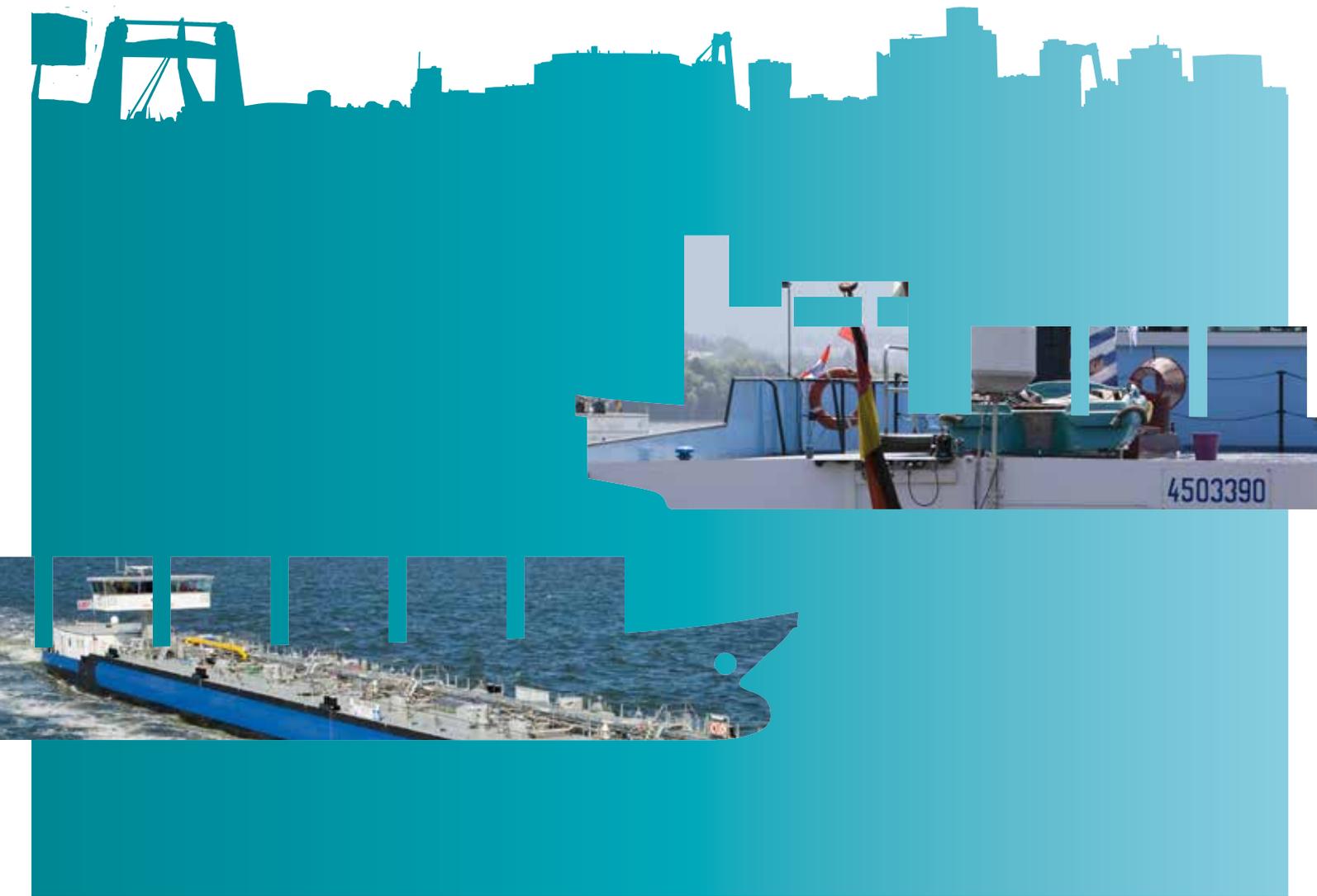




European
Barge
Union

Annual Report

2014 | 2015



Content

| | |
|------------------------------|----|
| Introduction | 3 |
| Infrastructure | 4 |
| Innovation | 6 |
| Labour market | 9 |
| Passenger shipping | 11 |
| Inland navigation | 12 |
| EBU enlargement | 13 |
| EBU Event 2015 | 14 |
| The Association, EBU members | 16 |
| Structure | 22 |



Introduction

According to the latest key findings of the International Transport Forum, the international freight transport volume will grow more than fourfold by 2050, which will have its effect on the increase of transport in Europe. As a result, CO₂ emissions from freight transport will grow by 290 % by 2050 and freight will replace passenger traffic as main source of CO₂ emissions from surface transport.

