

Inland navigation
greening transport

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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 eight 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.



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INTRODUCTION

Times have changed. Since the release of our last annual report global economy slowed down and ended up in a recession which has its influences on all industries.

In our annual seminar which was organised in February this year I stressed the important role of inland navigation when it comes to combat the negative effects of transport. Inland navigation either as stand alone or as part of the entire transport chain considerably contributes to mitigate these effects due to its energy efficiency, environmentally friendliness and low costs compared to other modes. By then however we already became aware of the severe impact of the economic crisis on our industry.

Transport is closely connected to the economic situation and development of the industry. Consequently the transport sector meanwhile has fallen in an economic crisis as well, which will have severe consequences for the sector as such. It is thus important to undertake concerted actions in order to overcome the crisis without however interfering in the market.

A number of initiatives on policy and legislative level recently have been taken in the field of transport. Our organisation has reflected on the various policy papers and proposals. In this report the most important issues are reported reflecting EBU's ideas and opinions on the different proposals and policies.

2009 is a year of change. Not only regarding the economical developments but also with respect to the elections of the new European Parliament followed by the expected installation of a new Commission by the end of the year. We take this opportunity to thank the European Parliament, the Commission and the European Economic and Social Council for their support in the past and hope to continue this relationship.

We furthermore would like to thank the Central Commission for the Navigation on the Rhine, the International Commission for the Protection of the Rhine and the International Commission for the Protection of the Danube at which EBU holds an observer status, as well as the Danube Commission and the UNECE for the fruitful cooperation in the past year. Changes are both challenges and chances. We therefore understand 2009 - the year of changes - as an opportunity to rethink our role and position rather than a threat. We hope to end up with new opportunities in the field of institutional developments, cooperation and economical development and to establish a strong position in the future of transport.



Dr. Philippe Grulois
President

ECONOMIC CRISIS & INLAND NAVIGATION

Transport follows trade patterns. Since the economic crisis seriously effects world trade, transport and inland navigation is suffering from an enormous decrease of volume since the beginning of 2009. Meanwhile the situation has serious effects on the economic situation of the inland navigation industry.

In January 2009 the volume of cargo carried for instance in Germany in general decreased **some 27,5 %** compared to the year 2008. In France the international carriage of goods on waterways decreased **some 23 %** in the first two months of this year (-12 % in the field of export and -34 % in the field of import). The situation in the other countries with navigable waterways is at least comparable.

The situation however differs in the various segments. The carriage of containers on the river Rhine for example since the beginning of 2009 decreased some 30 %. The situation in the carriage of mass products such as iron ore and coal is even worse after the collapse of the steel industry and the reduction of production which already lead to the closure of some plants in Europe. The carriage of steel by inland vessels for instance to France shows a decrease of 20 %, in the field of carbon recent figures show a decrease of 27 % and in the field of chemical products even 54 %.

According to recent statistics regarding the import and export of goods in the Port of Rotterdam the handling of containers in the period January-March 2009 decreased by some 18 % compared to the same period in 2008 while the handling of iron and ore even decreased by some 50 % in the period referred to. The goods taken over by inland vessels in the Port of Antwerp in the same period in overall decreased by some 17 %, taking into account decreases of up to 40 % in the metal-ware segment. The actual crisis is of an unprecedented intensity and of an unknown duration, but it will be limited.

The European Community and the Member States are able to support the industry by a number of measures which can be taken up immediately. These are:

1. Investment in infrastructure:

EBU called for the proper maintenance of the existing waterways, the realisation of the bottlenecks and the implementation of the missing links as defined on the TEN-T priority list and proposed in EBU's comment on the recently launched Green Paper on the revision of the TEN-T guidelines. The available financial means in the TEN-T- as well as the national budgets thus should be dedicated to waterway infrastructure to support this ecological and economic transport mode without delay.

2. Avoidance and decrease of administrative burdens

3. Decrease of financial burdens such as for example port fees and taxes.

4. Investigation how the industry can be supported to overcome the difficult financial situation for example with the assistance of the European Investment Bank (EIB).

EBU calls upon the European Commission, the Parliament and the Member States to support the inland navigation industry by the proposed measures without delay.



GREENING TRANSPORT & INLAND NAVIGATION

EBU's annual seminar in February 2009 was dedicated to the discussion regarding Greening Transport, the TEN-T policy as well as energy efficiency and adaptation to climate change. Inland navigation as the most environmentally friendly mode of transport is committed to support decision makers in their efforts to reach sustainable solutions. The sector is committed to move forward on emission low concepts and is working on initiatives in that field.

Inland Shipping is the most environmentally friendly mode of transport and will keep its great advantage. The sector is committed to move forward on emission-low concepts in order to maintain and improve its environmentally friendly image. The benefits from inland shipping however have to be considered not only referred to emissions. They are a result of the overall concept and advantages of inland shipping in terms of congestion, maintenance and use of infrastructure, accidents and other relevant elements.

The European Commission in 2008 released its Communications on Greening Transport and Strategy for the internalisation of external costs. The communications intend to introduce initiatives to keep mobility sustainable and to encourage transport users to switch to cleaner vehicles or modes and to use less congested infrastructure in order to avoid the negative effects of transport. The Commission therefore intends to put forward two different types of initiatives to redouble its effort to make transport greener and more sustainable. The first type intends "getting the prices right" through internalisation of external costs of transport in a tailor made approach by mode of transport. This type of measure should be accompanied by regulatory instruments, infrastructure measures and research and development measures.

