



European
Barge
Union

Annual Report

2015 | 2016



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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.

Introduction



Inland waterway transport carries some 550 million t of goods a year and is of increasing importance in the field of cruising and passenger transport, that showed a raise of 30 % in the past ten years.

Inland waterway transport is known as environmentally friendly, emission low and energy efficient mode. Contrary to the congested roads the network of European waterways still disposes over free capacity, offering a huge modal shift potential. One of the main prerequisites to fully tap this free potential is a well-functioning infrastructure which today – due to its lack of maintenance - hampers the development of this sector. More financial support at EU level and commitment by the Member States is needed to overcome this shortage. At several occasions throughout the year we drew the attention on these facts. This lead a.o. to the agreement by the Danube ministers during the TEN-T days 2016 in Rotterdam to step up fairway rehabilitation and maintenance efforts in 2016 and beyond in order to improve fairway conditions according to the relevant target values relative to low navigable levels in the respective sections. Together with other stakeholders in the sector, EBU called for the necessary increase of the EU budget for transport, which is considered as best investment plan for Europe.

As sector representative we have been involved in a couple of legislative proposals that have been discussed

and finalised recently. The topics that are high on the political agenda are related to innovation and greening as well as to the labour market employing some 40.000 people at the moment and offering huge career perspectives. Due to the lack of qualified people in the sector we welcomed the Commission proposal on the harmonisation of the professional qualifications, that dates back on an initiative by EBU. Council already reached an agreement on this subject under the Dutch presidency and is awaiting the position of the EP.

Apart from that the sector is challenged by innovation and greening. Unfortunately the recently adopted NRMM regulation does not meet the sector's expectations and regrettably might lead to a standstill of innovation. EBU as promotor of innovation and greening of the fleet, repeatedly had warned for such an effect which even tends towards a subversion of the LNG strategy and back to full fuel dependency.

With the potential and characteristics of the sector EBU continues to contribute to the realisation of the overall EU objectives in terms of sustainability, economic growth and job creation. Given these benefits a much higher positioning of the sector in terms of strategy and support at EU level is needed, which will be a major focus during my presidency.

Dr. Gunther Jaegers
President

Labour Market

People are the sector's main asset. EBU is contributing to the social agenda for transport.

Young captains in EU focus at the TEN-T days

Representing employers in the inland navigation sector, EBU together with the social partners at European level (ESO and ETF), takes responsibility for issues related 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.

Professional Qualifications

Back in 2004 EBU initiated the idea of harmonization of professional qualifications which later was supported by the Social partners. EBU therefore welcomed 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 intends to increase workers mobility in the sector. The proposal aims to introduce minimum competence-based standards and to provide new career prospects to support the sector's demand of qualified people.

EBU in general supports the competence based approach. However the requirements need to be in line with existing best practices. Besides, the **existing level of safety** on major inland

waterways in Europe must 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. In EBU's view the high level of safety must be ensured through:

- The elaboration of standards by the European Committee for drawing up Standards in Inland Navigation (CESNI).
- Keeping intact a coordinated river basin approach for international standards on knowledge of specific risks, at least for cross-border rivers, also in third countries, with two or more stretches with specific risks. This could be done by referring to Rhine or Danube regulations. At the same time, the Commission's goal to have a more transparent decision process could be fostered by establishing objective criteria to define areas where specific risks occur.
- Avoiding certificate shopping by restricting the issuing of qualification certificates to member states with navigable waterways.

The approach should also allow to exclude regional waterways that are not linked to the navigable network of other Member States.

CESNI

The European Committee for drawing up Standards in Inland Navigation (CESNI) is an international body set up under the auspices of the CCNR, which is open to the participation of all European countries and international river commissions and third countries. This pan-European scope is intended to ensure the consistency of policies in this area such as the recently adopted technical requirements for inland waterway vessels. CESNI is also expected to fulfill this role in the field of professional qualifications, however its position seems insufficiently recognized and anchored in the Commission proposal. Council already recognized this shortcoming. EBU calls upon the European Parliament to back its proposals during the upcoming negotiations.





Young captains awarded

During the recent TEN-T days a class of future young captains from the Rotterdam Navigation and Transport College has been awarded by Commissioner for Transport Violeta Bulc and Dutch Minister of Transport and Environment. They are representing the sector's future and are keen to enter the labour market.