Inland waterway transport is known as environmentally friendly, emission low and energy efficient mode, that serves important markets and offers a huge modal shift potential. This however requires a mind shift in order to fully use the free capacity on the European rivers and canals. Recent examples of shippers to shift cargo from congested roads to inland waterways demonstrate that this leads to a win win situation for all parties involved.

The European Commission released some important policy instruments that aim to contribute to cope with the transport challenges ahead. Examples referred to are the revised TEN-T Guidelines and its financial instrument, the Connecting Europe Facility. The implementation of the new multi-modal corridor is in shape and requires a number of preconditions to be met to translate this concept into a success. The European Court of Auditors in its recently report on Inland Waterway Transport in Europe emphasised that bottlenecks on rivers and canals hinder a modal shift from roads to inland waterways.

The renewal of the NAIADES programme is intended to provide the necessary framework conditions to support inland waterway transport within the overall European policy concepts like the White paper and the TEN-T. Part of this programme is a new governance structure and cooperation between the European Commission and the Central Commission for the Navigation on the Rhine to contribute to the future development of inland waterway transport and a further harmonisation of the regulatory framework.

The review of the White Paper should take advantage of the potential of inland waterway transport and materialise the huge advantages of the sector in terms of its strengths, such as its economy of scale – an average inland vessel replaces some 250 lorries -, its high safety record, low externalities and energy-efficiency. Inland navigation is mainly known as carrier of traditional freight flows of bulk and mass products like coal, iron ore, liquid cargo or cereals. Besides the well known success stories in the field of container transport – which is an area of ongoing growth - there are other quite unknown areas in which waterway transport offers interesting solutions to shippers and society.

EBU's members are prepared and committed to contribute to the realisation of the overall goals of the European sustainable transport policy.

Didier Leandri, President



Infrastructure

The “conditio sine qua non” for the development of inland waterway transport. Inland waterways are a crucial asset for EU’s competitiveness.

According to the OECD long run transport investment levels in developed EU economies have traditionally accounted for approximately 1% of GDP whilst new Member States have been spending more as a percentage of GDP in order to catch up and complete their basic networks. However, the recent trend -exacerbated by the financial crisis - is that this level of investment has decreased. The EU-27 average in 2011 was 0.7% of GDP which in the long run leads to a tremendous shortage in infrastructure investment.

This already became manifest on the inland waterways where due to bottlenecks and lacking maintenance our members in the past years suffered too long periods of non reliability towards their clients which led to huge losses. Examples are the insufficient navigability conditions on the rivers Danube and Elbe, which finally - contrary to the EU policy - leads to a reverse modal shift.

In this respect reference is made to the recently released report by the European Court of Auditors entitled “Inland Waterway Transport in Europe:

No significant improve in modal share and and navigability conditions since 2001” in which it criticized the lack of implementation of the European infrastructure policy in the past years.

EU’s international waterways are comprised in 7 of the 9 core network corridors. The removal of physical, technical, operational and administrative barriers within inland waterway transport and between inland waterway transport and other transport modes will ensure the implementation of the core network and the establishment of quality waterway transport fully integrated in the overall transport system via sea ports and inland ports as aimed by the EU NAIADES action plan and the EU White Paper on transport.

Given the fact that inland waterway transport has high shares in a number of corridors and an important potential in others, EBU together with other stakeholders called upon the coordinators to fully implement inland waterways in this new concept by removal the bottlenecks and realize the missing links.

Transport ministers pledge to implement Master Plan for Fairway Maintenance of the Danube and its Tributaries

Ministers of the Danube Riparian States on 3 December 2014 endorsed the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its Navigable Tributaries and pledged to implement it as soon as possible. The current lack of fairway maintenance on the Danube resulting in unreliable navigation is a pressing issue for the inland waterway sector and the industry using it. The Master Plan was developed in the framework of the EU Strategy for the Danube Region (EUSDR). It identifies critical maintenance locations which currently limit the navigability of the Danube and analyses the underlying issues and the financial needs required to resolve them.

