federation Luxembourg, Luxembourg

Netherlands

- P. Struijs, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- J. Vogelaar, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Romania

- L. Cotiga, AAOPF, Galati

Switzerland

- A. Auderset (President), SVS, Basel
- B. Heydrich, Ultra-Brag AG, Basel

Committees

NAUTICAL-TECHNICAL COMMITTEE

Chair

- J. Kruisinga, CBOB, Rotterdam

Vice-Chair

- J. Zöllner, DST, Duisburg

Secretary

- J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

Belgium

- J. van Duynslaeger, VBR, Edegem
- P. Roland, Association des Maitres Bateliers, Bodegnée-Verlaine
- D. Mertens, Unie der Continentale Vaart VZW, Mechelen

Czech Republic

- S. Tlustos, Ceskepristavy, Praha

France

- D. Carpentier, Chambre Nationale de la Batellerie Artisanale (CNBA), Paris
- J.-M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg

Germany

- N. Hohenbild, MS "Catharina", Emmerich
- H. Ruffer, (DTG) MS "Otrate", Boffzen
- W. Schröder, Deutsche Binnenreederei AG, Berlin
- J. Zöllner, (vice-chair) DST, Duisburg

Netherlands

- B.E. Boneschansker, ThyssenKrupp-Veerhaven B.V., Brielle
- M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- G. Kester, Kantoor Binnenvaart, Rotterdam
- J. Kruisinga, (chair) CBOB, Rotterdam
- N. Lurkin, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- L.M.E. Pater-de Groot, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- R. Tieman, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- L. van Toorenburg-van IJzerlooy, KSV, Rotterdam
- H.J. van der Velde, CBOB, Rotterdam

Romania

- S. Rodenau, CFNR Navrom, Galati

Switzerland

Vacant

TANKBARGING COMMITTEE

Chair

- Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg

Secretary

- R. Tieman, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Austria

- N. Baumann, Avanti Schiffführt und Lager GmbH, Korneuburg

Belgium

- Dr. Ph. Grulois, Rederij Huygebaert N.V., Gent

France

- J.-M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg
- St. Fortrye, CFT, Le Havre Cedex

Germany

- Dr. G. Jaegers, (chair) Reederei Jaegers GmbH, Duisburg

Netherlands

- C. De Graaf, Zwaans v.d. Heuvel Tankvaart B.V., Rotterdam
- R. Overveld, Interstream Barging Europe B.V., **Dordrecht**
- R. Versloot, Vof Commander, Zwijndrecht

Switzerland

- R. van Westenbrugge, Schweiz. Ver. Für Schifffahrt & Hafenwirtschaft, Basel

Structure (as per april 2012)

DANGEROUS GOODS COMMITTEE

Chair

- R. Overveld, Interstream Barging Europe B.V., Dordrecht

Vice-Chair

- F.M. Pruy, Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten

Secretary

- E. Spitzer, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

Belgium

- A. Bauwens, Schoten
- D. Mertens, Unie der Continentale Vaart VZW, Mechelen
- P. Roland, Association des Maîtres Bateliers, Bodegnée-Verlaine

France

- J.M. Leclerc, Compagnie Fluviale de Transport, Le Havre

Germany

- W. Fanter, Lehnkering Reederei GmbH, Duisburg
- D. Gerstenkorn, B. Dettmer Reederei GmbH & Co. KG, Lauenburg
- K.M. Meier, Reederei Jaegers GmbH, Duisburg
- K. Pöttmann, Stolt-Nielsen Switzerland AG, Zug
- T. Speermann, B. Dettmer Reederei GmbH & Co. KG, Lauenburg

Netherlands

- R. Overveld, (chair) Interstream Barging Europe B.V., Dordrecht
- F.M. Pruy, (vice-chair) Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten

- D. van Kempen, Chemgas B.V., Rotterdam
- R. Tieman, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Switzerland

- G. Baumgartner, Stetrag AG, Basel
- M. Maier, Stetrag AG, Basel

PASSENGER TRANSPORT COMMITTEE

Chair

- W.B. de Zeeuw, De Zeeuw Reederei Management, Basel

Secretary

- M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Austria

- W. Hanreich, DDSG GmbH, Wien

Belgium

- Mr. Olijslager, Rederij Seastar, Nieuwpoort

France

- A. Bour, CroisiEurope, Strasbourg

Germany

- F. Heim, Köln-Düsseldorfer Deutsche Rheinschifffahrt AG, Köln
- W. Thie, Neckar Personenschifffahrt Berta Eplle GmbH & Co. KG, Stuttgart
- J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

Netherlands

- M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Switzerland

- R. Reitsma, Scylla Tours AG, Basel
- W.B. de Zeeuw, (chair) De Zeeuw Reederei Management, Basel

SOCIAL COMMITTEE

Chair

- M. Koning, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Austria

- P. Blachnik, WKO, Wien

Belgium

- P. van den Abbeele, Antwerpen

Czech Republic

- L. Hradsky, AVP-CZ, Decin

Germany

- J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
- V. Schumacher, Dettmer Gruppe, Duisburg

France

- J.F. Dalaise, Comité des Armateurs Fluviaux, Paris

Netherlands

- M. Koning, (chair) Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- J. Naaborgh, Chemgas Shipping, Rotterdam

Romania

- L. Cotiga, AAOPF, Galati

PUSHBARGING COMMITTEE

Chair

- G. Hötte, Rhenus PartnerShip GmbH & Co. KG, Duisburg

Secretary

- J. Vogelaar, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Germany

- G. Hötte, (chair) Rhenus PartnerShip GmbH & Co. KG, Duisburg
- Dr. R. Pütz, Imperial Schifffahrt GmbH & Co. KG, Duisburg
- J. Steinebach, Lehnkering Redereë GmbH, Duisburg

Netherlands

- Z. Brasser, Eurobulk Transportmaatschappij, Dordrecht
- J. Davidse, Thyssen-Krupp-Veerhaven B.V., Brielle
- H. Touwslager, Imperial de Grave, Zwijndrecht
- J.M.T. Valk, Provaart Logistic, Hendrik- Ido-Ambacht

Environmental Coordinator

- R. Tieman, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam



BRUSSELS:
Avenue Grandchamp 148
1150 Brussels

ROTTERDAM:
Mailaddress:
PO Box 23210
3001 KE Rotterdam
The Netherlands

Address:
Vasteland 12e
3011 BL Rotterdam
The Netherlands

T +31(0)10 798 98 80
F +31 (0)10 412 90 91
E: info@ebu-uenf.org
I: www.ebu-uenf.org

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