FUTURE OF TRANSPORT

Inland navigation - a major contributor to a sustainable transport system

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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1. INTRODUCTION

When President Barroso presented the "Political Guidelines for the New Commission" last year he stressed that "decarbonisation of the transport sector" must be a key concern of the new Commission's transport and environmental policy. In a joint letter of the whole transport sector to President Barroso we emphasised that transport is the backbone of the European economy, accounting directly for 7 % of GDP and more than 5 % of total employment in the EU. This number more than doubles if the related industries serving transport are included. In his answer to this joint letter Mr. Barroso confirmed that transport policy is one of the key priorities of the new Commission and that his announced decarbonisation of the transport sector by 2050 requires full cooperation and discussion between the Commission and stakeholders. In this respect we are fully prepared to contribute to the upcoming discussions to develop a sustainable European transport policy that will result in the release of a new White Paper at the end of 2010.

Meanwhile Europe has been suffering from an economic crisis, which led to a recession. Transport is closely connected to the economic situation and development of the industry. Consequently the transport industry has fallen in an economic crisis, which has severe consequences for the sector as such.

Transport follows trade patterns. As the economic crisis seriously affects world trade, transport and inland navigation have been suffering from an enormous decrease of volume since the beginning of 2009, in particular the dry cargo sector, which has serious effects on the economic situation of the inland navigation industry.

According to recent studies and the figures of the Market observation by the Central Commission for Navigation on the Rhine there was a decrease in cargo volume carried in 2009, which in general reached almost 25 % compared to the year 2008.

In the past years many newly built vessels came on the market as an answer to the increased transport demands. This also led to renewal of the fleet in order to meet with ecological demands of a sustainable European transport policy. In the actual economic crisis this however leads to serious overcapacity of vessels. Consequently there is lack of cargo for the actual fleet capacity, which goes hand in hand with a fall of freight rates. This leads to undesirable effects on the whole market.

Given the coupling of transport with economy we believe however it is important to maintain fleet capacity on the one hand and to guarantee the survival of the industry on the other hand in order to meet future transport demands. EBU therefore called not only for immediate measures but also for structural long term and sustainable solutions in favour of the whole industry.

In our annual seminar we were pleased to share our concerns and challenges with the European decision makers and to officially release the recent outcomes of the REflection Group on Inland NAvigation "REGINA" to Vice-President and Commissioner for Transport, Siim Kallas and his Director General Matthias Ruete, to Belgian State Secretary Etienne Schouppe, as well as to MEP Matthieu Grosch, who underlined the importance of the inland navigation industry within the overall European transport policy and system.

The actual discussion regarding the future of transport is a chance to make full use of the advantages of inland waterway transport.

Dr. Philippe Grulois
President

2. INLAND NAVIGATION SUFFERS FROM CRISIS

EBU has drawn the attention of policy makers to the severe consequences of the economic crisis for the inland navigation industry already in an early stage and therefore welcomed the organisation of a hearing on the impact of the economic crisis on the inland waterway sector organised by the European Commission in November 2009.

In the past years many newly built vessels came on the market as an answer to the increased transport demands. This consequently led to a renewal of the fleet in order to meet with ecological demands of a sustainable European transport policy.
In the actual economic crisis this however led to serious overcapacity of vessels. Consequently there is lack of cargo for the actual fleet capacity which goes hand in hand with lower freight rates. The inland navigation industry is thus suffering both on the supply side and on the prices to be paid for its services.
This leads to undesirable effects on the whole market.
Taking into account the future transport demands it is however important to maintain the fleet capacity on the one hand and to guarantee the survival of the industry on the other hand.
In the overall interest of the European Community EBU emphasised the importance of overcoming the crisis in this sector and of avoiding collapse of the industry and consequently a social disaster at individual level. The European Commission and the Member States were called upon to support the industry by suggesting a number of measures. The proposed measures are intended to support the industry by immediate actions to overcome collapse of the sector and by long term structural decisions in order to realise a sustainable future transport policy.

2.1 IMMEDIATE MEASURES

2.1.1 Financing

Due to the actual overcapacity in the market the sector is suffering from a shortage of incomes. According to the figures of banks in certain Member States by the end of 2009 some 60 % of the companies were facing acute financial problems.
An increasing number of companies was no longer able to pay their mortgages.
Negotiations of our member organisations at national level have led to agreements with a number of banks to postpone the repayments. In some cases these agreements are supported by national state guarantee measures.
EBU called upon the European Commission and the European Investment Bank EIB to support this initiative and to further investigate and elaborate solutions on a broader European level together with the national banks.

2.1.2 Decrease of financial burdens such as port fees and taxes.

EBU also asked for a relief from new technical requirements which became effective in 2010. A flexible procedure for investment in vessels exceeding 2,500 Euros has been granted by the Central Commission for Navigation on the Rhine. EBU calls on EU Member States to follow a parallel procedure under directive 2006/87/EC.