Ministers agreed to establish national roadmaps which identify individual actions, responsibilities, funding resources and intermediate milestones for the implementation of these measures and to communicate these roadmaps by 30 June 2015 to the relevant coordinating bodies. They further confirmed their intention to allocate the necessary national budgets as referred to in the Master Plan and stressed the importance of making use of EU co-financing opportunities.

EBU called upon the European Commission to closely follow up the implementation of this Masterplan

in order to avoid a further delay of the necessary measures to guarantee the fairway rehabilitation. The inland navigation industry in the past suffered huge losses due to the lack of the maintenance of the waterways.

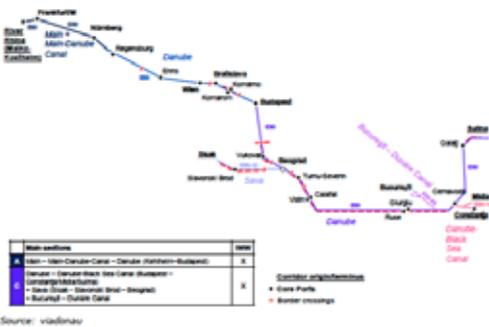
European Fund for Strategic Investments (EFSI)

Although EBU welcomes the initiative of “An investment Plan for Europe” and is ready to support all efforts towards a renewed European economic boost through investments in key infrastructure projects, it- together with numerous stakeholders – expressed its major concerns regarding the Commission proposal, as

- the EFSI budget will drastically limit the CEF envelope for grants.
- investments under EFSI will not follow the TEN-T priorities for funding of transport infrastructure and the prioritization as defined in the Corridor approach.

- the money transferred to the EFSI is not ring-fenced for transport investments.

During the past year, the Commission, member states and infrastructure managers have jointly worked on corridor work plans that are to identify the priority projects with the highest European added value that should thus be the first recipients of EU funding. However, under the EFSI, any European transport project independent of location and mode of transport can receive funding. This shifts the logic away from the carefully chosen transport priorities of the CEF and TEN-T.



IWW alignment of the Rhine-Danube Corridor and assigned infrastructure

River Elbe

According to the European Coordinator of the Orient East Med corridor, Mathieu Grosch, Inland waterways are key elements to ensure an essential and effective hinterland connection from the northern ports of the corridor to central European countries. In his Work Plan he emphasised that the River Elbe is characterised in general by insufficient navigability conditions, as well as deficiencies of several sections along its length in terms of unreliable draught conditions, incomplete network, limited underpass clearances, non-compliant lock chambers, capacity deficiencies, etc. The main efforts in this field thus are to be oriented to an improved navigability in conjunction with the environmental aspects.

France and Belgium have applied on 26 of February for a 40 % funding of the Seine Escaut Project under the current call.

Location of Canal Seine-Nord Europe. Source: North Sea Mediterranean report, European Commission



The map shows how all the seaports in the range between Dunkerque and Amsterdam are connected to a dense network of rivers, canals, and associated inland ports and industrial areas. The Seine-Scheldt project aims to extend this network by completing the link between Paris and Belgium, thus also giving access to the Oise and Seine Rivers, as far as the port of Le Havre, and the Atlantic Corridor.

Innovation

Despite the difficult economic situation the inland navigation industry is characterised by innovative entrepreneurship. EBU members are pioneers in innovation by introducing new LNG driven vessels.

In the past year again a number of vessels using LNG have been built and are meanwhile sailing on European rivers. In order to boost these innovative sustainable concepts with high societal benefits, sufficient funding out of European and national funds is required. European decision makers need to ensure sufficient financial support, both for research and development programs and the broad deployment out of the work programs under H2020 and CEF.

**Revision of Directive 97/68/EC on NRMM (COM (2014) 581 final).
EBU's plea for a sound balance between new emission standards and economical and technical feasibility!**

The European Commission recently released its proposal for a regulation on requirements relating to emission limits and type-approval for internal combustion engines for non-road mobile machinery (COM (2014) 581 final). With the proposal the European Commission aims to cut emissions of major air pollutants from engines in non-road mobile machinery and cut the complexity of the legal framework for the sector.

It is expected to provide the NRMM sector with a predictable and stable regulatory framework that is fit for the future and a clear focus on international



alignment of technical requirements, particularly with a view to bringing those of the EU and the US closer together, which is expected to ensure a level playing field for European industry and avoid unfair competition from low-cost imports of non-regulated machinery.