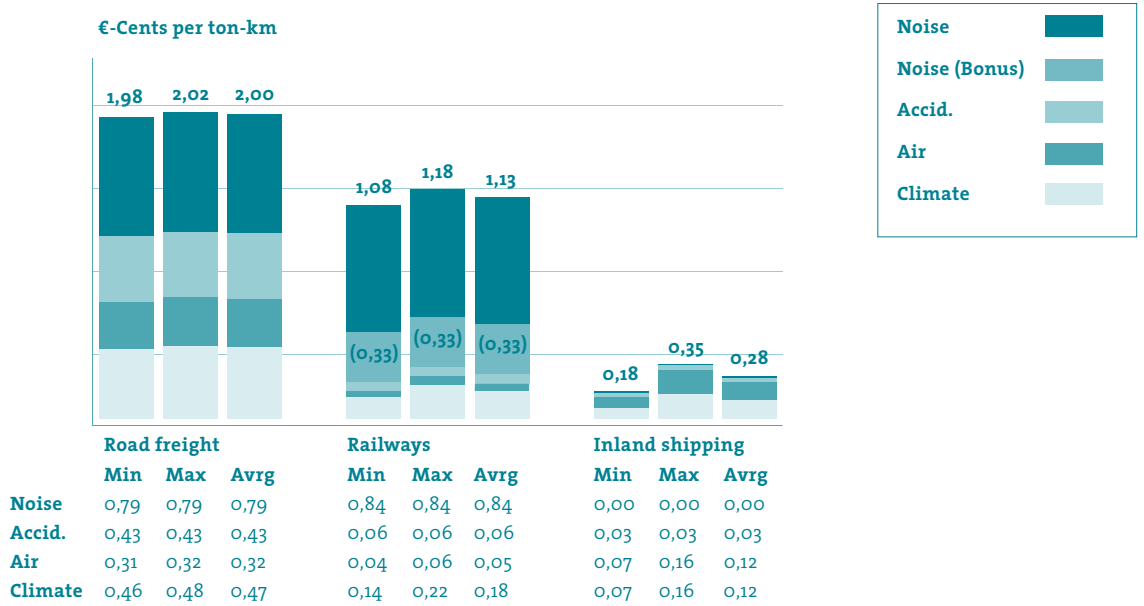
PLANCO STUDY "ECONOMICAL AND ECOLOGICAL COMPARISON OF TRANSPORT MODES"

The German Planco institute recently in co-operation with the Bundesanstalt für Gewässerkunde conducted a study¹ on the economical and ecological comparison of transport modes. According to this study inland navigation in the sum of all external costs generated by climate change noise, accidents and emission holds the most positive record of the compared modes of transport. As one of the outcomes proves, the overall costs of all external effects in the field of bulk transports are some 83 % lower compared to road, and some 70 % lower compared to rail transport. In the field of container transport the costs compared to road transport are 78 % lower, and compared to rail transport 68 %²

¹ Economical and ecological comparison of transport modes: Road, Railways, Inland waterways", Summary & Findings, „Verkehrswirtschaftlicher und ökologischer Vergleich der Verkehrsträger Strasse, Bahn und Wasserstrasse“ by PLANCO Consulting GmbH, Essen in co-operation with Bundesanstalt für Gewässerkunde, Koblenz, November 2007

² The full text as well as its summary and findings are published on <http://www.wsd-ost.wsv.de/service/pdf/index.html> in German version and the English translation of the summary and findings on

Figure below: Spread and Average Values of All External Costs (Noise, Accidents, Climate Gases, Air Pollution) for Bulk Freight on Selected Routes



SUSTAINABLE TRANSPORT

The aim of the European policy is to support cleaner modes and the use of less congested infrastructure. Therefore a stimulation policy is needed in favour of those modes that contribute most to the realization of this policy. The waterways in Europe, which mostly are existing natural rivers, dispose over capacity to absorb a much higher volume of transports. In connection with the positive effects in terms of external costs a switch to inland navigation offers a double advantage.

EBU’s conclusion regarding the discussion on Greening Transport is that

1. Inland navigation as part of the transport chain has a positive impact on the environmental performance of transport. The low CO₂ emission of inland vessels compared to other modes of transport together with the recent measures to further improve the environmental performance in terms of emissions and lowering the sulphur content in fuel contribute considerably to mitigation.
2. The aim of the European policy is to keep Europe moving and to support cleaner modes and the use of less congested infrastructure. Therefore a stimulation policy is needed in favour of modes that contribute most to the realization of this policy, mainly inland navigation. The waterways in Europe, which mostly are existing natural rivers, dispose over capacity to absorb a much higher volume of transports. In connection with the positive effects in terms of external costs a switch to inland navigation offers a double advantage.
3. It is thus crucial to acknowledge in the discussion regarding the TEN-T policy review to support waterborne transport with substantial infrastructural measures and financial means to remove the existing bottlenecks and to realise missing links in the European waterway system.

Modal shift towards inland shipping therefore does not only contribute to an improvement of the environmental performance of the transport chain but to developing a sustainable transport system in general.



INFRASTRUCTURE & THE TEN-T POLICY REVIEW

At the beginning of 2009 the European Commission launched its Green Paper regarding the TEN-T policy. EBU reflected on this paper and contributed to the consultation with its comments and proposals. Traffic growth of the past decade led to an unacceptable congestion and pollution in the European Union. The European Union transport plays a key role within the policy guidelines regarding future developments of society by recognising that the effect of imbalance between modes led to situations which are at least not in favour of the Community.