2.1.3 Capacity monitoring

Dry cargo fleet

Although there is actual overcapacity, EBU believes that it is important to maintain the fleet capacity in order to meet future European transport demands after the recovery of the economy. The actual disturbance of the market has led to a lack of financial means, which threatens the maintenance of the fleet capacity. Apart from the financial problems of the individual operators this disturbance will have an influence on future investments in the ecological improvement and renewal of the fleet. It is thus necessary to take measures in order to keep the fleet alive, for which financial support must be made available.

- According to article 3 of Council Regulation (EC) No 718/1999 there is a reserve fund paid by the industry itself, which may be used for certain measures if unanimously requested by the organisations representing inland waterway transport, i.e. EBU and ESO.
- Given the severity of the actual situation the means of the dry cargo fund should be used to support the actual fleet in order to preserve it for future transport demands.

Tank fleet

The situation of the tank fleet differs from the situation of the dry cargo fleet. According to recent legislation there is a need to change the actual single hull fleet into a double hull fleet as from 2019. Up to then newly built double hull vessels will enter the market whereas the single hull vessels need to leave the market. To avoid structural overcapacity by then it is important to monitor this process by phasing out single hull vessels.

- The reserve fund as referred to can be used for certain measures if unanimously requested by the organisations representing inland waterway transport.

Given the necessary outphasing of the single hull fleet in the next years the tank cargo fund needs to be used for scrapping the single hull vessels in order to avoid serious market disturbance between 2010 and 2019.

2.2 STRUCTURAL AND LONG TERM MEASURES

2.2.1 Investment in infrastructure:

EBU urged 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 EBU's additional proposal. The available financial means in the TEN-T- as well as the national budgets should therefore be dedicated to waterway infrastructure to support this ecological and economic transport mode without delay.

2.2.2 Avoidance and decrease of administrative burdens

EBU plays an active role in the PLATINA project to identify and validate administrative barriers at national, European and river commission level. EBU and its member organisations reacted on a NEA study which was carried out some years ago and gave their views on the current update of the study. EBU asked i.e. for simplification in waste transport and more flexibility in infrastructure planning.

2.2.3 Modal shift towards inland navigation

The environmental and social challenges of a future European Transport Policy can be much better addressed by making full use of environmentally friendly modes and potentials such as inland waterway transport. Prioritisation and rebalance of cargo flows must lead to a better use of the existing resources in a more efficient and effective way which offers tremendous possibilities for a sustainable future for transport.

Mr. Philippe Grulois, President EBU and Mr. Siim Kallas, Vice President and Commissioner for Transport, European Commission

EBU called upon all stakeholders to take their role in order to overcome the crisis:

- The banks were urged to take their genuine responsibility and provide the industry with sufficient financial support in this period of shortage of income.
- The Member States were called upon to provide state guarantees for the postponement of the repayment of the mortgages of the individual barge owners towards the bank.
- The European Investment bank has been invited and expected to support this imitative on a broader European level.
- The industry itself expressed its willingness to make use of the means of the reserve fund which during the past years have been saved for situations as the actual one. The use of the reserve fund however must be supported by additional measures as referred to in the relevant legislation.

The European Commission is expected to support the proposed measures in order to help the industry to overcome the crisis short termed and to strengthen its role in the future European transport policy.

3. FUTURE OF TRANSPORT – INLAND NAVIGATION'S CONTRIBUTION TO A SUSTAINABLE TRANSPORT SYSTEM

While the last year was dominated by the negative effects of the economic crisis on our sector Europe's society in the past suffered from severe congestion problems. Hence it is necessary to find a new balance between the transport volume and sustainable solutions towards the background of the economic, environmental and social challenges. Promoting better use of all modes of transport and better use of alternative modes to road transport with unused potentials can considerably contribute to new solutions and a new balance between economic growth, social welfare and environmental protection: Inland waterway transport is part of the solution!

Inland Waterway Transport pays an important contribution to the transport demands within the European policy, however this mode of transport has suffered from underestimation during the past decades. Where Inland Waterway Freight Transport reaches shares up to 40 % in some Member States, the overall share of Inland Waterway Freight Transport within the European Freight Transport by inland modes only makes up some 5,3 %. Inland Waterway Transport however *can grow tremendously on various waterways,* due to considerable reserve capacity both in infrastructure and fleet. In addition Inland Waterway Transport has turned out to be the most environmentally-sound, energy efficient and safe mode of goods and passengers transport and offers the best possible safety guarantees.

3.1 POLICY OBJECTIVES FOR SUSTAINABLE TRANSPORT AND BENEFITS FROM INLAND WATERWAY TRANSPORT

The aim of the European transport policy is to establish a sustainable transport system that meets society's economic, social and environmental needs. This implies the support of cleaner modes and the use of less congested infrastructure. The waterways in Europe, which are mostly existing natural rivers, dispose of capacity to absorb a much higher volume of transports.
In connection with the positive effects in terms of safety, energy efficiency and external costs a switch to inland navigation offers a double advantage.

