



European
Barge
Union

Annual Report

2016 | 2017



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About EBU

The European Barge Union (EBU) is the European association representing the majority of the inland navigation freight and passenger carrying industry on a Pan-European level. Its members are the national associations of barge owners and barge operators as well as (international) associations in the field of inland navigation and related areas.

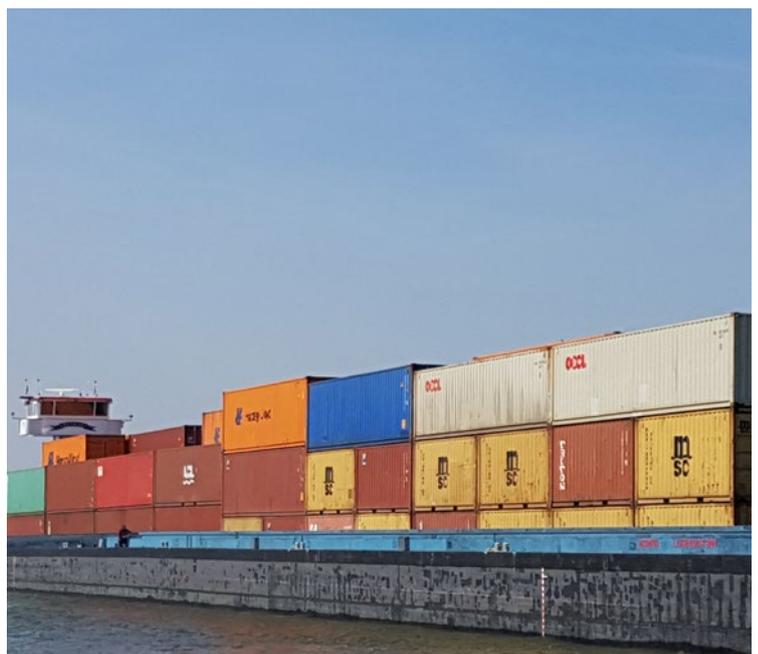
Mission

EBU's mission is to contribute to the development of a sustainable and efficient Pan-European transport system via a larger share of inland waterway transport.

Its key objectives are:

- to develop the right framework conditions for its members
- to guarantee a well maintained infrastructure without bottlenecks
- to increase the share of the inland waterway freight and passenger transport on the (Pan-) European waterways
- to promote inland waterway transport as safest, sustainable and environmentally friendly mode of transport

To achieve these goals EBU closely cooperates with the European institutions, the River Commissions, the UN ECE as well as the national administrations.



Foreword



Inland waterway transport is known for its sustainable record in terms of low emissions and energy efficiency in relation to its transport volume. Contrary to the congested roads the network of European waterways still disposes over free capacity, offering a huge modal shift potential on its navigable network of over 40.000 km. Past year it carried more than 550 million of goods which is an equivalent of 140 billion t/km. Besides it is increasingly popular in the field of cruising and passenger transport and can relieve the congested urban areas by offering modern solutions of public transport.

Low emission mobility and greening are high on the political agenda and the sector is challenged to investigate into new innovative concepts to further improve its environmental record. A number of front runners from the industry meanwhile invested into new concepts by i.a. introducing LNG driven vessels. EBU is promoting innovation in all areas involved and specifically in greening of the fleet.

The sector however still is sailing under difficult economic circumstances which are reflected by low incomes and financial constraints. The expected and predicted increase of modal share of inland waterway transport is hampered by the lack of infrastructure maintenance which is key to the development of the industry. This lead to the conclusion that fully developed corridors will not be achieved, unless targeted measures will be put in place in time.

Towards the background of the recently released 2nd Workplans of the TEN-T corridors by their coordinators this calls for more support to properly maintain the waterways and solve a number of still existing bottlenecks. Special attention needs to be paid to the dramatic situation on the rivers Elbe and the Danube, where due to a lack of maintenance and dredging the draught is reduced year by year and endangers the reliability of this mode. With limited effort and financial means the Danube could absorb a twentyfold of the actual volume and contribute to the economic development in the region.

Another major concern of the sector is the labour market. In this field our organisation welcomes the proposal on professional qualifications that is expected to be agreed short termed. It will help our sector to attract qualified people and solve the shortage of professional staff.

Given the huge potential of inland waterway transport we are confident to meet with the challenges ahead and see many chances to contribute to a sustainable mobility policy in the European Union and beyond.

Dr. Gunther Jaegers
President

Infrastructure

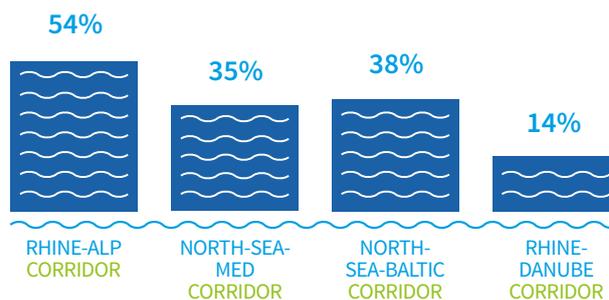
Infrastructure remains key to carry out the services of the sector and to tap the full potential of inland waterway transport. Inland waterways are an important asset in relieving the congested roads and contribute to an emission low mobility. Investment in inland waterway infrastructure is well spent money and maintenance of the waterways much cheaper than of roads and rails.