Strong Social Dialogue

Social partners call for one regime regarding social security rules in IWT

Through the cooperation within the social dialogue EBU and its social partners share a joint position on the rules to determine the applicable social security law with regard to international transport activities. The Social Partners in IWT called upon the European Commission to extend the applicable social security rules applicable on the Rhine, on the entire European Union. According to the proposal the deciding factor in determining which social security legislation applies should be the vessel operator's seat. The experiences with the application of this principle in Rhine navigation in the

last decades have been overwhelmingly positive, reason why the social partners support this initiative and called for an extension of it on European level.

Modernisation of manning requirements

Social Partners have agreed a modernisation and harmonisation of manning requirements on a European scale. A comprehensive research project aiming to identify and assess all critical elements and/or influences that have impact on the crew members on board of a vessel whilst at work/rest has been submitted to the EC. The final ambition of the European Social Partners is a documented proposal with different options, for an easy to use (transparent, flexible, sustainable) and easy to enforce manning instrument for the European waterway network, taking relevant differences in characteristics into account. In anticipation of the envisaged fundamental review of manning requirements Social Partners have agreed some concrete adaptations of the regulation for Rhine Navigation Personnel.

In the field of professional qualifications and manning requirements EBU supports the development of a coherent and consistent legislative framework for the inland waterway transport sector. Such a framework is expected to improve enforceability of the applicable regulations significantly. As a consequence, it will firstly discourage unlawful social practices and secondly boost competitiveness and fair competition. A major reduction of relevant documents, as well as keeping and updating them electronically, could improve effectiveness of enforcement and alleviate administrative burdens whilst enabling control services to function more efficiently.

Sustainability, innovation and greening Sector committed to move forwards but needs feasible and reasonable conditions

New EU legislation for non road mobile machinery a setback leading to a stop of innovation in the sector and killing LNG as fuel for inland vessels?

In July the European Parliament adopted NRMM regulation on requirements relating to emission limits and type-approval for internal combustion engines for non-road mobile machinery NRMM (COM (2014) 581 – C8-0168/2014 – 2014/0268 (COD))).

With the introduction of new standards for new vessel engines EBU deeply regrets that Commission, Council and Parliament have not followed its proposal to introduce new emission standards that are technically and economically feasible. Although Council and Parliament supported EBU in its plea for full alignment with the US EPA Tier4 standards, in the finally agreed standards additional requirements regarding PN were added, leaving the sector with difficulties in reaching these new standards. EBU's proposal was based on the difficulties inland shipping will have to comply with this regulation as the inland shipping market is depending on the maritime engines, that are excluded from the scope of the NRMM regulation. Engine manufacturers are able to build engines complying with most of the emissions set out in this regulation except soot. Reaching the so called

'Particulate Matter' (PM) and 'Particulate Number' (PN) limits is, according to engine manufacturers, not possible for engines above 300 kW. For engines below 300 kW no major problems are expected, as the PM could be captured by a relatively simple particulate filter. For PN there are no demands on these engines. For engines above 300 KW the PM standard is seven times more stringent (0,1 compared to 0,015) then for engines below 300 KW.

The industry is left in uncertainty!. Not knowing whether the engines based on the new standards will be available, this could lead to a 'cubanisation' of the fleet. Ship-owners will be forced to repair and revise their existing engines because new ones are either not available or the separate after retreatment system does not fit into the engine room. The fact that even LNG-fueled engines will need after treatment is expected to lead to a full stop of the development of LNG as a fuel in inland navigation. The result will be a major setback for the whole industry and a huge risk which is clearly not in the interest of EBU's members.





Sustainability and waste treatment

EBU is involved in the negotiations of the Contracting Parties of the Waste Treaty in inland waterway transport that is based on the “polluter pays principle”. Given this principle the sector is paying for the release of waste, on which it however depends on the other parties involved regarding disposal facilities. Taking into account this principle, the commitment by all parties involved, is crucial. The readiness of cargo receivers to take the cargo residues and deliver the ship swept-vacuum cleaned or washed in line with the treaty, is an ongoing problem for the industry. This subject has been extensively discussed in the past years, during which EBU drew the attention on these problems.

EBU also criticised the Dutch solo regarding a new waste collection and payment system as being not in line with the rationale of the treaty.

On degassing and delivery of cargo residues of tank-barges discussions took place in 2015 concerning the responsibilities of the various parties involved in the transport chain. An agreement on this point was reached with the industry and subsequently presented to the member states. Further negotiations on various other items of the treaty are ongoing. It is the intention to submit a definitive proposal in 2016 to the member states to amend the CDNI treaty.