Benefits from inland waterway transport

Thanks to its scale, inland waterway transport is the cheapest and most efficient way of moving products in bulk and in containers. Over the past years there was a considerable increase in scale of the inland fleet which has led to an increasingly effective modal shift.

Choices of transport modes are often based on traditional patterns. To make full use of accessible capacities, the alternatives to the traditional transport systems are still under discovered. The improvement of awareness in this field is an important starting point and can lead to shift to the environmentally friendly inland waterway transport.
Therefore inland waterway transport is in need of better integration into the logistic chain. To realise this aim it is of high importance that existing and new ports are developed as intermodal ports, offering the possibility of smooth operations and handling of cargo from or onto inland vessels and providing sufficient and good connections with road and rail. The effici-

An average container vessel carries some 200 containers; the new type of container vessels carries more than 500 containers and replaces 500 lorries. The average tank vessel meanwhile replaces some 380 lorries

ency of port infrastructure and excellent fairway conditions, a.o. sufficient height of bridges along the rivers and canals, largely determine the efficiency of intermodality and freight logistics.

Quality transport that is safe and secure

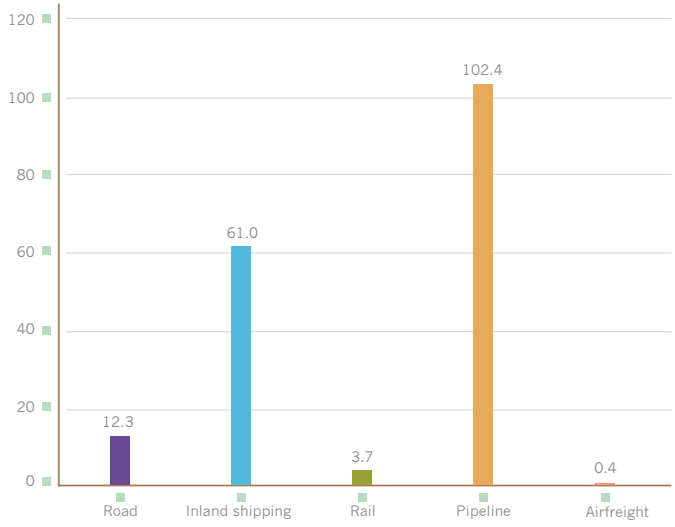
Due to highly advanced and internationally recognised safety standards, inland waterway transport is by far the safest and securest mode of transporting dangerous goods. Inland navigation takes a leading position in the carriage of hazardous good, due to which a huge part of the transport of hazardous goods is carried on waterways.

Decarbonisation and environmentally sustainable transport

The necessity of reducing the CO_2 levels has recently been targeted by the EU's energy and climate package, which aims to reduce greenhouse gas emissions in 2020 by 20 %.

Inland Shipping is the most environmentally friendly and least polluting mode of transport. The sector is committed to moving forward on emission-low concepts by technical innovation 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. The benefits

Transporting hazardous materials by modality, 2005



Most hazardous materials are transported by pipeline. In addition, inland shipping is setting the trends in the safe transport of hazardous materials. A large proportion of the transport of hazardous materials takes place across waterways.

Source: "The Power of Inland Navigation": The future of freight transport and inland shipping in Europe 2010-2011

The nature of inland waterway transport as such guarantees the securest transport in general. Apart from that the inland shipping industry as a professional sector took its responsibilities in the field of terror prevention by presenting own guidelines. By enhanced co-operation between carriers, governments, shippers and other parties involved 'secured lanes' can be developed, which may benefit all parties in the logistic chain.

are the result of the overall concept and advantages of inland shipping in terms of congestion, maintenance and use of infrastructure, accidents and other relevant elements.

By making efficient use of energy, inland waterway transport reduces the emission of pollutants into the atmosphere. Energy efficiency goes hand in hand with environmental protection. The future scarcity of energy and the development of

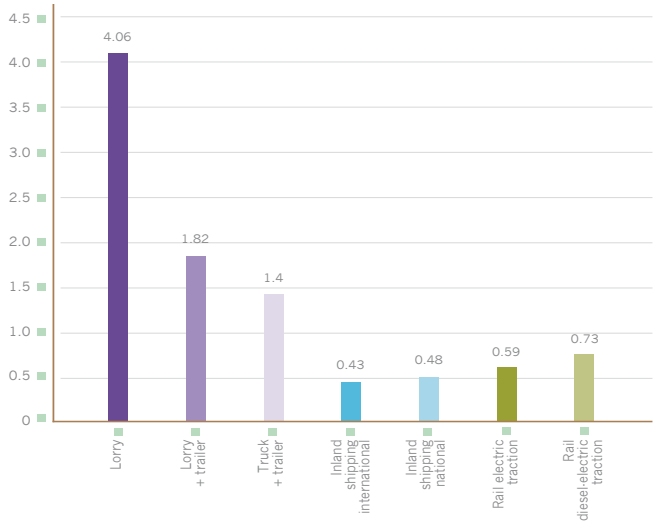
Energy factors for various modalities in MJ/tkm