Where the inland shipping industry in terms of CO2 emission already is the cleanest modality, it welcomes the proposed revision of the Non Road Mobile Machinery (NRMM) directive 97/86/EC and the objectives on which the regulation is based, in particular the aim of better air quality and emission limits for all new engines. Ship-owners are committed to reach the objectives as referred to in the Commission proposal. That implies however that they must have the opportunity to do so within reasonable perimeters. As the market of inland vessel engines is strongly linked to the maritime engines its development follows the global maritime market rather than stand alone EU standards.

EBU called upon the decision makers, in particular the Member States and the European Parliament, to support its plea in an alignment with the maritime standard, which means the existing US EPA Tier 4 standard. Engines meeting the proposed US standard criteria are directly available in every size. Those engines are more than 80% cleaner than the engines based upon the current standard which would imply a major improvement compared to the actual situation regarding air pollutants.

Technical Directive Inland waterway vessels

The European Council recently agreed a general approach on proposed technical requirements for inland waterway vessels. In the future, such technical standards will be developed in the European Committee for drawing up Standards in Inland Navigation (CESNI). The standards drawn up by CESNI will automatically apply in their up-to-date version.

The new approach in cooperation with the European Commission and the CCNR is considered a major step forwards by the sector, as it aims to address the overlap of legal frameworks and competencies in the sector. This approach is backed by an administrative arrangement between the EC and the Central Commission for the Navigation on the Rhine under which uniform standards will step by step replace the different sets of standards actually maintained under various legal regimes. The reform is expected to simplify and speed up procedures, in particular to adapt standards to technical progress. This should ensure a high level of safety, and encourage innovation and investment in new technologies. The discussion of new uniform standards can also be used to have a fresh look at the current standards that have not been changed during the current revision of the technical directive.

A good example for such a fresh look at existing standards is noise prevention on board of existing vessels. EBU supports a new standard for noise measurements and questions the



current procedures that refer to maximum noise exposition only. The noise issue is part of a general revision of transitional provisions that are subject to a moratorium and have thus not been applied to vessels sailing on the Rhine as from 1.1.2015. Many other items will be checked in terms of how many vessels are affected by new technical standards and how to find safe technical solutions that cost less. EBU plays an active role in this process.

In general, technical prescriptions in IWT are very detailed and technical but not goal-oriented. Technical prescriptions should be more flexible and open for innovation. If the targeted aim of a prescription is defined, it should give a benchmark to evaluate alternative constructions. But also defined levels of safety need a practical control procedure. This is why new techniques should be assessed by private experts and public inspection bodies in a joint effort to ensure equivalent safety standards when using different techniques on board.

Strong cooperation between the European Commission and the Central Commission for Navigation on the Rhine (CCNR)

There are currently two different inland navigation certificates operating in the EU: the EU certificate and the Rhine certificate. The system of two certificates will continue but it will be much easier to maintain the equivalence between them. The new committee CESNI was set up under the auspices of the Central Commission for Navigation on the Rhine (CCNR) on 3 June. It will be open to experts and relevant stakeholders – amongst them EBU - from all EU member states. EBU welcomes that this approach is supported by the expertise that the CCNR has built up over the years in developing and updating technical requirements and guaranteeing a high safety standard.

Labour market

People in the main focus of social partners at European level. EBU is contributing to the social agenda for transport.

Representing employers in the inland navigation sector EBU takes, together with its partners at European level (ESO and ETF), responsibility for issues relating to the sectorial labour market, which is gradually taking on a European character. As economic recovery proceeds, the availability of qualified personnel in the near future is becoming a major concern.

Social partners strongly support the development of a European legal framework providing automatic multilateral recognition of professional qualifications. They also share a joint position on the rules to determine the applicable social security law with regard to international transport activities. EBU considers consensus in these fields essential to establish and ensure a level playing field by clarifying the applicable legislative rules and rendering the relating enforcement more effective.

Our sectorial Social Dialogue Committee has played an important role in achieving this result. Currently social partners are facing another major challenge: modernisation and harmonisation of crewing requirements at CCNR and European level. In a round table meeting organised by CCNR in November 2014 the necessity of such a modernisation, including the use of modern control instruments, was acknowledged by all relevant stakeholders.

EBU advocates a short term modernization taking into account the state of the art of the technical and electrical developments in the sector.