Europe in the past years suffered from severe congestion problems for which solutions have to be defined and implemented. It is necessary to find a new balance between the transport volume and sustainable development of the society towards the background of an enlarged European Union. Promoting better use of all modes of transport and a better use of alternative modes to road with unused potentials can considerably contribute to new solutions and a new balance between economic growth and environmental protection. Inland Waterway Transport plays an important contribution to the transport demands within the European policy, however this mode of transport suffered from an underestimation during the past decades. Where the share of Inland Waterway Transport in specific areas plays an important role and reaches shares up to 40 % in some Member States, the overall share of Inland Waterway Transport only makes up some 4 %. Research has proven that Inland Waterway Transport *can grow tremendously on various waterways*, due to considerable reserve capacity both in infrastructure and fleet capacity. Inland Waterway Transport has turned out to be the most environmentally-sound and safe mode of goods transport as well, which even more offers the best possible safety guarantees. This offers tremendous possibilities for the future growth of Inland Waterway Transport.

THE TEN-T POLICY REVIEW – SOME GENERAL OBSERVATIONS

Infrastructure is without doubt the backbone of transport. In its contribution to the consultation on the discussion launched by the European Commission regarding its TEN-T policy, EBU reised some [general remarks and observations](#) which should be taken into account in the overall policy review:

1. A closer relation between the TEN-T policy and the transport policy is needed: The TEN-T policy should be embedded in the overall European transport policy rather than acting as standalone policy. This would automatically lead to a more integrated approach as well as complementarity between the different policy areas.
2. The TEN-T policy in economic terms is crucial to the development of Europe. Stimulation of the competitive position of Europe in a sustainable way - one of the aims of the Lisbon agenda - needs to take on board transport and infrastructure demands. Transport and cargo volumes follow the economic development and trade patterns. A proper infrastructure is needed to guarantee the smooth transport of cargo.
3. The environmental challenges as expressed in the overall European policy can be much better addressed by making full use of environmentally friendly modes and potentials such as inland waterway transport.

4. Prioritisation and rebalance of cargo flows must lead to a better use of the existing resources in a more efficient and effective way. A concentration on projects that benefit the entire transport policy deserves support.

Following these general observations in the future a clear choice in favour of cleaner modes and the use of less congested infrastructure will be needed in order to address the overall congestion problem and to keep Europe moving. Therefore a stimulation policy is needed in favour of modes that contribute most to the realization of this policy, mainly inland navigation.

INLAND NAVIGATION PROJECTS TO BE SUPPORTED

It is thus crucial to acknowledge in the discussion regarding the TEN-T policy review to support waterborne transport with substantial infrastructural measures and financial means to remove the existing bottlenecks and to realise missing links in the European waterway system. From a socio-economic point of view many Inland Waterway projects deserve full support. A positive first step towards realisation of the aims within the European Transport policy in terms of modal shift has been the listing of some Inland Waterway Projects in the TEN-T priority list. The listed projects are of high relevance to the transnational traffic flows.

The already listed projects on the TEN-T priority list must be realised as soon as possible. This is considered a precondition within the discussion regarding the review of the TEN-T policy. In addition to the already listed projects other projects must be added to the priority network.

Existing TEN-T priority projects

1. Rhine/Meuse– Main – Danube axis (Project nr. 18)
2. Seine-Scheldt (Project nr. 30)

Other severe bottlenecks of transeuropean relevance which need to be supported at Community level and added to the priority list, either as stand alone projects or as part of a priority network:

1. East-West Corridor:
 - Elbe: realisation of guaranteed water depth
 - Canal system in Northern Germany: regulation and guaranteed water depth
2. North-South Corridor:

A TEN-T CORE NETWORK?

According to EBU there are different advantages of introducing a network approach rather than a project approach. Compared to the priority project approach a network approach would a.o. incorporate the nodes. In terms of inland waterway projects this could lead to a better connectivity and integration of inland waterway transport into the entire transport and logistic chain. However, to realise such a conceptual and integrated approach a totally different system of financing and financial means would be necessary. Whether the flexible approach would lead to a change of attitude at Member state level would largely depend on a change of paradigm and financial support at Community level.

EBU in its position paper concluded in favour of a core network approach and maintaining the comprehensive network.



PASSENGER RIGHTS & LIABILITY

In December 2008 the European Commission launched a proposal for a regulation concerning the rights of passengers when travelling by sea and inland waterways (COM (2008) 816). EBU representing the interests of the inland navigation industry in Europe, including the majority of barge owners and operators of passenger vessels, took the opportunity to propose certain amendments to the Commission's proposal.

Following its White Paper the European Commission takes initiatives to establish passengers' rights in all modes of transport including passenger protection measures. According to this intention the Commission released its proposal for introducing these rights for passengers when travelling by sea and inland waterways, including the rights of persons with reduced mobility. The regulation is intended to apply to commercial passenger services and aims to establish:

- minimum provisions on the accessibility, non-discrimination and assistance to disabled persons and persons with reduced mobility;
- Obligations for carriers when travel is interrupted in the event of cancellation or delay;
- Obligation to inform passengers travelling by sea and inland waterway of their rights;
- Handling of complaints;
- General rules of enforcement.

GENERAL REMARKS

EBU raised some general observations regarding the proposal and its legitimacy by emphasising that

1. the inland navigation industry continually strives for a high service level with safety and quality as core values. Therefore already many measures have been taken and implemented on a voluntary basis with regard to [service, support, accessibility and information](#) in order to guarantee the rights of all passengers travelling by inland navigation vessels.
2. the measures as proposed in the Regulation would impose unnecessary onerous obligations on an industry which is characterized by a large number of SME's and transport contracts which are carried out very often on short distances and on a short termed notification. In addition there is a certain overlap with the already existing [Council Directive 90/314/EEC of 13 June 1990 on package travel, package holidays and package tours](#). Consequently the proposed measures are regarded disproportional, where the general aims of the proposal can be met by the applicable legislation and the own standards as referred to. Following the principle of subsidiarity it is therefore unnecessary to impose these obligations on this industry.