Type of transport	average cargo capacity (tonnes)	primary energy consumption (MJ/tkm)
Road transport		
Lorry	7.3	4.06
Lorry + trailer	19.3	1.82
Truck + trailer	25	1.40
Inland shipping		
International*	1,250	0.43
National*	700	0.48
Rail		
Electric traction*	1,000	0.59
Diesel-electric traction*	650	0.73

*) value is calculated as the total energy consumption for loaded and unloaded kilometers, divided by the tonne-kilometre performance

When it comes to energy consumption, inland shipping is by far the most economical modality. Per tonne-kilometre, its energy consumption tends to be up to 3.5 times lower than in road transport.

Energy consumption modalities in MJ/tkm



Source: "The Power of Inland Navigation": The future of freight transport and inland shipping in Europe 2010-2011

sustainable mobility ask for environmentally friendly solutions. A comparison of energy factors of inland navigation with those of the other modalities proves the huge contribution of IWT to a sustainable transport system.

Smart prices as traffic signals

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[1].

The overall costs of all external effects in the field of bulk transports, for example, are some 83 % lower compared to road,

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

Vice President and Commissioner for Transport Siim Kallas, State Secretary Etienne Schouppe, Director General DG MOVE Matthias Ruete

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].

Inland navigation as part of the transport chain has a positive impact on the environmental performance of transport. The low CO_2 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 considerably contribute to mitigation.

3.2 REGINA - EUROPEAN IWT REFLECTION GROUP

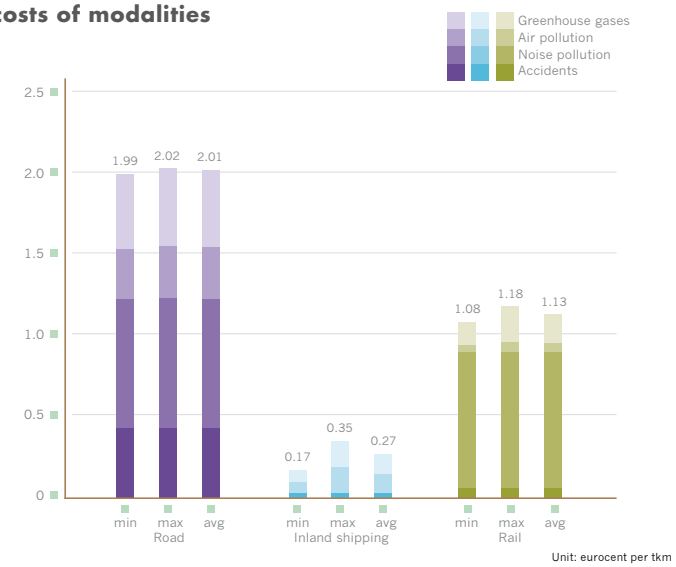
To address future challenges it is important to develop a sustainable and efficient European transport policy. Such a policy requires a strong inland navigation sector. The environmental and social challenges of a future European Transport Policy can be much better addressed by making full use of the environmentally friendliness and unexploited potentials of inland waterway transport (IWT). Prioritisation and rebalance of cargo flows must lead to better use of the existing resources in a more efficient and effective way. Concentration on modes that will benefit the entire transport policy thus deserves support.

In this respect an informal expert group, facilitated as from autumn 2009 under PLATINA, was created to start further deliberations with regard to the improvement of European cooperation and

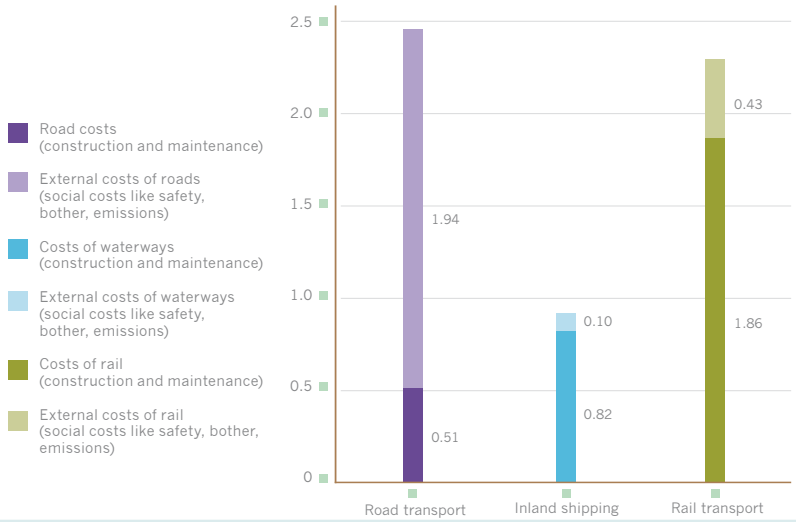
2 The full text as well as its summary and findings are published on http://www.wsd-ost.wsv.de/service/pdf/index.html `in German version and the English translation of the summary and findings on www.ebu-uenf.org

When taking into account external costs (excluding building costs), it becomes apparent that inland shipping has low costs when compared to other modalities. Inland shipping is an especially favourable option in terms its low score on accidents and noise pollution.