Agreement on Working time: a major result of negotiations with social partners

In December 2014 the Employment and Social Affairs Council has adopted the Commission's proposal for a Directive implementing our social partners' agreement on the organisation of working time. Thus a significant step was taken to improve legal certainty in our sector by introducing a framework which is tailored to working and living conditions on board IWT vessels. EU Member States will adapt their legislations to it until the end of 2016.

In terms of standards for qualification for boatmasters and (which is new) boatmen, EBU supports and encourages the second big area of close cooperation between the European Commission and CCNR. Together with other Social partners, EBU asked for a harmonisation of competencies required for crew members working on management level and operational level of a vessel. EBU strongly supports the revision of the excellent columns of competencies and proficiency required for management level (boatmasters) and operational level (boatman) that have been tabled by the PLATINA project in 2012. EBU is happy to see that Member States of EU and CCNR play an active role in the current revision process of this part of a standard for training and certification in inland navigation. EBU also supports the ongoing process of defining standards for simulators used for training in IWT. Simulator use would allow for even more safety in IWT and would also allow to modestly reduce sailing time. EBU expects a draft for such standards by the end of 2015.



A social agenda for transport

EBU presents the IWT's respond to the social agenda for transport at a high level meeting on 4 June 2015

Responding to challenges regarding the social agenda for Transport EBU presented the common position of the social partners in this field at the High Level meeting, organized by the Commissioners for Transport and together with the European Parliament on this topic. It emphasized that the

- Social partners have agreed on a joint position on the rules to determine the applicable social security law. Apart from improving enforcement they advocate clarifying the causes of 'social dumping' practices.
- Social partners strongly support the development of a European legal framework providing automatic multilateral recognition of professional qualifications.
- Social partners intend to participate jointly in a process at European and CCNR level to modernize crewing requirements and improve relating enforcement.

People are the main asset of transport entrepreneurs in inland navigation. EBU therefore advocates a proper social framework for workers in this sector.



Passenger shipping booming business

Passenger transport on the European inland waterways plays an important role in the wide range of touristic and leisure services, with various sight-seeing, day trip and river cruise ships. Moreover, passenger transport is becoming increasingly important for (regional) mobility, with an increasing number of ferry services providing swift, efficient and reliable mobility to numerous commuters.

Last year, the river cruise segment has again shown an incredible new building rate, with still considerable growth potential in especially the American and Asian markets. In the European markets however, there is less growth potential, with overcapacity likely to become an issue in the near future.

One of the most important challenges for the coming years for the passenger shipping in general and the river cruise industry specifically, is the availability

Focus on river cruise ships in France
This sector which is very booming, in 2014 was marked by its dynamism. The operators have benefited from good load factors, with passengers from all over Europe and the United States.

The offer is growing on all basins, the companies have increased their positioning with fifteen new units in 2014 and 2015, on the Seine, the Rhone and the Gironde and Loire. From 1st January 2015, a total of 52 large cruise ships are currently in service on the French waterways with lengths up from 110 to 135 meters.



of well trained crew. Modernisation of the (outdated) crewing regulations is urgently needed. But there is also a need to focus on the entry of new, motivated personnel with the ambition to pursue a career in this industry.

The waste Treaty, or rather the ban on overboard discharge of waste water for passenger ships, remains an issue. In 2014 it has been established that the vast majority of the existing fleet cannot comply with the technical requirements for waste water treatment plants; we hope to work out an appropriate solution in 2015.

After the CCNR decided in its plenary 2014 spring meeting to postpone some of the most burdensome transitional provisions, EBU started to undertake a study into alternatives for the second independent engine room. This study should be carried out in 2015.

Inland navigation

The safest mode to carry dangerous goods

Transportation of liquid cargo's on the European inland waterways plays an important role in the supply chain of the European petroleum and chemical industry. Over the last years a considerable effort has been made to improve the safety performance of the fleet.

A large majority of the single hull barges have been replaced by double hull barges. The total capacity of the tankbarging fleet increased considerably, as the majority of these new vessels have a larger capacity than the older vessels they have replaced. Also in 2014 the tankbarging fleet capacity expanded slightly, while the estimated required fleet remained stable. This has led to a certain amount of overcapacity as the demand for ships stagnated.