3. Apart from this, the proposal would impose considerable and unnecessary **administrative burdens** on its members, without any added value for neither the passenger, whose interests are at stake in this regulation, nor the shipping companies. This is felt to be in contradiction with European Commission's Action Plan which aims at reducing the administrative burdens on businesses in the EU by 25 % in 2012. One of the aims of this Action Plan is to improve the effectiveness of legislation without jeopardizing the underlying policy.

4. In general it is felt that the wording of the Regulation is not at all suitable for inland navigation and seems to be intended mainly for maritime transports and public services. The Regulation therefore should be **rephrased** in such a way that the specific characteristics of the inland passenger transport are duly taken into account and the proposed measures apply to the services where they are mainly intended for.

Following these general observations EBU thus proposed some concrete amendments to both the European Parliament and the European Council.

LIABILITY

A regulation proposed by the European Commission in the year 2006 on liability of carriers of passengers by sea and inland waterways COM (2005) 592 – was rejected in the year under review by the European Parliament as well as by the Transport Council. Referring to the high safety standard of the inland shipping sector as well as the negotiations to amend the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI), IVR and EBU have jointly successfully pleaded for exclusion of the inland shipping sector from the area of application of this regulation proposal.

STRASBOURG CONVENTION ON THE LIMITATION OF LIABILITY IN INLAND NAVIGATION (CLNI)

Under the auspices of the Central Commission for Navigation on the Rhine the intended amendment to the CLNI Convention has been discussed. The negotiations concern the extension of the scope of application as well as the amendment of the liability limits of the Convention. The intended purpose of an additional protocol is to have the Convention made applicable for all navigable waterways. Contracting States will, however, be given the possibility to exclude certain waterways from the scope of application.



The key note speakers of the EBU seminar “Greening Transport & Inland Navigation” in Brussels

LABOUR MARKET & SOCIAL DIALOGUE

The continuing growth of the fleet leads to a structurally increasing demand for qualified inland navigation personnel and consequently, in spite of the economic crisis, to a somewhat tensed European labour market. Regarding the nationalities of crew members this labour market is gradually becoming more international. Against this background the CCNR organised a round table conference about labour market and education, in which the EBU, together with the other European organisations of the social partners, participated. The conference welcomed the foundation of EDINNA, the new organisation of inland navigation schools. During the conference the schools indicated that the accessibility of the sector to career changers could be improved by assessing the required professional competencies at European level. For this purpose an international working group of the social partners, Central Commission for the Navigation on the Rhine (CCNR) and EDINNA was founded within the framework of the project platform PLATINA.

SOCIAL DIALOGUE

In the sectoral Social Dialogue Committee the social partners at European level discuss the topics that were adopted in an agreed work program. Actual priorities are to achieve a sectoral agreement with regard to the organisation of working time and to harmonise the professional profiles and - qualifications throughout Europe.

After preliminary discussions in the sectoral Social Dialogue Committee EBU, ESO and ETF received permission from the European Commission to conduct negotiations with regard to a European working time agreement. Social partners feel that the specific working- and living conditions in the inland navigation sector require a sectoral regulation in this field. Consequently this agreement is meant to be adopted by the European Council and provide employers and employees in the sector with a workable regulation instead of the general working time directive.

BOAT MASTERS' CERTIFICATES AND MANNING REQUIREMENTS

EBU welcomed the initiatives taken by the European Commission to harmonise the legislation with regard to boat masters' certificates and manning requirements. Obviously these initiatives support a better utilisation of the European inland waterway network. With regard to the required knowledge EBU highly values close cooperation with the CCNR and the Danube Commission in this field. Furthermore in the view of EBU especially manning requirements should also reflect the vision of the social partners.

NEW EUROPEAN RULES FOR VESSEL OPERATION

The decision on future [emission standards](#) for diesel engines of IWT vessels seems to be postponed. The Commission, DG ENTR, has not yet published the impact assessment carried out by ARCADIS. The group of experts meeting on 3rd March 2009 has been cancelled without setting a new date. Drafting a proposal might be left to the next Commission.

Regarding the transitional [reglementation in Chapter 24 Rhine vessel regulation](#)/Annex II of directive 2006/87/EC the Joint Nautical and Technical Committee of the European Barge Union and ESO (NTC) has received a detailed reply from CCNR on its proposals for clarification/amendment of the implementation dates for technical requirements in the years to come. Some answers to the 8 critical points addressed by EBU and ESO are not satisfying as they call for new technical solutions which have yet to be developed by the industry. There is also still a need to clarify the exemption rule for unbearable financial hardships under article 24.04 of the rules. EBU has called upon the competent authorities to make extensive use of this article in times of economic crisis.

Control procedures for environmental friendly engines have been introduced by Commission directive 2009/46/EC amending the technical directive 2007/86/EC. The 2009 directive is also a further step towards harmonisation of European legislation and rules adopted by the Central Commission for Navigation on the river Rhine (CCNR) which EBU welcomes very much. However, both CCNR and EC regulation need more flexibility when applying exemptions for vessels facing an unbearable financial hardship under article 24.04. EBU has presented concrete amendments in this respect.

EBU also welcomes the Commission decision to co-finance a joint German-Dutch aid scheme for the installation of AIS transponders in Western Europe, a French AIS aid scheme and calls for a similar decision in the Lower Danube region. IWT has made good experience with mandatory AIS use on the Austrian Danube. EBU is also favourable of a step by step introduction of electronic reporting and a more intensive use of River Information Services in general. Furthermore, EBU has started to validate and prioritise administrative and regulatory burdens identified by a study presented by the European Commission in March 2009. According to first discussions within the sector, differing national rules in waste transport, a lack of mooring facilities and uncertain planning procedures are seen as major obstacles for improving IWT."