Regarding the extension of the discharge ban for passenger vessels from 12 to 50 passengers governments have recognized the need for an examination of the impact of such measure on the sector. The transitional provision for existing on-board sewage treatment has proved to be insufficient for the current existing installations. EBU pleaded for a continuation of the existing on-board sewage treatment plant.

Greening strategy and fund needed

Despite the difficult economic situation the inland navigation industry is characterised by innovative entrepreneurship. In the past years f.e. a number of LNG and electrically driven vessels have been built and are meanwhile sailing on European rivers. In order to boost these innovative sustainable concepts with high social benefits EBU calls upon the representatives of the European institutions for sufficient funding out of European and national funds.

In a recent study commissioned by the Dutch Ministry of Transport and Environment the estimated calculated costs for greening of the entire Western-European fleet based on a **greening scenario to reach an 80 % reduction of the air emissions** in 2040 are calculated at 607 mio EURO. An option to boost greening could be the setting up of a European Fund for greening the fleet. **EBU supports such an idea** as the high societal benefit of the greening of the fleet justifies public funding.

This is considered in line with existing practises to fund retrofitting of rail engines out of CEF. In case of the setting up of such EU Fund for grants to barge owners the sector is favourable to consider supporting such fund by means out of the reservefund.

Transport of passengers and cruising on European waterways on the raise

According to the latest Market observation report by EC in cooperation with CCNR the number of passengers in European cruising sector has mounted by 30 % since 2003. In 2014 1,13 million passengers went on a cruise on the European waterways.

Danube cruises increasingly popular

2015 has been a great year for passenger cruise services on the Danube River. According to the “Annual Report on Danube Navigation in Austria” issued by Via Donau, 2,2 % more passengers than in the previous year have experienced the River from cruise ships. This is a trend that has already been growing for several years.

Of the 1,17 million passengers that have been transported in 2015, the major part has been enjoying scheduled sightseeing cruises. The popularity of tourist destinations like Vienna, Linz and the Wachau valley is contributing to this trend – lots of visitors use this convenient way to discover as well famous as unknown parts and views of the landscape while tasting typical regional cuisine on board. Apart from traditional sightseeing cruises on the Danube next to European city hot spots and nature reserves, hydrofoil vessels remain high in demand as a means of transport from one city to another (cross-border).

The biggest growth in passengers compared to 2014 has been observed in the cruise ship industry. According

to the report of Via Donau, 385.000 international passengers have been transported on board of river cruise ships last year. This increase of 2,7 % reflects the growing trend of cruise ship holidays and the industry's zest to invest: More than 160 cruise ships are currently operating on the Danube; new ships are commissioned and older vessels are being refurbished and revamped to meet the customers' demands.