External costs of modalities



External costs of freight transport



Although the building and maintenance of roads is relatively cheap, the social costs tend to be high. The most expensive modality to construct and maintain is rail, but its social costs are low. Waterways score well in both respects. As such, when it comes to freight transport, countries with many waterways are more attractive than those that rely on road and rail.

Source: "The Power of Inland Navigation": The future of freight transport and inland shipping in Europe 2010-2011

coordination. The reflection group – in which key experts from the industry, river commissions as well as from public administrations were involved – recently finished its deliberations and in its conclusions emphasises the need for strong positioning of inland waterway transport in the European Transport Policy. This has to be achieved through comprehensive and concerted action by all stakeholders involved. Against the background of the many and varied identified tasks the reflection group concluded that the following measures are necessary:

1. Intensified cooperation between institutions by establishing permanent, structured and intensive cooperation between the competent institutions.
2. Permanent European IWT policy by setting up a comprehensive European IWT strategy and programme as a per-

manent follow-up of the current Action Programme NAIADES.

3. Financial and human resources by providing financial support at the Community level required to implement a permanent European IWT programme.
4. Seamless transition of the ongoing NAIADES actions by securing continuity between the present and future actions.

The experts believe it is the right time to address these issues now and to recommend solutions to strengthen the role of inland navigation within the Future of Transport discussion in favour of the economical development of the European society.

As one of the industry experts involved in this reflection group EBU officially released the outcome of these deliberations and handed over the first copies of the recommendations to Vice-President and Commissioner KALLAS and his Director General RUETE, State Secretary SCHOUPPE representing the incoming Presidency of the Transport Council and MEP GROSCH.

4. TEN-T POLICY REVIEW - INLAND WATERWAYS A VITAL PART OF THE CORE NETWORK

Infrastructure is the backbone of transport. Making smart use of existing infrastructure to benefit the entire transport system is a key objective in the new transport policy. The inland waterways still dispose over huge free capacities that can absorb much higher transport volumes than carried today. It is however vital to remove all bottlenecks and missing links to fully integrate inland waterways in the TEN-T core network.

Taking into account the still unused potential of the existing waterways it is thus crucial to support waterborne transport with substantial financial means to properly maintain and develop waterways as well as to remove the existing bottlenecks and to realise missing links in the European waterway system. Inland waterways need to become fully integrated in the entire transport networks by developing ports as intermodal hubs.

Source: "The Power of Inland Navigation": The future of freight transport and inland shipping in Europe 2010-2011

The Alps form a natural barrier to inland shipping. Constructing two new North-South connections will enable the completion of the Trans-European waterways network. Recently the decision has been made to construct the Seine North connection, which enables larger ships to sail from the Netherlands and Belgium to Paris.

Reflecting on the experiences from the past some preconditions need to be taken into account in the discussion regarding a sustainable future for transport:

- 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 complementarities between the different policy areas.
- Infrastructure and the TEN-T policy in economic terms are crucial to the development of Europe. Stimulation of the competitive position of Europe in a sustainable way 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.
- The review of the existing TEN-T policy must be based upon solid financial perspectives, criteria and support. This means that the necessary financial means need to be allocated at both the European and the national level. The resources need to reflect the ambitions and not vice versa.

From a socio-economic point of view many Inland Waterway projects deserve financial 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. Others need to be added. The listed projects are of high relevance to the transnational traffic flows.

The navigable waterways in Europe, which mostly are existing natural rivers, dispose over capacity to absorb a much higher volume of transports.

5. SAFETY & SECURITY

Inland waterway transport is the safest and securest 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 means of inland waterway barges.

On the 1st of January 2011 the transition process from one system of rules to another will reach its end: Initiated by a framework directive of the European Union the ADN (Accord Européen relatif au transport international des merchandises Dangereuses par voie de Navigation) at that date will replace the ADNR (Accord Européen relatif au transport international des merchandises Dangereuses par voie de Navigation sur le Rhin).

Regulations in the upcoming ADN and recent ADNR are mostly the same – but not in every detail. One of the most recognisable differences between both systems of rules concern the transition rules: In the new ADN most of them will be limited to a certain date. If single hull barge shall be converted into a double hull barge (type N double hull) some important transition rules still may be used – under slightly stricter conditions. This shows that the worldwide highest safety standard in the matter of transporting dangerous goods by inland waterway barges is still increasing.

EBU´s experts in this field also support other activities to improve safety – besides the ADN. Firstly this means the long lasting cooperation with the European Barge Inspection Scheme (EBIS) to improve the safety of tanker barging operations. A second activity has come to an end with the launch event on Tuesday, the 8th of June. On that day the International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT) will be presented in Brussels. In this initiative all industry associations concerned have developed a best-practice guide and handbook to improve safety at the interface of inland tank barges with other vessels or shore facilities.