Mr. Jonathan Scheele, Director Transport logistics, Trans-European Transport Networks and Co-Modality, General for Transport and Energy Directorate of the European Commission, Brussels

SAFETY & SECURITY

Inland waterway transport is the most safe and secure mode of transporting dangerous goods due to highly advanced and international recognized standards. EBU's commission for the transportation of dangerous goods plays an active role in the process of improving and upgrading the rules and standards for the transportation of dangerous goods by the mean of inland waterway barges.

At present the transition process from one system of rules to another has almost reached its last stage: Initiated by a framework directive of the European Union the ADN (Accord européen relatif au transport international des marchandises Dangereuses par voie de Navigation) will replace the ADNR (Accord européen relatif au transport international des marchandises Dangereuses par voie de Navigation sur le Rhin)

The ADNR is only implemented in the five member states of the Central Commission for Navigation on the Rhine (CCNR). In contrast the ADN is spread out on all transportations of dangerous goods on inland waterways in all member states of the EU - latest until the 30th of June 2011. Until then enough time is left to ensure that the standard of the regulations in the further ADN will be the same as in the actual ADNR regulations.

Part of the ADNR and of the upcoming ADN in its chapters 1.10 are concerning the matter of security. The meaning of this subject is growing. The EBU has declared that these chapters outline a good and practicable way to improve the security standard. On the basis of chapter 1.10 ADNR and the EBU Guidelines "Security in the inland shipping industry" the inland waterway sector can contribute to a higher security level.



INLAND NAVIGATION IN EBU MEMBER COUNTRIES

AUSTRIA

Fachverband Schifffahrt / Wirtschaftskammer Österreich

The National Action Plan NAP on Danube Navigation is a dynamic planning and decision-making instrument of Austrian inland navigation policy up to 2015.

The National Action Plan on Danube Navigation stresses the transport political significance of inland waterway transport which was also made a focal issue under the Austrian EU Council Presidency in the first half of 2006. The NAP is a dynamic instrument of Austrian inland navigation policy. Its central element is a catalogue of measures which was compiled in 2005 in close co-operation with all relevant players in the sector. The increasing importance of waterway transport is also palpable on the European level. In January 2006, for example, the European Commission presented an action programme to promote inland waterway transport in Europe. The NAP constitutes the national implementation strategy of this European action programme and sets out the course for Austria's inland navigation policy to 2015.

Fachverband Schifffahrt is a founding member of the European Barge Union.

Austrian ports and transshipment sites

The raise of the waterborne transshipment in the Austrian ports and the transshipment sites reported for 2007 continued during the first three quarters of 2008.

The private port of Voestalpine in Linz scored the highest general growth rate and the Port of Vienna, Enns as well as the public Port of Linz indicated a more moderate growth in water-based transshipment in 2007/2008. The Port of Krems showed a fall in transshipment volume for 2007/2008 which can be attributed to the decrease in the transshipment of gravel. In all other product groups, the Port of Krems showed a clear growth in 2007 and the three first quarters of 2008.

All the Austrian ports and transshipment sites reported a considerable decrease for the fourth quarter of 2008 and the two first quarters of 2009 due to the general effects of the economic crisis.



Mr. Hans van der Werf, Secretary General adj. Central Commission for the Navigation on the Rhine (CCNR), Strasbourg.

BELGIUM

UNIE DER CONTINENTALE VAART V.Z.W.

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 the levels. UCV is also a representative association of employers recognized by the Belgian government.

ALGEMEEN AKTIECOMITÉ DER BELGISCHE BINNENSCHIEP-VAARTORGANISATIES

ASSOCIATION DE MAÎTRES BATELIERS DES RÉGIONS DE LIÈGE, LIMBOURG, NAMUR ET CHARLEROI

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 the navigational and professional 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.

The Belgium organisations are founding members of the European Barge Union.

CZECH REPUBLIC

AVP-CZ CZECH BARGE UNION

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

The mission of the Association is to establish the conditions for the development of the 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.

1. Global situation:

- 1.1. 303 km of fully navigable waterways in the Czech Republic – 31 locks and weirs of the total investment extent approx. € 5,5 billions.
- 1.2. Short term plans
 - 1.2.1. Improving navigability on the Elbe section between the Czech - German border and the port of Usti nad Labem,
 - 1.2.2. Prolongation the navigability up to the port of Pardubice. On the 29th of April 2008 the Czech Ministry of transport put an official request in the EC for including the Elbe onto the list of priority projects.

Comparison of the transport volumes in 2007 and 2008 in thousands of tons and in mio. ton-kilometres water-road-railway

Transport volumes of the Czech river fleet on the Elbe and on the West-European waterways

thsd.tons	water	road	railway	water thsd.tons	ex+imp+domestic CZ	WE Waterways
2007	2 242	453 537	184 014	2007	1 135	1 107
2008	1 905	431 855	177 374	2008	743	1 162
2008/2007	85%	95%	96%	2008/2007	65%	105%
mio tkm	water	road	railway	water mio tkm	ex+imp+domestic CZ	WE Waterways
2007	898	48 141	16 644	2007	353	545
2008	863	50 877	15 549	2008	253	609
2008/2007	96%	106%	93%	2008/2007	72%	112%

1.2.3. Improving the technical condition of the fleet. In 2008 started the project of the state aid for the modernisation of the czech river fleet and increase of its environmental friendliness and safety.

Supported actions

- Acquisition of low-emission diesel engines and aggregates for IWT vessel
 - Adaptations of vessels for multimodal transport (e.g. lightweight aluminium hatch covers, vertical increasing of coamings, facilities for the transport of cars)
 - Adaptation of vessels to enhance safety of navigation and avoid environmental damage (e.g. bow thrusters, modernisation of hull and bottom, radar, autopilot) Several particular requests have been submitted during 2008 and 2009 but because of the administrative delays they can be realised not earlier than at the end of 2009.
- 1.3. Long term aims – realisation of the Donau-Odra-Elbe canal. The Ministry of transport has started negotiations about the territorial protection of the adjacent lands.