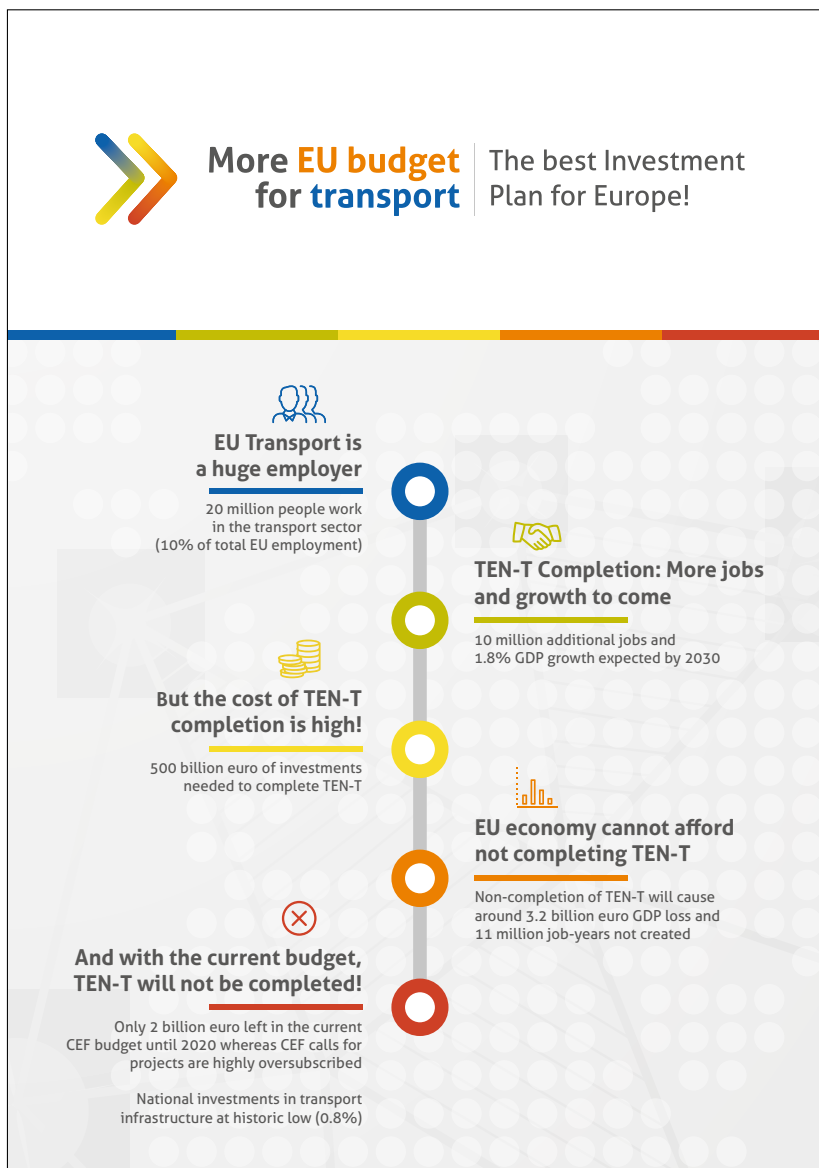


Infrastructure deficits criticized

Inland waterway transport carries some 500 million ton of goods a year and is of increasing importance in the field of cruising and passenger transport. Some 40.000 people are employed in the sector which offers interesting jobs.

The annual national budget dedicated to infrastructure, being half of what would be needed just to maintain the present infrastructure, is criticised by EBU as being much too low to cope with the transport demands. A lack of sufficient national budgets and people as well as international disputes hamper maintenance of the infrastructure so that supply by waterway becomes unreliable and adventurous.

EBU together with all relevant stakeholders in transport and logistics urges the Council and the Parliament to increase the relevant budget in the upcoming review of the Multi-Annual Financial Framework in order to complete the European Infrastructure plan (TEN-T) that will create 10 million additional jobs and 1.8% GDP growth by 2030.



Stronger industry representation and establishment of the European IWT platform

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.

The European inland navigation organisations, EBU and ESO, representing the barge owners and operators at Community level, welcomed these amendments. In line with Article 3 sub 5 of the regulation, the reserve fund may be used for measures referred to in Article 8 if unanimously requested by the organisations representing inland waterway transport.

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 in the course of the autumn based on which the Member States must allocate the money for this purpose.



EBU Event 2016

“The transport modality to count on”



At EBU's annual event on 7 April 2016 numerous high level representatives of the European institutions met to share their views on the potential of IWT and its future development with EBU-representatives.

All key note speakers, starting with MEP Gabriele Preuss, in her plea - supported by both Director General of the Dutch Ministry of Transport and Environment, Mark Frequin, and Director General of DG Move, Henrik Hololei - underlined the importance of Inland Waterway Transport in Europe and the aim to increase its share and to make a better use of this modality.

EBU in action

Exchange of views on the potential of inland waterway transport as sustainable carrier of freight and passengers with the Commissioner for transport, the Director General DG MOVE, the EU-presidency and members of the European Parliament at several occasions



EBU meets with Commissioner Bulc

On February 25 EBU's Secretary General, together with the representatives of ESO, INE and the inland port federation EFIP met with Commissioner Bulc and her staff to discuss Inland waterway transport and port matters.



TEN-T days 2016

EUROPEAN INLAND WATERWAYS & PORTS IN ACTION!



At the TEN-T days in Rotterdam on 20 June 2016, high level EU representatives joined the VIP event 'Inland navigation and ports in action', initiated by the four European organisations EBU, EFIP, ESO and INE. Official delegations visited innovative pallet barges with cranes on board, and Danube ministers convened on a zero emission vessel.

How to get Europe's cargo flowing



Violeta Bulc, Commissioner for Transport:

"Inland navigation and ports can and have to play a much more prominent role than today. Together we need to create the conditions that bring more freight to the water."



Melanie Schulz, Dutch Minister of Transport:

"The share of waterways in the carriage of goods in The Netherlands is more than 30%. We are world champion with that share and there is still a lot of potential on our European waterways."



Patrick Renard, CEO of Knauf Belgium :

"Inland shipping is the fastest grower after road transport, so let's put it at the top of the political agenda. Multimodal waterway transport reduces external costs. Let's use this cost advantage to boost inland shipping."