Degassing

At the exchange of cargos of petroleum or chemical products, ships can be degassed. If degassing occurs in the open air, this can result in emissions of volatile organic compounds into the atmosphere. In 2014 extensive discussions with all parties involved in the supply chain have taken place within the CCR to limit these emissions. At present an agreement within the GRTS working group has been reached to include degassing in the present CDNI treaty. The EBU position, in line with the CDNI treaty, always has been that the industry stakeholders have to take responsibility for their own

cargo. The costs involved with the disposal of the gaseous cargo residues should be worn by parties parallel to the current CDNI treaty with regards to fixed and liquid cargo deposits. The member states of the CCNR are expected to reach a final decision by the end of 2015.

Means of evacuation

Also in 2014 discussions continued concerning the framework in accordance with ADN to improve the availability of means of evacuation in cases of emergency and to clarify the responsibilities of the parties involved. Concerns have been expressed about the acceptability of safe havens as means of evacuation, for instance in case of fire. Also the premise of the present regulations concerning safe havens always has been that there would be no amendments to the building regulations of vessels.

Stability

After the 'Waldhof' accident the ADN Safety Committee discussed the need for additional requirements on stability. These discussions have resulted in a change of the ADN in 2013 with a.o. a requirement for an approved computer loading instrument. This requirement entered into force on January 2015 for type C tankers. In mid-2014 only a very limited number of vessels out of the total fleet seemed to comply with this requirement. Up till that date on only 20 vessels an approved software programs had been installed.



EBU enlargement

By welcoming ERSTU and IGRC as new members EBU enlarged the scope of activities at a pan European level and will boost inland navigation in the field of passenger transport.

EBU's Board of Directors recently has decided to accept the membership applications of ERSTU and IG River Cruise and is pleased to welcome them as corresponding members. EBU, ERSTU and IGRC will join forces as from 2015 in order to strengthen the representation of the inland navigation industry, even at a Pan-European level.

The European Barge Union EBU, uniting the national associations of barge owners and representing their interests at European and international level, has decided to open membership for corresponding members. This offered the possibility to welcome new members like ERSTU and IGRC, which will be represented under the umbrella of EBU as from 2015 as well.

European River-Sea-Transport Union ERSTU

ERSTU as a Pan European association of shipping (ship owners, charterers, ports, maritime service providers)

established in 1997, unites members from 13 West- and East European countries with a strong focus on the Danube area, Ukraine and Russia. 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.

Where ERSTU focuses on a better use of the short distance traffic on sea including the river- sea shipping as well as for partnership and cooperation with Russia and the CIS this will be complimentary to EBU's area of activities. ERSTU's membership within EBU is expected to create a win-win situation for both organisations and its members. Under the enlarged body EBU will establish a new Committee dedicated to River-Seashipping in order to fully cope with the area of activities of its new members.

IG River Cruise

IG River Cruise, the association of leading European River Cruise Companies, aiming for a stronger representation at European level, decided to join EBU as from 2015. To join forces IGRC and EBU are focusing on a stronger representation of the interests of passenger transport in Europe. Inland navigation offers a huge potential for the carriage of passengers on the European waterways, which is increasingly important towards the background of congested roads and rails. Moreover the Cruising industry on European waterways is an area of increasing interest and offers an enormous potential for tourism in Europe.

By combining the interests of IGRC and EBU river cruising is expected to be much better in the focus of European and international policy makers.



EBU Event 2015

EBU shared views on the potential of inland waterway transport as sustainable carrier of freight and passengers with the Commissioner for transport ms. Bulc and high level representatives of the European Parliament and council during its annual event.

It demonstrated the sectors innovation and high potential in terms of growth not only in the traditional but also in alternative cargo flows.

Commissioner Bulc met with the inland navigation sector during EBU's event on 3 March in Brussels. In her key note speech she emphasised the important role inland navigation plays in the overall transport system to contribute to the European policy aims. To fully materialise its benefits she called for a better integration of the modes and to focus on the innovation and sustainability agenda. She invited EBU to tell the sector's needs in order to support it in its innovation roadmap and adaptation of the fleet.

Focusing on the future development EBU provided MEP Van de Camp, who is reviewing the White Paper in the European Parliament, with some concrete input. Demonstrated by some best practises EBU emphasised that modal shift to sustainable inland waterway transport not only in the traditional and long distance areas is interesting, but a huge modal shift potential also lies with alternative cargo and passenger flows also on short distances.