6. ENVIRONMENT

European inland navigation is committed to a sustainable and competitive economy. EBU called upon the new European Commissioners for their full support emphasizing that investments in a green future need to start right now.

Inland Shipping is the most environmentally friendly mode of transport. In order to keep its great advantage the sector is committed to move forward on emission-low and other concepts in order to maintain its environmentally friendly image. Many initiatives in this field have been taken or supported by EBU out of which two are specifically highlighted which make clear that the benefits from inland shipping have to be considered not only referred to emissions. They are rather 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.

6.1 COLD IRONING (OR AMP - ALTERNATIVE MARITIME POWER)

AMP is the process of providing shoreside electrical power to a ship at berth while its main and auxiliary engines are turned off. Cold ironing permits emergency equipment, refrigeration, cooling, heating, lighting, and other equipment to receive continuous electrical power while the ship loads or unloads its cargo. The terminology cold ironing is a term that first came into use when all ships had coal fired iron clad engines. When a ship would tie up at port there was no need to continue to feed the fire and the iron engines would literally cool down eventually going completely cold, hence the term "cold ironing". The use of cold ironing has benefits for the air quality and a reduction of noise pollution.

Position Statement

In 2009 EBU published its position paper with regards to the new Non Mobile Machinery Directive of the EU Directive 97/68/EC. During the discussions in which new proposals from the CCNR and the industry by means of the European Association of Internal Combustion Engine Manufacturers (EUROMOT) were put on the table, EBU favored the emission standards as proposed by the latter party. This proposal was in line with emission standards already in place by the EPA (Environmental Protection Agency) in the United States for 2012 and 2016. A significant deviation from the EPA standards would have increased the prices of engines used in the Inland Waterway Transportation in the future considerably. Further it would not be unlikely that various engine manufacturers would abandon the IWT sector since the engine market segment of IWT is relatively small and the CO_2 levels would actually increase by as much as 3% according to study carried out by the EU. Since the implementation of the new directive is delayed the new emission standards will most likely become into effect as of 2016 instead of 2012. In order to bridge the gap to more stringent emission regulations and in order to maintain the leading position as the cleanest mode of transport EBU proposed the use of cold ironing. At various locations large scale projects are carried out. In the Netherlands alone projects are underway in order to have cold ironing in place at around 1.100 berths for inland vessels.

Technical harmonization

An important aspect is the compatibility of technical and electricity parameters. A recently developed EN (European Norm) for cold ironing installations should lead to a harmonization of e.g. connectors and cables in the EU. At project level further operational bottlenecks are addressed and work has already begun in reducing ship emissions by cold ironing. Further EBU has made efforts in order to achieve a reasonable price for the use of cold ironing by inland vessels by means of a reduction of the energy taxes regulations in the EU.

6.2 WASTE TREATY - CDNI: CONVENTION RELATIVE À LA COLLECTE, AU DÉPÔT ET À LA RÉCEPTION DES DÉCHETS SURVENANT EN NAVIGATION RHÉNANE ET INTÉRIEURE

As of November 1st 2009 the Waste Treaty (CDNI treaty - CDNI: Convention relative à la collecte, au dépôt et à la réception des Déchets survenant en Navigation rhénane et Intérieure) has become into effect for the transportation of inland waterways in Luxemburg, Belgium, the Netherlands,

By making efficient use of energy, inland waterway transport reduces the emission of pollutants into the atmosphere.

Switzerland, France and Germany. The treaty dates back from 1996 and regulates the discharge of wastes generated by inland waterway vessels. It is based upon the polluter pays principle. In the treaty all responsibilities for relevant parties are described such as the consignor – transporter – consignee. By means of an adequate infrastructure generated wastes can be collected.

Regarding the obtainment of used oil and bilge water an indirect payment system has been introduced in order to discourage unlawful pollution. This indirect payment system includes a fuel surcharge of EUR 7.50 per 1000 litres of gasoil and will become into affect as of July 1st 2010. Although EBU embraces the fundamental principle of the treaty – this being the principle of the polluter pays – the timing of the implementation of the treaty comes at economic difficult times. EBU is working closely with the different governments in order to address the bottlenecks. This has led to a postponement of the grey and black water discharge requirements with as much as two years. EBU also continues to advocate a restructuring of the payment system which is currently solely linked to the consumption of gasoil which does not justify the polluter pays principle.

7. PASSENGER TRANSPORT ON INLAND WATERWAYS

The carriage of passengers is of increasing importance on the European inland waterways. Although this segment suffered from the effects of the crisis as well, the potential of waterways for passenger transport is huge. This segment pays an important contribution to the touristic branch as well as to the (regional) mobility.

The carriage of passengers on inland vessels is divided into generally three types of services.