The next generation of freshly graduated captains from the STC academy in Rotterdam received their certificates from Violeta Bulc and Melanie Schulz van Hagen, a memorable event!



Rotterdam declaration on TEN-T

At the TEN-T days, EU ministers agreed to implement the Trans-European Transport Network (TEN-T) by adopting the Rotterdam declaration. Ministers also paid attention to the importance of developing inland navigation & ports and promoting its use.



Conclusions of Danube ministerial meeting

Danube ministers agreed to step up fairway rehabilitation and maintenance efforts in 2016 and beyond in order to improve fairway conditions according to the relevant target values relative to low navigable levels in the respective sections.

40,000km
navigable waterways
over **200**
inland ports
connect major cities & towns across the EU



No traffic jams

- 60-80% less fuel
- 60-80% less carbon
- 50-75% less noise

The **SOLUTION** is as
CLEAR as **WATER**

Bottleneck-free waterways

To reach key economic regions with seamless and reliable inland shipping

Swift hinterland connections

To turn inland ports into multi-modal hubs and poles of regional development

Digital services for collaborative logistics

Which guarantee standardisation of information flows and secure data sharing

Innovative fleet concepts

To foster more sustainability and better logistics

Entrepreneurial driven education & lifelong learning

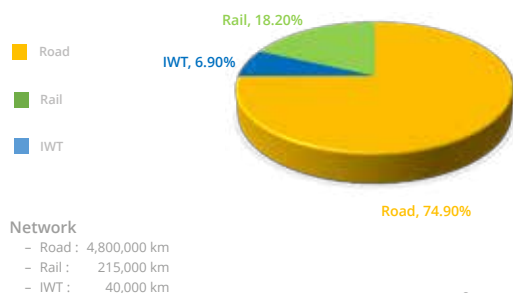
More qualified people in a dynamic sector for exciting jobs on board and shore

We get Europe's cargo flowing with ambitious policy and continuity in funding.

Let's prepare an ambitious follow-up to Naiades and increase CEF
as a vital ingredient to complete the TEN-T network!

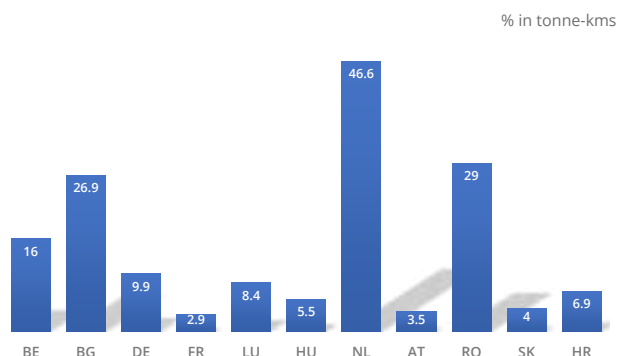
INLAND WATERWAYS TRANSPORT by NUMBERS

Market share of transport modes in EU



Source : Eurostat, 2014

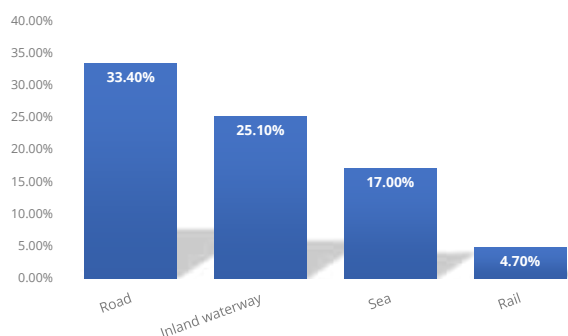
Modal share of inland navigation by country



Source : Eurostat, 2014

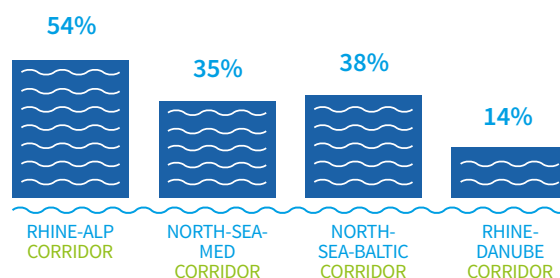
Inland waterways transport, with its 40,000 km navigable waterways, has a commendable 6.9% share of freight volume in the EU, but this share is considerably higher in countries with good waterway infrastructure.