Recently the second generation of workplans of the TEN-T coordinators have been released. Inland waterways as part of the multimodal corridors need to be fully integrated. In order to assure the full integration, EBU aims to be stronger involved in the development of these multimodal TEN-T corridors and to become a member of the TEN-T fora. On the initiative of the Central Commission for the Navigation on the Rhine (CCNR) together with the coordinator of the Rhine Alpine corridor a Working Group “Inland Waterways Transport” has been established which is considered as best practice that could be followed by other corridors. Even on the best developed inland waterway corridor inland waterway transport is hampered by

- Insufficient water depth on certain stretches
- Insufficient bridge clearance
- Long lasting and unannounced lock blockades
- Insufficient connectivity to ports/ terminals
- Insufficient berth places

EBU in the meetings with the coordinators called for support in developing a Good Navigation Status that should lead to tackle these problems on all waterways in Europe.

Share waterways transport in cross-border freight flows



Source : EC corridor studies

EBU contributes to the newly established EC/CCNR Working Group IWT and Ports within the Rhine Alpine Corridor.

CCNR established a Working Group IWT and Ports to contribute to the works of the Rhine Alpine Corridor within the TEN-T.

The Workplan will focus on important topics to guarantee full support for waterways within the multimodal corridor approach. EBU together with the representatives of the CCNR Member States has been invited to participate in this Working Group to voice its expectations in that field.

The first meeting of this WG together with the Coordinator of the Rhine Alpine Corridor took place on 27 February 2017 in Rotterdam, the second one on 15 May 2017 in Duisburg. EBU’s Secretary General in both meetings presented the industry’s expectations in terms of waterway management to increase its competitive and innovative role.

Danube river an increasing concern for the sector and the industry

At the annual EBU event special attention was paid to the dramatic situation on the river Danube, where due to a lack of maintenance and dredging the draught is reduced year by year and endangers the reliability of this mode. With limited effort and financial means the Danube could absorb a twenty-fold of the actual volume and contribute to the economic development in the region.

However so far the involved parties refrain from engaging in the sustainable waterway transport.

Innovation in Inland Waterway Transport

Win-win for society and industry

New NRMM standards pose high burdens and costs on the Inland Navigation industry.

According to a recent study commissioned by the Dutch Ministry of Environment and Transport on the Emission Performance of the existing inland waterway transport fleet in Western-Europe “the mandatory NRMM requirements as of 2020 are expected to lead to a replacement by the existing engines with a CCNR stage 2 engine before 2020 and not cutting the air emissions in line with the European policy”. EBU thus advocates a voluntary renewal scheme of the existing fleet through the establishment of a European Inland Navigation Innovation Fund (EINIF) by combining EU and MS funding in order to avoid a standstill of innovation in the sector.

NRMM stage V engines are expected to be much more expensive compared to CCNR stage 2 engines because of additional after treatment equipment needed (SCR/DPF) and/or a conversion to LNG fuel. According to the study it is expected that high investment and higher operational costs will be avoided as much as possible by ship-owners. Following the restriction from 2025 for the Port of Rotterdam area for vessels not complying with at least the CCNR 2 standard this will lead to a high number of replacements of old engines with a new CCNR Stage 2 engines in the years before the NRMM standard becomes effective (2019/2020). Furthermore, as a result of the long lifetime of engines, these engines are expected to be used for another 20-40 years and many ship

owners are expected to overhaul the engines rather than renewing them to avoid the high investment costs related to NRMM Stage V engines. This will bring innovation in IWT to a standstill.

Following the Contribution to the IA of measures for Reducing of Emissions in Inland Navigation by PANTEIA in February 2013 the Net Present Value (NPV) of the total external costs for the Business as Usual (BAU) scenario for the period 2012-2050 are calculated as € 51,5 billion.

The investment costs for engines in the various policy options and the alternative baselines vary from 1,8 billion to 2 billion, leading to a tremendous reduction of external costs compared to BAU at around € 23 billion (source: referred IA, Table 5.2. Results of the financial calculations for the policy options and the alternative baseline). These investments are expected to lead to an overall reduction of the external costs of 45 % compared to the BAU scenario due to an improvement in emissions from engines by a 80 % reduction for NOx and 90 % reduction for PM (source: referred IA p. 53).



To speed up the innovation in IWT in line with the European policies a clear intervention by public authorities in terms of funding and funding schemes thus is legitimate to support the IWT owners/operators to innovate on a voluntary basis.

Only 3 bio of funding to fill the gap between the investment into new engines in line with the new NRMM standard compared to the CCNR 2 standard will decrease external costs up to 22 billion! In order to avoid a standstill of innovation in the sector EBU advocates a voluntary renewal scheme of the existing fleet through the establishment of a European Inland Navigation Innovation Fund (EINIF) by combining EU and MS funding. Therefore and following the actual practice of grants allowed for the retrofitting of existing rolling stock in rail under CEF a support for voluntary renewal of the existing stock of inland vessels in terms of engine renewal or retrofitting should be granted under CEF II.

- Such EINIF is expected to cover the additional costs of engines/retrofit at NRMM Stage V level compared to the CCNR 2 engine emission level.
- It can combine grants out of CEF II with national funding schemes and on top contributions from the reserve fund of the sector.
- Such EINIF will lead to a decrease of external costs of up to € 22 billion compared to the BAU scenario.