FRANCE

Comité des Armateurs Fluviaux (CAF)

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 internationally active.
- 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 in a great range of possibilities.

CAF is a founding member of the European Barge Union.

The **primary mission** of the Comité is to ensure the representation and defence of the interests of the member enterprises before the public authorities and the European Institutions for all that refers to the execution of their activities, including the condition of the infrastructures or the various regulations in the field of taxes and technical and social matters.



In the **social field**, the CAF is in charge of negotiations with the social partners, organizations representing the employees, on matters of conventional rights that are applicable for the profession and assures that these agreements are applied by the entire sector with the support of the public authorities.

Besides, the CAF offers its members a range of **practical services** mainly on the plan of initialization of professional formations either for access to jobs in inland navigation or to supervise the modernization of the instruments of formation. On that regard the sector has recently purchased a pilotage simulator and signed an agreement in October 2004 for the application of new regulations for professional education.

Finally and in the frame of **lobbying actions at the public authorities** and local organizations, the CAF supports the activities and the secretariat of several member associations, founded in order to promote the connections Seine - Nord - Europe or Seine Moselle Rhône. In this matter the 'Comité' has been directly involved with the development of studies and the promotion of the Seine Nord Europe next to the project leader: Voies Navigables de France.

The Council of the CAF is presently chaired by **Mr. Jean François Dalaise**, who is also president of the Port Autonome de Paris, the Comité Provoideau, treasurer of the AFT IFTIM, member of the board of Voies Navigables de France, the European Barge Union and member of the Comité Economique et Social d'Ile de France. The total managed budget of these organizations amounts to approximately 1.5 million Euros.

One of the **services offered** by the CAF, is the realization of an **Internet site www.caf.asso.fr** (in revision process) in order to feature the members and their activities and to support the mutual and external links with their partners. This search for the creation of links between the enterprises is also one of the objectives of the 'comité' when it organizes the **voyage des Nautes (sailors trip)** every year. Mostly organized abroad, this trip is both a discovery of new aspects of the practical professional life of inland navigation and a trip of leisure intended for deepening contacts with the various professional actors in France. In the same perspective, the CAF supports the publication of a specialist journal under the name of "**Navigation, Ports et Industrie**", which refers to the French inland navigation sector.

The Comité des Armateurs Fluviaux features itself as a **professional structure** at the service of all the members, whether small or large, that believe in the advantages of common actions and are willing to come into action in order to get recognition of the various professions within the inland navigation transport and tourism sector. Consequently, it has the ambition to become a leading professional actor, offering support to the member enterprises and helping them to get better control of their conditions of development.

GERMANY

German Association of Inland Navigation (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.

The focus of the BDB is the German inland navigation sector. BDB's objective is to strengthen the competitive position of the 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.

Economic situation of Inland Navigation in Germany

In 2008 the German Inland Navigation sector achieved its second best year since 1991. 245,6 million tons of goods were transported on Germany's canals and rivers which depicts an increase of 1,4 % compared to 2007.

International transport decreased to estimated 188,0,5 million tons in total. National transport went down to about 57,5 million tons.

Positive results can be reported in the field of the transport of mineral oil products, building materials, food-stuffs and fertilizers. Declining was the amount of transported coal, ore and iron inclusive non-iron metallic substances.

NETHERLANDS

Central Bureau for Inland Barging (CBRB)

Inland shipping has become essential in the European world of transport. In this world of economics, sustainability, logistics and security, the Central Bureau for Inland Barging, based in the Netherlands, plays a central role.

This central agency for Inland Waterway Transport (IWT) is an organization of and for entrepreneurs in inland shipping. With a staff of 15 persons and experts on the various policy-making fields the most important aspects are covered.

The organisation has several specific market-groups with their own permanent secretaries who serve as liaison to the members and committees for specific issues. These committees are manned by members and other experts and thus guarantee optimal advocacy.

The CBRB is represented in all major national forums, including advisory bodies to the government, employers organisations and organizations in the field of safety and the environment. On European level the input of the CBRB in the European Barge Union has become indispensable for anything regarding IWT in Brussels and Strasbourg and Geneva. Where national governments more and more leave their tasks and knowledge to the market, the role of the CBRB has become even bigger. Thus, the knowledge of CBRB is increasingly going towards public bodies instead vice versa. In the communication with its members and external parties the CBRB use all the relevant resources at its disposal this moment. Whenever possible the use of digital resources and new media.



The annual general meeting, meetings of member groups and thematic encounters provide optimal opportunity for exchange of information between all stakeholders inside and outside the organization.

The CBRB also runs project organisation: Shipping Projects Bureau (SPB), which is active in several IWT projects in Europe and the Netherlands.

For further information about the CBRB we refer to www.cbrb.nl

The CBRB is founding member of the European Barge Union.

ROMANIA

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

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.

AAOPFR has the 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 members. AAOPFR has been an observer member of EBU since 2007 and in 2008 applied for full membership.

Actual situation of Inland Navigation in Romania

After crossing a very bad period (1996 – 2003), along Yugoslavian embargo and war, restrictions of navigation on the Danube due to destructions of bridges, very low depths of the Danube, finally during the last two years (2007 - 2008) there was an increase in inland transports, which permitted our members to renew motorization and equipment of their fleet.

SWITZERLAND

Schweizerische Vereinigung für Schifffahrt und Hafengewirtschaft (SVS)

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 parliamentary group “Inland Navigation”. By the end of 2008 SVS counts some 271 members in the categories individual members (135), companies (69), partners of the inland navigation (37) as well as authorities, associations and organisations (30). The SVS is directed by a Board consisting of twelve members. The director is responsible for the daily business.