Growth rate of transport modes 1995-2013



Source : Eurostat, 2014

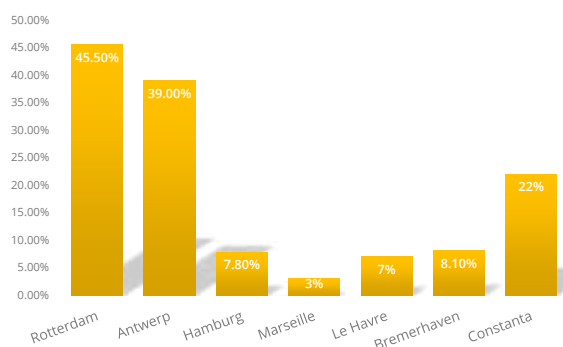
Share waterways transport in cross-border freight flows



Source : EC corridor studies

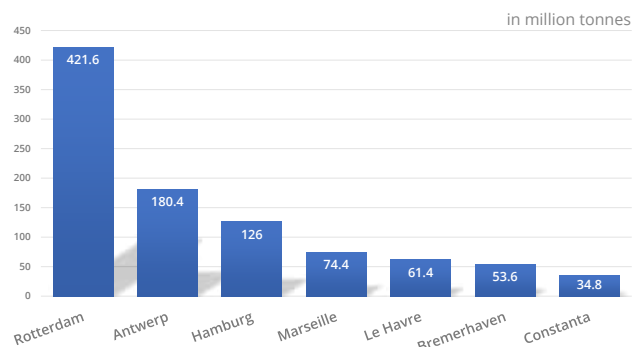
Waterway transport offers a powerful sustainable answer to expensive road congestion – by investing in inland waterway infrastructure, a future traffic jam stretching 1.5 million times around the globe can be avoided. The carbon footprint is excellent and 85% air pollution reduction in the near future will save society €23 billion.

Inland waterways transport share in seaports



Source : CCNR & Ports

Freight traffic in seaports



Source : Eurostat, 2014

Some of Europe's largest seaports use inland waterways transport because of increasing congestion & lack of rail capacity (70% of EU trade goes via Europe's seaports). The availability of waterways allows Rotterdam for instance to avoid 100,000 truck movements a day.

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.

The association

EBU members

Czech Republic



Avp-Cz Czech Barge Union

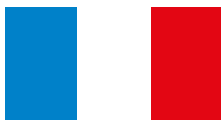
K. Capka 211/1
CZ-40591 Decin 1



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

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

France



Comité des Armateurs Fluviaux (CAF)

8, rue Saint Florentin
D-75001 Paris



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

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).

The association

EBU members

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 2011 SVS counted some 255 members in the categories individual members (120), companies (74), partners of the inland navigation (32) as well as authorities, associations and organisations (29). The SVS is directed by a Board consisting of ten members. The director is responsible for the daily business. SVS is a founding member of the European Barge Union.

Romania



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

St. Albatrosului 2,
RO-800029 Galati



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

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

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

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

The main objective of the association is to promote, nationally and internationally, the interest of 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 August 2016)



EBU-Officials

- President, Dr. Gunther Jaegers (G)
- 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
- 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)

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- M. Staats, MSG eG, Würzburg (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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- Thomas Knopf, Ultra-Brag 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

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- S. Tlustos, Ceskepristavy, Praha

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- M. Le Goff, Compagnie Fluviale de Transport, Le Havre
- H. Lacour, Chambre Nationale de la Batellerie Nationale, Paris

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- 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

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Structure (as per August 2016)

Belgium

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

France

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- T. Speermann, B. Dettmer Reederei GmbH & Co. KG, Lauenburg
- H. Stöhr, Reederei Deymann Management GmbH & Co KG, Haren

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- 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
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- H. Grammerstorf, IG Rivercruise, Basel

Social Committee

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



Austria

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Belgium

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Unie der Continentale Vaart, Nazareth

Czech Republic

- L. Hradsky, AVP-CZ, Decin

Germany

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Deutschen Binnenschifffahrt e.V.,
Duisburg
- V. Schumacher, Dettmer Gruppe,
Duisburg

France

- D. Leandri, Comité des Armateurs
Fluviaux, Paris

Netherlands

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Centraal Bureau voor de Rijn- en
Binnenvaart, Rotterdam
- J. Naaborgh, Chemgas Shipping,
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- Wolfgang Novak, Imperial Shipping
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- Ralf Uebachs, Rhenus Maritime
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Environmental Coordinator

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

Pushbarging Committee

Chair: vacancy

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- F. Szilagyi, Compagnie Fluviale de
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Vacancy

Netherlands

- Z. Brasser, Eurobulk Transport-
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