NRMM

The Non Road Mobile Machinery Regulation (NRMM) (EU) 2016/1628 of the European parliament and of the council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits (also called STAGE V) imposes new emission limits on i.a. inland vessel engines. From the first of January 2019 new marine engines with a power output of less than 300 kW must meet the new NRMM criteria. For marine engines with a power output above 300 kW new criteria apply from the first of January 2020.

Engines up to 300 kW are expected to become available without major investments. For engines above 300kW it is expected to be much more difficult. Where theoretically and technically it is feasible to reach the emission standard, engine manufacturers will have to decide if they want to develop those engines in the interest of a niche market.

Meanwhile steps have been taken by the European Commission and CCNR to harmonize Rhine and EU rules, within CESNI, *the European Committee for drawing up standards in the field of inland navigation*. EBU is strongly involved in the negotiations and harmonisation process. All with the purpose to have at least legal certainty for ship-owners.

From the beginning EBU has tried to avoid deviation from the international standard set out by the American 'Environmental Protection Agency' (EPA) in order to advocate innovation in the sector. The global standard was already set and adopted by engine manufacturers. Under the new regulation costs for ship-owners or engine manufacturers are unknown yet. It is also unknown if or how many (NRMM compliant) type and sort of engines will eventually come on the market.

EBU hopes that engine manufacturers develop engines with after-treatment techniques complying with the NRMM regulation, fitting into the vessels and not becoming extremely expensive.

Social Dialogue & Labour market

Following a round table meeting convened by CCNR in 2014 Social Partners at European level (EBU, ESO and ETF) have agreed on a comprehensive joint strategy to establish modernization of the labour market at a European scale. On behalf of its members EBU strongly supports this modernization together with various other measures targeting improved labour mobility in order to meet the sector's growing demand for qualified personnel.

Our joint strategy in this field consists of short term as well as long term commitments. In short term a limited number of bottlenecks in the existing manning regulations is to be solved, the majority of which has already been concluded by CCNR.

For the longer term a comprehensive research project, aiming to assess the impact of technological and non-technological changes on the work of crew members, has been assigned to a consortium consisting of DST, Intergo and Professor Peter Turnbull. The result of this project, titled Towards A Sustainable Crewing System (TASCS), is expected early 2019.

The sectorial working time directive, which is currently being implemented by EU Member States, has become a cornerstone of the sectorial labour relations. It has obviously paved the way for coherent social partner agreements with regard to relating themes, such as the determination of the applicable social security law in international navigation and developing digital enforcement of the applicable regulations.



Currently trilogue negotiations with regard to the EC's proposal for a directive on the recognition of professional qualifications in inland navigation are still ongoing.

CESNI is proactively taking up the task to develop standards for crew members at operational and management level, passenger navigation experts, sailing on waterways with a maritime character, sailing with the aid of radar, LNG experts and medical fitness.

50 Years Social Dialogue In European Inland Waterways Transport

EBU (European Barge Union), together with its European Social Partners in Inland Waterways Transport, ESO (European Skippers' Organisation) and ETF (European Transport Workers' Federation) celebrates 50 years of social dialogue. The tasks facing the Social Partners now will change fundamentally as new challenges emerge rapidly in the area of automation and digitalisation.

The European Social Partners are committed to addressing them in an open spirit and striving to create an Inland Waterways Transport sector offering an attractive career perspectives.

Professional Qualifications

EBU welcomes the Commission proposal on the recognition of professional qualifications in inland navigation and repealing Council Directive 96/50/EC and Council Directive 91/672/EEC which is intended to increase workers mobility in the sector. EBU in fact together with its Social partners laid the basis for this proposal by initiating the harmonisation of competencies required for crew members working on management level and operational level of a vessel. The proposal aims to introduce minimum competence-based standards and to provide new career prospects and promote the mobility of people working in the sector which is understood to support the sector's demand of qualified people.

The proposal sets up a common system of qualification certificates for deck crew members, from apprentices to boatmasters. Holders of such a certificate will be able to practice their profession across the European inland waterway network. It replaces the current experience-based system by a competency-based system. It provides for:

- common standards for the issuance

Stronger industry representation and establishment of the European IWT platform

of qualification certificates of boatmasters and other deck crew members,

- recognition throughout the European Union,
- possible exemptions for waterways where the standards would be disproportionate,
- possible additionally required knowledge on waterway stretches with specific risks,
- development of common criteria to ensure that additional requirements are proportionate and justified by the targeted level of safety.

EBU supports the competence based approach. However advocated that the requirements should be in line with existing best practices and **the existing level of safety** on major inland waterways in Europe should at least be preserved. The IWT sector is known for its high level of safety, which is of crucial importance specifically in areas such as the carriage of dangerous goods and passengers.



EBU and ESO, officially representing the barge owners and operators at Community level, submitted an application to use parts of the reserve fund to establish the European Inland Waterway Transport Platform to the European Commission. EBU and ESO aim to strengthen the organisations representing inland waterway transport at Union level as referred to in Article 1 of Regulation 516/2014 replacing Article 8 of Council Regulation (EC) No 718/1999.

On 4 June 2014 Regulation 516/2014 amending Council Regulation (EC) No 718/1999 on a Community-fleet capacity policy to promote inland waterway transport entered into force. The amendment enlarges the scope of Article 8 of the mentioned Regulation which introduces new possibilities of use of the reserve fund. By doing so, the fund can now also support measures to adapt vessels to technical progress, including environmentally friendly vessels. The amended regulation also intends to strengthen the organisations representing inland waterway transport (IWT) at European Union level and hence to improve their capabilities to support the process of decision making with respect to European IWT policy.