1. (Day trip) sightseeing and excursion cruises
2. (Multiple day) cruises
3. Ferry services

7.1 DAY TRIP SIGHTSEEING AND EXCURSION CRUISES

The segment of day trip cruises consists of

- Touristic sightseeing cruises (e.g. canal cruises in the canals of many cities and villages and cities throughout Europe). This segment is focussing on both (international) tourists and local passengers and provides significant added value for the tourist industries of the respective villages and cities.
  Access to this segment is open to everyone for enjoying a sightseeing cruise. The attractiveness of it is characterised by its many variations like moonlight cruises, Christmas cruises, luxury dinner cruises, etcetera.
  Typical ship's capacity may vary from 50 - 500 passengers.
- Chartered cruises, both for private and professional charterers.
  These types of passenger vessels can be chartered by either a private contractor (for weddings, birthday parties or any other reason) or a professional contractor (for product presentations, team building events, etcetera). These cruises are private and only accessible to passengers invited by the charterer.
  Typical ship's capacity may vary from 50 - 500 passengers.

Most day trip passenger vessels are in service for both touristic sightseeing cruises and chartered cruises. Only a small part of day trip passenger vessels concentrate on either touristic sightseeing cruises or chartered cruises.
An important feature of the day trip cruising segment is, that passengers do not stay aboard overnight.

7.2 MULTIPLE DAY CRUISES

This segment consists of passenger vessels with cabins. An important feature of this segment is, that passengers stay overnight, for cruises varying typically from 2 to 15 days. It provides an attractive holiday destination for both European and transcontinental passengers. The major part of passengers traditionally comes from America (USA, Canada) and Europe, but increasingly from Australia, New Zeeland and the Far East.

Access to these cruises is open to everyone; bookings normally take place through tour operators.

Typical ship's capacity may vary from 100 - 130 passengers.

7.3 FERRY SERVICES

The ferry segment consists of
ferry services which form a link in the (regional) road infrastructure. Depending on the ferry, it can be accessible for both cars, bicycles and/or pedestrians.
ferry services which use the waterways as their means of conveyance, parallel along road infrastructure. Examples are the fast ferries providing public transport services, accessible to pedestrians and bicycles. This branch plays an important role in the (regional) mobility.

8. LABOUR MARKET AND SOCIAL DIALOGUE

Labour market

Despite the economic downturn in the sector structural unemployment remained an unknown phenomenon for qualified inland navigation personnel. The tension on the European labour market however decreased significantly. Following the round table conference on labour market and education, that was organised by the CCNR in 2008 an international working group, operating under the flag of PLATINA (Platform for the Implementation of NAIADES), elaborated multi-purpose documents that define the required professional competencies, both at management and operational level, in the inland waterway transport sector. EBU regards this result as a necessary step, not only to harmonise the education of professionals, but also to improve the accessibility of the sector to career changers on a Pan European scale.

In May 2009 the participating states in the treaty on the social security of Rhine boatmen met in Strasbourg and discussed cancelling the treaty due to the entry into force of the new European Regulation 883/2004 on the coordination of social security provisions. Together with ESO and ETF, EBU expressed its deep concerns about this development; a joint press release was published in August. Afterwards the common point of view of the social partners was communicated to the European Commission in several letters and meetings with EC-representatives. In fact the social partners at European level cooperated unitedly to prevent the treaty from being cancelled without appropriate measures for the Rhine community. The main common interests in this field are that all crew members of a vessel will remain subject to the legislation of one EU Member State only and that the applicable legislation will continue to be determined on the basis of the domicile of the ship's operator. These goals have not yet been achieved, but, as well in the Administrative Centre for the Social Security of Rhine boatmen in Strasbourg as in the Administrative Commission in Brussels Member States recognised the need of an IWT-specific solution compatible with the new Regulation.

Social Dialogue

During the regular meetings of the sectorial Social Dialogue Committee the social partners at European level confirmed their priorities to achieve a sectorial agreement regarding the organisation of working time and to harmonise the professional profiles and - qualifications at a Pan European scale. Additionally the above-mentioned questions in the field of social security became an issue for discussion.

With permission from the European Commission EBU, ESO and ETF conducted negotiations to achieve a sectorial agreement on the organisation of working time. Social partners feel that the specific working- and living conditions in the inland navigation sector require a sectorial directive in this field. When the agreement has been concluded the negotiating parties intend to request the European Commission to propose the content of it as a directive to the Council.

In the summer of 2009 the parties consulted their members on the basis of a 'provisional final result', which was generally approved. After this important step the position of the passenger shipping industry remained to be clarified. In a special meeting that was held in Basle in December an additional result was reached to cover the seasonal aspects of this part of the sector. In the meantime the parties have formed a Redaction Group to draft a text for the agreement.