SVS is a founding member of the European Barge Union.

Various issues dominated the Swiss inland navigation in the past year. Firstly intensified efforts to strengthen the importance of this mode of transport in the public opinion and at the decision makers. Secondly the improvement of the structures through a merger of the national Rhineports into the "Swiss Rhineports" which was accomplished by January 2008. The local industry now expects improvement of the competitive power through a new lean organisation.

Success regarding "awareness" could be realised on a national level. The draft of the transport law "Güterverkehrsgesetz" could be amended during the parliamentary session, taking into account the concerns of the inland navigation and ports. Without doubt an event organised by the Parliamentary Group of SVS and its call for a better compliance with the needs of the industry within the national transport policy led to this success.

The sector is expecting further progress towards better integration of the inland navigation in the public opinion by the report regarding inland navigation, which will be released by the government based upon an initiative by the Delegate of Basle, Ms. Fetz, medio 2009.

Economic situation of Inland Navigation in Switzerland

At regional level the merger between the Rhineports in Basle dominated the activities. The project brilliantly survived the negotiations in two regional parliaments as well as a referendum. By the new name "Schweizerische Rheinhäfen" it is proved that the industry is providing transport services in the national interest.

Due to the deterioration of the economic climate by the end of 2008, the Swiss Ports could realise an increase in waterside transshipment of only 1,5 %. As in the past years the dry cargo showed the bigger part of this increase, whilst the transshipment of mineral oil decreased slightly. In the field of container handling there was a decrease of approximately 11 % compared to 2007.



THE ASSOCIATION

EUROPEAN BARGE UNION (EBU) is the European association of barge owners and barge operators. Since her establishment in 2001 EBU has represented the interests of her members. Main objective is to defend the interests of inland shipping at the European and international level. She deals with all the subjects that promote the development of the trade of inland shipping and of the transport by inland navigation vessels. This includes inter alia the following tasks:

- following and contributing to the development of a sustainable European transport policy;
- controlling and promoting all measures intended to reach, through international cooperation, improvement of the productive capacity and cost-effectiveness of inland shipping;
- cooperating with all authorities
 - which take decisions about the general conditions under which inland shipping carries out her activities,
 - which are charged with the maintenance, extension and financing of the waterways and which are responsible for traffic safety;
- supporting an extensive exchange of information and experience and a fruitful cooperation between the members.

AUSTRIA

„Die Schifffahrt“

Wirtschaftskammer Österreich
Wiedner Hauptstrasse 63 A
A-1045 WIEN

BELGIUM

Association des Maîtres Bateliers des
Régions de Liège, Limbourg, Namur et Charleroi
24, Quai de Coronmeuse
B-4000 LIEGE

Algemeen Aktiecomité der Belgische Binnenvaartorganisaties V.Z.W.

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Unie der Continentale Vaart.

Kleindokkai 5-6
B-9000 GENT

CZECH REPUBLIC:

AVP-CZ

Karla Capka 211/1
CZ-40591 DECIN

FRANCE

Comité des Armateurs Fluviaux
8, rue Saint Florentin
F-75001 PARIS

GERMANY

Bundesverband der deutschen
Binnenschifffahrt e.V.
Dammstrasse 15-17
D-47119 DUISBURG

NETHERLANDS

Centraal Bureau voor de
Rijn- en Binnenvaart
Vasteland 12E
NL-3011 BL ROTTERDAM

ROMANIA

AAOPF
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RO-80002 GALATI

SWITZERLAND

Schweizerische Vereinigung für
Schifffahrt und Hafenwirtschaft
Südquaistrasse 14
Postfach
CH-4019 BASEL

STRUCTURE (as per June 2009)

1. EBU-OFFICIALS

President, **Dr. Ph. Grulois** (B)

Vice-President, **A. Auderset** (CH)

Secretary General, **T. Hacksteiner**

2. BOARD OF DIRECTORS

Austria

N. Baumann, Danu Transport GmbH, Wien

Mag. A. Piekniczek, Die Schifffahrt, Wirtschaftskammer Österreich, Wien

Belgium

W. Pierre, De Grave Antverpia, Herstal (A.M.B.)

Dr. Ph. Grulois (President), Rederij Huygebaert N.V., Gent

O. Parmentier (Alternate member), Aktiecomite - Comité d'Action, Antwerpen

Czech Republic

L. Fojtu, CSPL AG, 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

Netherlands

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

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

R.J. Kasteel (Alternate member), Interstream Barging Europe B.V., Dordrecht

Romania

V. Stancu, AAOPE, Galati

Switzerland

A. Auderset (Vice-President), SVS, Basel

B. Heydrich, Ultra-Brag AG, Basel



3. COMMITTEES

3.1. NAUTICAL-TECHNICAL COMMITTEE

Chair

J. Zöllner, DST, Duisburg

Vice-Chair

J. Kruisinga, CBOB, Rotterdam

Austria

(Vacant)

Belgium

A. Bauwens, VBR, Schoten

E. van den Poel, Merksem

P. Roland, Association des Maîtres Bateliers, Bodegnée - Verlaine

Czech Republic

S. Tlustos, Ceskeprístavy, 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 (chair), DST, Duisburg

Netherlands

B.E. Boneschansker, ThyssenKrupp-Veerhaven B.V., Brielle

L.M.E. de Groot, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

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

G. Kester, Kantoor Binnenvaart, Rotterdam

J. Kruisinga (vice-chair), CBOB, Rotterdam

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

L. van Toorenburg, KSV, Rotterdam

H.J. van der Velde, CBOB, Rotterdam

Romania

S. Rodenau, CFNR Navrom, Galati

Switzerland

A. Zimmerli, Natural van Dam AG, Basel

Secretary

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

3.2 TANKBARGING COMMITTEE

Chair

Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg

Austria

(Vacant)