On 17 February 2016 EBU and ESO officially submitted their application to use parts of the reserve fund to establish its European Inland Waterway Transport Platform to the Director General of DG MOVE, Henrik Hololei. EBU and ESO aim to use the momentum created by the above mentioned amendments by means of using (parts of) the fund, which consists solely of

financial contributions from the industry, to strengthen the organisations representing inland waterway transport at Union level as referred to in Article 1 of Regulation 516/2014 replacing Article 8 of Council Regulation (EC) No 718/1999.

After an internal legal check of this proposal the Commission is expected to take a formal decision short termed based on which the Member States must allocate the money for this purpose.

EBU granted observership in CESNI, the European Committee for drawing up standards in the field of inland navigation (CESNI)

On the basis of its observer status at CCNR, EBU obtained in December 2016 the observer status in CESNI, the European Committee for drawing up standards in the field of inland navigation.

This observer status enables EBU to take part in the deliberations of this committee on the technical developments in inland navigation at all levels. In the past year EBU participated in several meetings of the committee and in the various working groups where it expressed its view on the following topics via its Nautical Technical Committee (NTC).

Elevating wheelhouses

The working group technical requirements (CESNI/PT) examined a proposal for additional requirements for elevating wheelhouses. In support of the impact assessment, the NTC have carried out a survey in July 2016 in order to assess the effects of the new requirements for the existing fleet.

The NTC expressed its serious concerns about the consequences of this regulation, namely that the controls for the lowering system, the so-called “emergency lowering system”, can be operated not only from inside the wheelhouse but also from deck. In the above mentioned survey on the impact of the modifications to the regulation, almost all the participants shared their concerns with regard to this requirement.

Following an in-depth examination in the working group is decided, in the absence of cogent arguments to justify the effective increase in safety, not to

maintain the requirement for a deck-activated emergency system.

Future amendments to the requirements for electrical equipment

In the Working Group CESNI/PT the amendments to the requirements for electrical equipment were presented. Before and after a workshop on this subject, the NTC asked an expert to review the proposed rules. The contribution of the NTC is partly incorporated into the definitive version.

The proposed requirements for electrical equipment will apply to the existing European fleet. Therefore the NTC emphasized the importance of an impact analysis, before determining transitional periods for the existing fleet.

Studies regarding transitional provisions

The Passenger Transport Committee commissioned three studies on transitional provisions applying on passenger vessels. The studies meanwhile have been submitted to CESNI, proposing alternative solutions to the intended new provisions that would meet the necessary safety standards as well as take into account the technical (im)possibilities.

About CESNI

In June 2015 CCNR together with the EU Commission created the *European Committee for drawing up standards in the field of inland navigation (CESNI)*. The realisation of this new working body resulted from the wish of the CCNR – shared by the European Union – to strengthen governance at European level, particularly as regards inland waterway transport regulations.

This committee is composed of experts of the Member States of the European Union and the CCNR and is assisted by representatives of international organisations involved in inland navigation. Representatives of the several inland shipping sectors and of the European inland shipping industry have been given a key role. By creating this committee CCNR and the EU Commission make a tangible contribution to the simplification of decision-making procedures in the field of inland navigation regulations, at which the wide experience of the CCNR may benefit all institutional partners and stakeholders.

Tasks of CESNI

The European Committee for drawing up standards in the field of inland navigation has i.a. the following tasks:

- adopting technical standards in various fields, in particular as regards vessels, information technology and crew, to which the respective regulations at the European and international level, including those of the European Union and the CCNR, will refer with a view to their application;
- deliberating on the uniform interpretation and application of the said standards, on the method for applying and implementing the corresponding procedures, on procedures for exchanging information, and on the supervisory mechanisms among the Member States;
- deliberating on derogations and equivalences of technical requirements for a specific craft;
- deliberating on priority topics regarding safety of navigation, protection of the environment and other areas of inland navigation.

Newly established river-sea shipping committee of EBU increasing its activities

The River-Sea Shipping Committee of EBU (RSSC) was founded in 2014 after EBU's enlargement and ERSTU joining EBU.

The committee under the chairmanship of Alexey Klyavin, President of the Russian Chamber of Shipping, meanwhile defined clear goals and tasks. After the SWOT-Analysis of the development of River-Sea Shipping in Europe the committee is working on a Position Paper about the main problems and barriers of sector.