Boatmasters' certificates and manning requirements

The initiatives taken by the European Commission to harmonise boatmasters' certificates and manning requirements are generally supported both by the relevant EU Member States and social partners in the sector. Because of its easy accessible international network of experts the CCNR will have an important role to play in this field, together with the Danube Commission. In the view of the EBU the task of establishing European standards should not be underestimated. Especially with regard to the establishment of European manning requirements the EBU considers active and well prepared participation of the social partners to be an essential condition. With a view to the existing manning requirements for various inland waterways it is clear that this opportunity should also be seized to establish modernisation by adapting them to recent technical improvements, an increased demand for flexibility in the transport market and a labour market that is increasingly developing its international character. In order to prepare for an active role in this process EBU has started to exchange views with ESO, to consult member-organisations and to gather relevant information.

9. 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.

9.1 EBU MEMBERS

AUSTRIA

FACHVERBAND SCHIFFFAHRT / WIRTSCHAFTSKAMMER ÖSTERREICH

The National Action Plan NAP on Danube Navigation is a dynamic planning and decision-making instrument of the 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 at 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.

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 levels.

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

ALGEMEEN AKTIECOMITÉ DER BELGISCHE BINNENSCHEEPVAARTORGANISATIES

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

CZECH REPUBLIC

AVP-CZ CZECH BARGE UNION

The Czech Rigver-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 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.
On satisfying its mission the Association shall particularly:

a) defend the common and specific interests of its members and shall establish the essential prerequisites for it, both inside the Association, and outside of it.
b) care that the members of the Association conduct their business activity in a professional manner, in accordance with generally applicable legal regulations while respecting the principles of fair business relationship
c) promote and defend the interests of its members on negotiating with the bodies of public administration authorities.
d) secure the promotion and spreading information on inland navigation
e) organize educational activity
f) participate in the creation of laws and other legal standards which relate to inland navigation.
g) take part in collective bargaining on collective agreements of a higher grade.
h) for the purposes of its members, shall secure information, education and advisory service
j) cooperate with the other domestic and foreign interest associations of businessmen, particularly those focused on the area of transport

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 regions of France on rivers or lakes in a great range of possibilities.

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. In 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 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 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 in the field of 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 at 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.

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 including 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.

At 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 digital resources and new media are used and referred to.

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

SWITZERLAND

SCHWEIZERISCHE VEREINIGUNG FÜR SCHIFFFAHRT UND HAFENWIRTSCHAFT (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 2009 SVS counts some 276 members in the categories individual members (138), companies (71), partners of the inland navigation (37) as well as authorities,

associations and organisations (30). 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.

The main issue that dominated the Swiss inland navigation in the past year, was a report regarding sea and inland navigation (Schweizerischer Schifffahrtsbericht), which had been released by the government based upon an initiative by the Delegate of Basle, Ms. Fetz, in mid-2009. The two chambers of the Swiss Parliament will have to decide upon the report in 2010. SVS organized a meeting of the parliamentary group 'Inland Navigation' about the issue and had the chance to stress its opinion at a hearing of one chamber (Ständerat) of the national parliament. In various articles– especially in the publication «SVS aktuell» – SVS pronounced that the report contains a lot of important statements and should be able to improve the role of the inland navigation in Swiss transport. But one has to pronounce also that this report can only be a first step and that concrete acts have to follow the words in this paper.

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.

Originally named "Romanian Association of Inland Ship Owners", it has been agreed by the members to extend the membership and add port operators, shipping companies, brokers, and insurance companies etc that are acting in the Romanian inland navigation field.
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.

9.1 STRUCTURE (AS PER MAY 2010)

9.1.1 EBU-Officials

President, Dr. Ph. Grulois (B)
Vice-President, A. Auderset (CH)
Secretary General, T. Hacksteiner

9.1.2 Board of Directors

Austria
N. Baumann, Danu Transport GmbH, Wien Mag.
A. Piekniczek, Die Schiffahrt, Wirtschaftskammer Österreich, Wien

Belgium
W. Pierre De Grave Antverpia, Herstal (A.M.B.)
G. van Overloop, De Grave Antverpia, Antwerpen (alternate member)
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 Binnenschiffahrt e.V., Duisburg

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

Romania
V. Stancu, AAOPF, Galati

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

9.1.3 Committees

9.1.3.1 Nautical-Technical Committee

Chair
J. Zöllner, DST, Duisburg

Vice-Chair
J. Kruisinga, CBOB, Rotterdam

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

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. Rüffer, (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
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

9.1.3.2 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
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
R. van Westenbrugge, Schweiz. Ver. für Schiffahrt & Hafenwirtschaft, Basel

9.1.3.3 Dangerous Goods Committee

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

Secretary
E. Spitzer, Bundesverband der Deutschen Binnenschiffahrt e.V., Duisburg

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.H. Meier, 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

9.1.3.4 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
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 Personenschifffahrt Berta Eplle 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

9.1.3.5 Social Committee

Chair

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

Belgium

P. van den Abbeele, Antwerpen

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, AAOPF, Galati

9.1.3.6 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 Schiffahrt GmbH & Co KG, Duisburg
J. Steinebach, Lehnkering Redereë GmbH, Duisburg

Netherlands

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

9.1.3.7 Environmental Coordinator

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

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