Belgium

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

France

J.M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg

B. Lassarat, 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.J. Kasteel, Interstream Barging Europe B.V., Dordrecht

H.C. Visser, Visser Holding B.V., Schiedam

Switzerland

A. Auderset, Schweiz. Ver. für Schifffahrt & Hafenwirtschaft, Basel

Secretary

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

3.3. DANGEROUS GOODS COMMITTEE

Chair

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

Austria

(Vacant)



Belgium

A. Bauwens, Schoten

E. van den Poel, Merksem

P. Roland, Association des Maîtres Bateliers, Bodegnée - Verlaine

France

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

Germany

D. Gerstenkorn, B. Dettmer Reederei GmbH & Co. KG, Lauenburg

K. Pöttmann, Stolt-Nielsen Inland Tanker Service GmbH, Duisburg

K. Schmitt, Reederei Jaegers GmbH, Duisburg

Netherlands

R. Overveld (chair), Interstream Barging Europe B.V., Dordrecht

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

J. Smit Roeters, Chemgas B.V., Rotterdam

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

Switzerland

G. Baumgartner, Stetrag AG für Schiffsbefrachtung, Basel

Secretary

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

3.4. PASSENGER TRANSPORT COMMITTEE

Chair

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

Austria

(Vacant)

Belgium

P. Roland, Association des Maîtres Bateliers, Bodegnée - Verlaine

Mr.Olijslager, Rederij Seastar, Nieuwpoort

France

Y. Desgigot, CroisiEurope, Strasbourg

Germany

F. Heim, Köln-Düsseldorfer Deutsche Rheinschiffahrt AG, Köln

W. Thie, Neckar Personenschiffahrt Berta Eppe GmbH & Co. KG, Stuttgart

J. Rusche, Bundesverband der Deutschen Binnenschiffahrt e.V., Duisburg

Netherlands

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

Jan Mudde, Lekkerkerk

Switzerland

D. Thiriet, Scylla Tours AG, Basel

W. B. de Zeeuw (chair), De Zeeuw Reederei Management, Basel

Secretary:

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

3.5. SOCIAL COMMITTEE

Chair

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

Belgium

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

Czech Republic

L. Hradsky, AVP-CZ, Decin

Germany

J. Rusche, Bundesverband der Deutschen Binnenschiffahrt e.V., Duisburg

JV. Schumacher, Dettmer Gruppe, Duisburg

K. Wenkel, Bundesverband der Deutschen Binnenschiffahrt e.V., 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

V. Stancu, AAOPE, Galati



3.6. PUSHBARGING COMMITTEE

Chair

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

Germany

G. Hötte (chair), Rhenus PartnerShip GmbH & Co. KG, Duisburg

Dr. R. Pütz, Imperial Schifffahrt GmbH & Co KG, Duisburg

Netherlands

L. Brink, Eurobulk Transportmaatschappij, Dordrecht

J. Davitse, ThyssenKrupp -Veerhaven B.V., Brielle

W. de Jong, Gebr. P. en J. de Jong B.V., Rozenburg

H. Quirein, Imperial de Grave, Zwijndrecht

J.M.T. Valk, Provaart Logistic, Hendrik - Ido - Ambacht

Secretary

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

3.7 ENVIRONMENTAL COORDINATOR

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

WESTERN EUROPEAN FLEET (JANUARY 2009)

	Total		Switzerland		France		Germany		Netherlands		Belgium		Luxemburg	
	Number	Tonnage	Number	Tonnage	Number	Tonnage	Number	Tonnage	Number	Tonnage	Number	Tonnage	Number	Tonnage
General Cargo Vessel	6.625	6.960.893	17	34.029	962	492.651	1.072	1.226.224	3.312	3.968.503	1.250	1.227.444	12	12.042
Push Freight Barge	2.783	3.908.599	2	3.232	475	492.253	995	860.068	1.038	2.040.621	273	512.425	0	0
Lash Ship	111	89.930	0	0	0	0]	111	89.930	0	0	0	0	0	0
Lighter	356	256.725	0	0	1	410	242	76.176	109	172.567	4	7.572	0	0
Tank Vessel	1.692	2.370.848	42	92.822	35	40.128	462	623.083	868	1.209.463	268	364.514	17	40.838
Push Tank Barge	158	239.337	1	2.073	69	101.912	36	45.985	43	70.635	7	10.288	2	8.444
Tank Lighter	27	8.338	0	0	0	0	8	2.983	18	5.031	1	324	0	0
Total	11.752	13.834.670	62	132.156	1.542	1.127.354	2.926	2.924.449	5.388	7.466.820	1.803	2.122.567	31	61.324
	Number	Tot.kw's	Number	Tot.kw's	Number	Tot.kw's	Number	Tot.kw's	Number	Tot.kw's	Number	Tot.kw's	Number	Tot.kw's
Push Barge	584	262.168	0	0	147	57.848	180	46.746	172	105.863	73	38.532	12	13.179
Tug	689	182.496	1	368	11	2.277	116	13.352	533	122.365	27	43.836	1	298
Push Tug	550	163.047	4	1.384	0	0	85	16.593	391	122.843	64	19.785	6	2.442
Total	1.823	607.711	5	1.752	158	60.125	381	76.691	1.096	351.071	164	102.153	19	15.919
	Number		Number		Number		Number		Number		Number		Number	
Passenger Vessel	1.468	0	56	0	5	0	748	0	619	0	37	0	3	0
Other	2.657	0	15	0	2	0	190	0	2.359	0	86	0	5	0