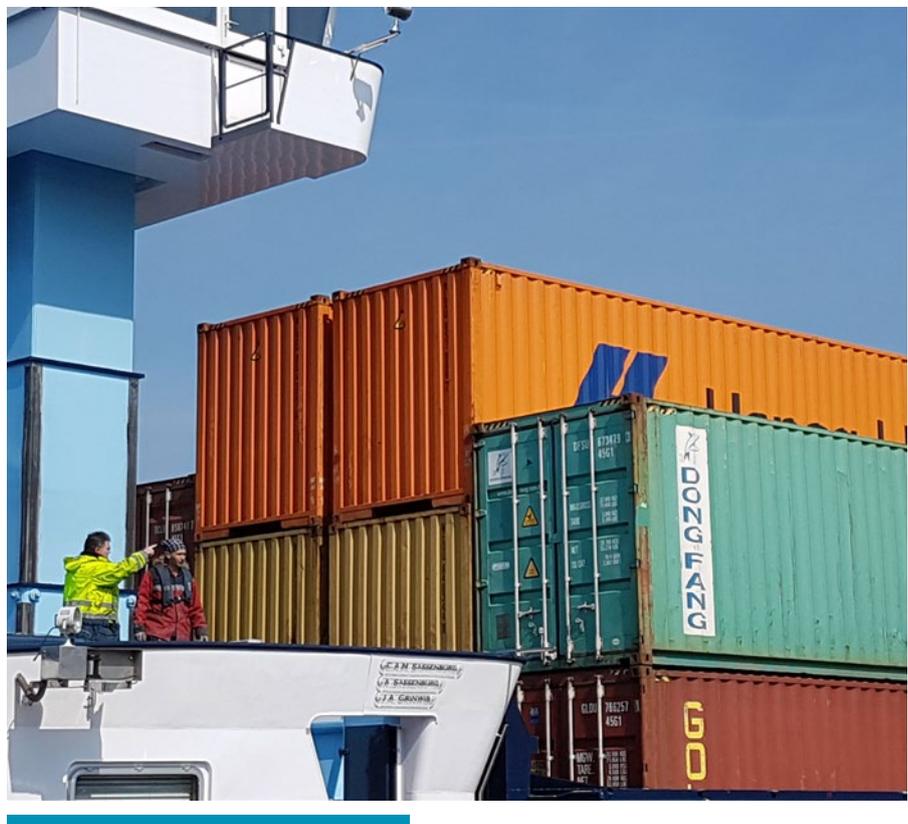
The conditions for the River-Sea Shipping in Europe hugely differ in many aspects, such as

- The River-Sea Shipping in West Europe and in the Russian Federation (RF) work in big different conditions.
- River-Sea Shipping in West Europe is possible on the river Rhine (Netherlands, Belgium, Germany), Humber (UK), Albert-Canal route, Seine up to Paris (France), Rhone up to Lyon (France) and Guadalquivir up to Seville (Spain).
- The trading areas of the River-Sea Shipping of Russian Federation are the Baltic, the North seas, the Azov-Black seas, the Mediterranean sea, the Caspian sea and the Far Eastern region of Russia with the connected rivers.
- River-Sea Shipping is very important for the national transport. The navigation period in some areas is very short (ice, low water).

The draft of the Position Paper will have following main points with recommendations:

1. Improvement of knowledge about the River-Sea Shipping and their

2. Development of fleets for River-Sea Shipping
3. Market for the River-Sea Shipping
4. Cooperation between River-Sea Ships, Inland Ports and Sea Ports
5. Harmonization of legislation between river-sea shipping and inland navigation
6. Manning problems and Professional Qualifications in River-Sea Shipping
7. Infrastructure of rivers used by the River-Sea Shipping.



Transport of dangerous goods characterised by its high level of safety

EBU strongly involved in negotiations ADN at UN-ECE level

Transport of dangerous goods by inland navigation barges is characterized by its high safety standard. Surely because the traffic on the waterways, the qualification of the crews on board as well as the construction and operation of inland navigation barges has to follow a network of legal regulations. Within this network the ADN plays an important role.

The ADN is a large set of rules that entered into force on 28 February 2009. Meanwhile ADN has been signed by 18 European countries. The predecessor of the ADN was the ADNR, which in 2009 was almost identical with the ADN – but valid only in the five member states of the CCNR. Therefore it should be replaced by a uniform set of rules throughout whole Europe.

The ADN has considerable influence from the United Nations in New York because the UNO has issued Model regulations and a globally valid classification system with its ORANGE BOOK. This UN system has been included in the ADN and also in the regulations for the other transport modes rail and road.

In designing specific waterway regulations, the contracting states of the ADN are autonomous, apart from the UN regulations mentioned above. The UNO offers an organizational platform at its headquarters in Geneva at the UN ECE, where the amendments to the ADN are negotiated. However, resolutions adopted there require formal processing by the United Nations in New York before they can enter into force on European waterways.

Every six months, meetings of the UN ECE ADN Security Committee take place in Geneva with the participation of the dangerous goods experts of EBU and ESO. To this end, work group meetings are held several times a year on various topics where the participation of experts from the inland navigation industry is indispensable. In this respect, the industry is closely involved in the further development of hazardous goods law.

The dangerous goods transport is also safe because of its high control density. It is not uncommon for inland navigation barges carrying dangerous goods to be inspected several times a year by the water police. Once a year inspections are carried out by inspectors of the European Barge Inspection Scheme. EBU and ESO experts are also involved in this system which originally was developed by the shippers.

The ISGINTT is to provide another module for safe transport of dangerous goods. Based on the model from maritime shipping ISGOTT, the ship / land rules of the ISGINTT are to be developed as best practice indicators, which is to be given to the staff at landside facilities as well as the personnel on board, in order to master the hazards of handling with dangerous goods.

Flame arrestors- ADN

A lot of effort has been put in the change in ADN-2017 and the impact of the requirements of flame arrestors. Together with the industry and Class Society Lloyd's Register, three INF-documents

have been prepared and submitted in Geneva.

The original proposal would have meant that a lot of ships would have been forced at high costs to replace their flame arrestors in order to be allowed to carry the same products.

After a number of products have been tested, it became clear that ships with the present IIB-3 type flame arrestors, should still be able to carry most products that are listed on their "product list" and that there is no safety issue whatsoever.

CDNI Waste Treaty

EBU is closely involved in the negotiations and discussions regarding waste treatment in the various areas.