Also a strong governance structure providing full support to the cooperation between the CCNR and the European Commission is expected to provide the right framework to contribute to reach the goal of the White Pater, being an increased share of inland navigation in the entire European transport volume.





The association EBU members

Austria



Berufsgruppe Schifffahrt / Wirtschaftskammer Österreich

Wiedner Hauptstr. 63
1040 Wien

Die Schifffahrt



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

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

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

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

Belgium



Unie der Continentale Vaart V.Z.W.

Axeldreef 9
B-9810 Nazareth

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

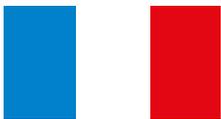
K. Capka 211/1
CZ-40591 Decin 1



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 12 E
3011 BL ROTTERDAM



The Central Bureau for Inland Barging (CBRB) is an employers' organisation for companies operating on the river Rhine and other inland waterways. It represents the interests of its (400) members in national and international organisations and governments, and participates in the various consultation platforms in the world of business.

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

Switzerland



Schweizerische Vereinigung für Schifffahrt und Hafenwirtschaft (SVS)

Südquaistrasse 14
CH-4019 Basel



The Swiss Association of inland navigation and ports (SVS) represents the interests of the inland navigation industry and its stakeholders towards authorities and other associations. The association is a member of various national and international organisations and holds the secretariat of the 'Inland Navigation' parliamentary group. By the end of 2011 SVS counted some 255 members in the categories individual members (120), companies (74), partners of the inland navigation (32) as well as authorities, associations and organisations (29). The SVS is directed by a Board consisting of ten members. The director is responsible for the daily business. SVS is a founding member of the European Barge Union.

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



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 2015)



EBU-Officials

- President, Didier Leandri (F)
- Vice-President, Dr. Gunther Jaegers (G)
- Secretary General, Theresia Hacksteiner

Board Of Management

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

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- G. Van Overloop, De Grave Antverpia, Antwerpen
- S. Kegels, Aktiecomité-Comité d'Action, Antwerpen (alternate member)
- E. Straatman, Orinoco NV, Hoboken (alternate member)

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- R. Tadsen, Imperial Shipping GmbH, Wasserbillig

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

Romania

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

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Committees

Nautical-Technical Committee

- Chair: J. Zöllner, VBD, Duisburg
- Secretary: J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

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

Czech Republic

- S. Tlustos, Ceskepristavy, Praha

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- M. Le Goff, Compagnie Fuviale de Transport, Le Havre

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

Germany

- H.G. Heidenstecker, ERSTU
- N. Hohenbild, MS "Catharina", Emmerich
- V. Westedt, MS "Luv", Bremen
- J. Zöllner (Chair), VBD, Duisburg

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- G. Kester, BLN, Rotterdam
- L.M.E. Pater-De Groot, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

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Belgium

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France

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

Germany

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Switzerland

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- Secretary and Chair ad interim: E. Spitzer, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

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

France

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Germany

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- T. Speermann, B. Dettmer Reederei GmbH & Co. KG, Lauenburg



Structure (as per June 2015)



- H. Stöhr, Reederei Deymann Management GmbH & Co KG, Haren

Netherlands

- D. van Kempen, Chemgas B.V., Rotterdam
- L. Pater de Groot, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- F.M. Pruyn (vice-chair), Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druuten
- W. van Putten, Verenigde Tankrederij, Rotterdam

Switzerland

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

- J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
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- N. Arnts, Feenstra Rijn Lijn BV, Arnhem
- H. Heijmen, Constant in Beweging Varende Locaties, Nijmegen
- M. Van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
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- H. Grammerstorf, IG Rivercruise, Basel

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- A. Nauheimer, Primus-Linie, Frankfurt am Main

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Czech Republic

- L. Hradsky, AVP-CZ, Decin

Germany

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- V. Schumacher, Dettmer Gruppe, Duisburg

France

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Netherlands

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- 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

Belgium

- G. Van Overloop, De Grave Antverpia, Antwerpen

France

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

Germany

Vacancy

Netherlands

- Z. Brasser, Eurobulk Transportmaatschappij, Dordrecht
- J. Davidse, Thyssen-Krupp-Veerhaven B.V., Brielle
- W.G.A. Nuy, Provaart Logistic, Hendrik- Ido-Ambacht

River-Seashipping Committee

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

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- 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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