Part A (release of oily and greasy waste)

With regard to the height of the waste disposal EBU asked to keep the waste disposal charge as stable as possible. That means that a small over- or undershooting of the charge against the costs, should not have a direct effect on the tariff. Differentiation of rates for waste disposal should be discussed. Heavy users of fuel are not always those that emit a lot. Differentiation is also in line with the underlying principle of the treaty; 'the polluter pays'.

Part B (collection, disposal and intake of waste from the cargo)

Dry cargo: On the CDNI website 'Frequently Asked Questions' have been published. The authorities explain how certain provisions should be interpreted. This will most likely help to reduce uncertainties. The classification of the 'type of goods' has changed. The way in which the cargo residues should be handled is simplified. The aim is one single way to handle cargo residues. Readiness of cargo receivers to take the cargo residues and deliver the ship swept- vacuum cleaned or washed is discussed many times on several occasions. Problems are (including the unloading attestation) well-known by CCNR and government representatives. There has been a survey on the CDNI treaty asking for experiences with waste from the cargo. Based on the results, measures will be taken by the authorities responsible for the treaty.



Part C (collection, disposal and intake of other operation of the vessel)

Extension of the discharge ban for passenger vessels from 12 to 50 passengers is postponed. For the moment the facilities are insufficient to organise the discharge for those vessels. It has been recognized by governments that there is a need for an examination of the impact that this measure would have, before regulations will be implemented. The transitional provision for existing on-board sewage treatment has proved to be insufficient for the current existing installations. EBU has asked to be allowed to continue using the existing on-board sewage treatment plant. It is partly due to the very high costs of new installations and some companies are unable to install new installations. It has been announced that more checks will be carried out on the release of both wastewater and kitchen waste.

degassing

Throughout 2016 the discussions on degassing and delivery of gaseous

residues of tank-barges continued. In the meantime it is expected that the member states will reach an agreement on final the text of the CDNI-treaty in the June 2017 meeting. After this the ratification process will start in the various member states. Dedicated transport) and compatible transport will probably occur frequently and should enable the reduction of unnecessary degassing.

In the Netherlands there is more and more pressure from local (provincial) authorities to restrict degassing. Local regulations have been enforced by practically all provinces. This may bring ship owners in a difficult position as the CDNI treaty has not been implemented.

It is unsure if there will be enough installations to provide the necessary degassing capacity.

EBU welcomes modernised market observation publications

EBU is assisting CCNR and EC within a redesigned market observation scheme. The collaboration has been intensified last year via a structural consultation.

Besides an annual report, quarterly booklets focus on volume of goods transported, conditions of operations and short-term outlook. The observation over the year is divided in three quarterly relatively small reports. On top there is a quarterly case-study on one specific item. The more structural involvement has led to anticipated communication from the industry before the observations are published. The industry is involved to provide answers to specific topics where contributions from the sector is valuable. Enrichment and valuation of the market observation by contribution from the branch is benefitting both CCNR/EC and EBU.



EBU events and participation at conferences and initiatives

Public Plenary Session CCNR and farewell of the former Secretary General Hans van der Werf



In a public plenary session of CCNR on 8 December 2016 EBU was invited to share views on the “Challenges for Inland Navigation” with the Member States of CCNR as well as representatives of the European Commission and other stakeholders. EBU’s Secretary General called for a strong institutional and governance structure to strengthen IWT.

At the farewell reception of CCNR’s former Secretary General, Hans van der Werf, EBU’s Secretary General expressed her thanks to Mr. Van der Werf for his strong support of the industry and the close cooperation between the CCNR Secretariat and the stakeholders during his term.

UNECE high level conference on the 70th anniversary of the Inland Transport Committee

EBU’s Secretary General presented the industry’s challenges at the UNECE High Level Conference on the 70th Anniversary of the Inland Transport Committee on 22 February in Geneva. She called for a strong political support in order to fully tap the potential of IWT and a close cooperation of the international institutions to back the future development of IWT.



EBU meets with new Secretary General CCNR

At the Annual meeting of CCNR with its stakeholders EBU met with the newly appointed Secretary General of CCNR, Mr. Bruno Georges, who took over this position as of November 2016.

Industry Alliance for Multimodal Connectivity and Logistics launched

In a spirit of genuine collaboration and partnership, 21 industry associations, representing different modes of transport, cargo owners, freight forwarders, logistics and port service providers, shipyards, transport workers and equipment manufacturers have agreed to strengthen their cooperation in the framework of an **Industry Alliance for Multimodal (IAM) Connectivity and Logistics for Growth**.

The Alliance will express their positions and expectations with regards to EU policy initiatives that could boost and enhance European multimodal connectivity and logistics.

IAM Connectivity & Logistics for Growth will complement the work of other platforms and initiatives and seek win-win opportunities with them, whilst aiming itself to achieve specific policy objectives and deliverables through joint positions. The members of the Alliance will work in an iterative manner and via an online collaborative platform. The Alliance will provide industry input to EU decision-makers, TEN-T Corridor Coordinators and relevant EU agencies, operating on a coalition model, on topics where there is consensus.

Areas of mutual interest cover competitiveness, efficiency, reliability, safety, security and sustainability of supply chain, logistics, cargo transport, handling and freight services across the European region.

Boat hopping

To bring the inland navigation closer to the decision makers, Deputy Director-General Matthew Baldwin, Director Waterborne Magda Kopczynska and Head of Unit Ports & Inland Navigation of the European Commission Daniela Rosca as well as Lucia Luijten, Head of Unit Inland Navigation at the Dutch Ministry of Environment and Infrastructure participated at a boat hopping event with the representatives of EBU, ESO, INE and EFIP.



EBU event 9 March 2017 Brussels

At the annual inland navigation event EBU discussed recent developments and challenges with some 100 representatives from the European Commission, Member States, Parliament and stakeholders.

Key note speaker **Henrik Hololei**, *Director General European Commission, DG MOVE* addressed the chances and challenges of Inland Waterway Transport. Focussing on three main topics he addressed the challenges in terms of infrastructure, the human factor and innovation. Referring to innovation he stressed the need of an important effort of renewal of engines and the use of alternative fuels, in which areas the European Commission would be keen to see a “greening effort”. In this respect he stressed that Public Authorities at different levels – European, national, regional and local – have to step up their efforts to support greening of the inland navigation sector. For example by setting up a European innovation fund for inland navigation with the support of National Administrations.

Dr. Gunther Jaegers in his key reaction emphasised the need for a well maintained infrastructure to tap the full potential of inland waterway transport. Inland waterways are an important asset in relieving the congested roads and contribute to an emission low transport. Investment

in inland waterway infrastructure is well spent money and proper maintenance of the waterways much cheaper than roads and rails. EBU’s President besides called for financial support for an engine renewal program. Given the huge societal benefit of the emission reduction this is expected to create a win-win situation for society and industry.

In a **panel discussion with MEP Gesine Meissner**, *Member of the Committee on Transport and Tourism*, **Mark Frequin**, *Director General Mobility, Ministry of Infrastructure and Environment of the Netherlands* and **Richard Payne**, *Chairman, EUROMOT Marine Working Group*, EBU’s Secretary General **Theresia Hacksteiner** discussed the future steps to support inland waterway transport.





The association EBU members

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1040 Wien

Die Schifffahrt



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

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

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

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

Belgium



Unie der Continentale Vaart V.Z.W.

Axeldreef 9
B-9810 Nazareth

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

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

Algemeen Aktiecomité der Belgische Binnenscheepvaart-organisaties

Ankerrui 42 bus 9,
2000 Antwerpen

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

4, Quai de Coronmeuse B-4000 Liege

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

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

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

Czech Republic



Avp-Cz Czech Barge Union

K. Capka 211/1
CZ-40591 Decin 1



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

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

France



Comité des Armateurs Fluviaux (CAF)

8, rue Saint Florentin
D-75001 Paris



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

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

CAF is a founding member of the European Barge Union.

The association

EBU members

Germany



Bundesverband der Deutschen Binnenschifffahrt e.V. (BDB)

Dammstrasse 15-17
D-47119 Duisburg



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

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

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

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

Luxembourg



Fedil - Business Federation Luxembourg

7, rue Alcide de Gasperi
Luxembourg-Kirchberg



Founded in 1918, Fedil – Business Federation Luxembourg is today a multi-sectoral business federation representing the industry, construction and business services sectors. As regards the Luxembourg economy, the Fedil member companies represent 25% of added value, 30% of domestic employment and 8 billion EUR

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

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

Netherlands



Central Bureau for Inland Barging (CBRB)

Vasteland 78
3011 BN ROTTERDAM



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

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

Switzerland



Schweizerische Vereinigung für Schifffahrt und Hafenwirtschaft (SVS)

Südquaistrasse 14
CH-4019 Basel



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

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

The association EBU members

Romania



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

St. Albatrosului 2,
RO-800029 Galati



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

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

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

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

The main objective of the association is to promote, nationally and internationally, the interest of their members.

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

Corresponding Members

European River-Sea-Transport Union e.V. (ERSTU)

Westhafenstrasse 1
D-13353 Berlin
Germany



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

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

Corresponding Members

IG RiverCruise

Nauenstraße 63A, Postfach,
CH-4002 Basel



IG RiverCruise

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

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

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

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

Marcottedreef 7
B 2950 Kapellen



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

Its aim is to :

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

The BFTB-FBOTF was founded in march 1955.

Structure (as per june 2017)



EBU-Officials

- President, Dr. Gunther Jaegers (GE)
- Vice-President, Paul Goris (NL)
- Secretary General, Theresia Hacksteiner

Executive Committee

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

Board of Management

Austria

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

Belgium

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

Czech Republic

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

France

- D. Leandri, Comité des Armateurs Fluviaux, Paris

Germany

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

Luxembourg

- P. Hemmen, Fedil-Business Federation Luxembourg, Luxembourg
- O. Schweers, Imperial Shipping GmbH, Wasserbillig

Netherlands

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

Romania

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

Switzerland

- A. Auderset, SVS, Basel
- S. Plüss, Fluvia AG, Basel

Committees

Nautical-Technical Committee

EBU/ESO

- Chair: J. Zöllner, VBD, Duisburg
- Vice-chair: G. Kester, BLN, Rotterdam
- Secretary: L.M.E. Pater de Groot, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Belgium

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

Czech Republic

- S. Tlustos, Ceskepristavy, Praha

France

- R. Becart, Compagnie Fuviale de Transport, Le Havre
- B. Cossiaux, Chambre Nationale de la Batellerie Nationale, PARIS
- S. Labeylie, Compagnie Fuviale de Transport, Le Havre
- H. Lacour, Chambre Nationale de la Batellerie Nationale, PARIS
- M. Le Goff, Compagnie Fuviale de Transport, Le Havre
- L. Wootton, Chambre Nationale de la Batellerie Nationale, PARIS

Germany

- A. Brahms, MSG eG, Würzburg
- H.G. Heidenstecker, Heidenstecker Schifffahrt, Wesseling
- N. Hohenbild, MS "Catharina", Emmerich
- F. Spiess, Bundesverband der Deutschen Binnenschifffahrt
- V. Westedt, MS "LUV", Bremen
- J. Zöllner (Chair), VBD, Duisburg

Netherlands

- B.E. Boneschanser, Thyssenkrupp-Veerhaven B.V., Brielle
- R. van Doesburg, BLN/KSV-Nederland, Zwijndrecht
- M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- G. Kester (Vice-Chair), BLN/KSV-Nederland, Rotterdam

- L.M.E. Pater-De Groot (Secretary), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- S. Oudakker, BLN/KSV-Nederland, Zwijndrecht

Romania

- S. Rodenau, CFNR Navrom, Galati

Switzerland

- H. Amacker, Danser Switzerland AG, Basel

Tankbarging Committee

- Chair: Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg
- Secretary: Robert Kasteel, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Austria

- N. Baumann, Danu Transport GmbH, Wien

Belgium

- Dr. Ph. Grulois, Unie der Continentale Vaart, Gent

France

- B. Grosjean, Compagnie Fluviale de Transport, Le Havre
- J.-M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg

Germany

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

Netherlands

- C. De Graaf, Zwaans Delta Barging BV, Rotterdam
- Robert Kasteel (Secretary), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Switzerland

- S. Plüss, SVS, Basel



Structure (as per june 2017)



Dangerous Goods Committee

EBU/ESO

- Chair: R. Overveld, Interstream Barging B.V., Geertruidenberg
- Vice-Chair: F.M. Pruyn, Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten
- Secretary: E. Spitzer, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

Belgium

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

France

- E. Gloanec, Compagnie Fluviale de Transport, Le Havre

Germany

- H. Lorenz, Reederei Jaegers GmbH, Duisburg
- K.M. Meier, Guspaf GmbH, Xanten
- T. Speermann, B. Dettmer Reederei GmbH & Co. KG, Lauenburg
- H. Stöhr, Reederei Deymann Management GmbH & Co KG, Haren

Netherlands

- D. van Kempen, Chemgas B.V., Rotterdam
- E. Knol, Wijgula B.V., Druten
- S. Oudakker, BLN/KSV-Nederland, Zwijndrecht
- R. Overveld (Chair), Interstream Barging B.V., Geertruidenberg
- F.M. Pruyn (Vice-Chair), Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten
- W. van Putten, Verenigde Tankrederij, Rotterdam

- E. Thijssen, BLN/KSV-Nederland, Zwijndrecht
- M. Zevenbergen, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Switzerland

- G. Baumgartner, Stetrag AG, Basel
- M. Maier, Stetrag AG, Basel
- K. Pöttmann, Stolt-Nielsen Switzerland AG, Zug

Passenger Transport Committee

- Chair: W.B. de Zeeuw, De Zeeuw Reederei Management, Basel
- Secretary: M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Austria

- W. Hanreich, DDSG GmbH, Wien

Belgium

- Mr. Olijslager, Rederij Seastar, Nieuwpoort

France

- A. Bour, CroisiEurope, Strasbourg

Germany

- A. Nauheimer, Primus-Linie, Frankfurt am Main
- W. Thie, Neckar Personenschifffahrt Berta Eplle GmbH & Co. KG, Stuttgart

Netherlands

- N. Arnts, Feenstra Rijn Lijn BV, Arnhem
- H. Heijmen, Constant in Beweging Varende Locaties, Nijmegen
- M. van Helvoirt (Secretary), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- L. Schuller, Rondvaartbedrijf Zilvermeeuw, Drimmelen
- H. Teerlink, Rederij Eureka BV, Deventer

Switzerland

- W.B. de Zeeuw (Chair), De Zeeuw Reederei Management, Basel
- H. Grammerstorf, IG Rivercruise, Basel

Social Committee

- Chair & Secretary: M. Koning, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Austria

- P. Blachnik, WKO, Wien

Belgium

- Dr. Ph. Grulois, Unie der Continentale Vaart, Nazareth

Czech Republic

- L. Hradsky, AVP-CZ, Decin

Germany

- A. Stommel, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
- V. Schumacher, Dettmer Gruppe, Duisburg

France

- D. Leandri, Comité des Armateurs Fluviaux, Paris
- J.P. Rouss, SOGESTRAN, Le Havre

Netherlands

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

Romania

- S. Cucu, AAOPF, Galati

Pushbarging Committee

- Chair: vacancy
- Secretary: J. Vogelaar, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

France

- F. Szilagy, Compagnie Fluviale de Transport, Le Havre

Germany

Vacancy

Netherlands

- Z. Brasser, Eurobulk Transportmaatschappij, Dordrecht
- J. Davidse, Thyssen-Krupp-Veerhaven B.V., Brielle

River-Seashipping Committee

- Chair: Alexey Klyavin
- Secretary: Dr. Wolfgang Hebenstreit

Germany

- Wolfgang Novak, Imperial Shipping Group
- Ralf Uebachs, Rhenus Maritime Services GmbH

Environmental Coordinator

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

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