



European
Barge
Union

Annual Report 2020 2021

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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 contribute to the development of the right policy and framework conditions to the benefit of Inland Waterway Transport
- to stimulate the market position of the sector
- 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 national administrations.

Preface

Covid, recovery, EU Green Deal and sustainable & smart mobility strategy

The last year was dominated by important new policy developments on one hand and the still lasting influences of the COVID-19 pandemic on the other hand.

Inland Waterway Transport (IWT) is seriously affected by the pandemic. Transport performance (TKM) on inland waterways in the EU decreased by 8,1 % in the first three quarters of 2020, compared to the same period in 2019. Passenger transport recorded a reduction of passengers by 90-95%¹. The socio economic impact of the crisis is vast and will have a long term impact on the sector, in particular in the passenger transport.

The European Commission together with the River Commissions undertook the necessary steps to support the transport sector in overcoming the operational challenges of the crisis and to guarantee the free movement of goods. Notwithstanding these efforts national barriers again hampered the free flow of goods during the

last year, imposing high administrative burdens on the sector.

To overcome the crisis due to the pandemic and to prepare for the future energy transition EBU called for urgent support actions for the sector. The IWT sector welcomed the Recovery and Resilience package as adopted within the new Multiannual Financial Framework for 2021-2027 that should provide support in the above areas. It called upon the member states to make use of this unique financial instrument to the benefit of the sustainable mobility goals.

After its release of the European Green Deal the European Commission in December 2020 introduced the Sustainable & Smart Mobility Strategy. In this communication the European Commission underlines the importance of Inland Waterway Transport as sustainable mode of transport to realize its future sustainability goals. In addition, the Commission released a new NAIADES inland waterway transport action program 2021-2027 which is considered to translate the ambitious policy aims into concrete measures and implementation targets to boost IWT.

To cope with the challenges towards innovation and greening the Central Commission for the Navigation on the Rhine and its member states launched several studies to prepare for the future and to discover appropriate funding and financing perspectives.

At the same time inland waterway transport is in full transition to attract new market segments and to increase its modal share. For this purpose the sector launched a study to investigate into new cargo flows and to increase its share in line with the above policy objectives.

All-in all a challenging year with even more challenges ahead!



Paul Goris
President

1. Market insight CCNR April 2021

New EU policies and implementation programs

1. Sustainable and smart mobility strategy

In December last year the European Commission released its Sustainable and Smart Mobility Strategy (SSMS) to implement its Green Deal. The strategy seeks to increase the share of Inland Waterway Transport (IWT) by 25 % by 2030 and by 50 % by 2050.

The European Commission underlines the importance of Inland Waterway Transport as sustainable mode of transport to realize its future sustainability goals. Based upon the Green Deal a key objective is to deliver a 90% reduction in transport-related greenhouse gas emissions by 2050.

IWT as enabler to deliver the Green Deal

IWT already today is energy efficient, safe and a sustainable alternative to road. Obviously, shifting much higher volumes to the waterway will contribute to a substantial decrease of harmful emissions. A better integration of inland navigation into transport chains improves the efficiency of the entire European transport network. Europe's new industrial future and circular economy heavily rely on inland waterway transport as a transport mode.

Facilitating an easier and faster shift from road to water has an immediate positive effect on GHG-emissions, even without IWT switching to alternative fuels.

The IWT sector strongly supports the aim of the SSMS. To successfully

address its challenges together with climate change and fulfil Europe's transport related, economic, environmental and societal goals **the IWT sector called for concrete measures to underpin this strategy.**

1. Moving more transport to inland waterways

- **Creating smart, safe and sustainable mobility** by making inland waterway infrastructure and shipping fit-for-future and by integrating inland navigation into multimodal mobility of people and freight so inland waterway transport unfolds its full potential. This shall ultimately lead to an increase in the modal share of inland waterway transport, a reduction of road congestion, safer and more reliable transport, quality jobs and a more sustainable transport system as a whole;

2. Zero-emission inland navigation

- **Contributing to Europe's zero-emission and decarbonisation ambition** embedded in a coordinated transport and energy policy to pool resources among energy and transport actors to operate on renewables and supply clean fuel to transport, households and industries. Inland navigation is ideally placed to do so, as it is most energy-efficient, a pre-requisite for decarbonised and zero-emission systems. This should be realised by

- **Support for Greening the fleet** via funding, availability of alternative fuels and creating tax incentives



- **Digitalisation** by using digitalisation as an instrument to support the developments towards smart and sustainable jobs, fleet and infrastructure connected to other transport modes and sectors.

3. Sufficient funding and support

- **Materialising the sector's potential and concretising the objectives of the Green Deal** to reduce transport emissions by shifting a substantial part of the freight carried by road today to inland waterway transport (IWT) and rail. IWT has free capacities on the European network of waterways and already today has significantly less CO2 emissions than road transport.

Studies Financing the energy transition in Inland Waterway Transport

EBU welcomed the initiatives by the Central Commission for the Navigation on the Rhine (CCNR) and its member states to explore the right financing and funding instruments for the energy transition of the fleet. In depths research into the technical possibilities future solutions are explored which should pave the way for the transition pathways. Interim outcomes of the study so far prove that there is "no size fits all". Given the complexity of the topic a number of measures will be necessary to cope with the challenges.

The CCNR will support the energy transition in the sector by a roadmap as public **policy tool for climate change mitigation and for giving effect to the energy transition** to reduce Rhine and inland navigation emissions by

- setting transition pathways for the fleet,
- planning and implementing measures directly or indirectly,
- monitoring intermediate and final goals.

The IWT sector is closely involved in the drafting of the studies and as observer to the CCNR will reflect on the proposed measures as set out in its roadmap.

2. Naiades III

Ambitious action plan accompanied by 8 flagship measures

In June the Commission published its NAIADES III program by putting forward an ambitious 'Inland Waterway Transport Action Plan 2021-2027' in line with its Sustainable and Smart Mobility Strategy. It focusses on two core objectives: shifting more freight transport to inland waterways, and setting the sector on an irreversible path to zero-emissions accompanied by a paradigm shift towards further digitalisation, as well as accompanying measures to support the current and future workforce. The Communication is underpinned by 8 flagship measures.

IWT is an enabler to absorb much higher volumes and to deliver the ambitions of the EU Green Deal

EBU welcomes the Communication and its concrete action plan. It supports the proposed focus as well as the notion that the IWT sector needs to be reinforced, to meet the Green Deal objectives in terms of modal shift and lower pollutants and Greenhouse Gas emissions. Keeping already a very positive environmental record today the intended increase of the modal

share of IWT will substantially contribute to an overall decrease of GHG emissions of transport. The IWT sector is prepared to take the necessary steps towards zero emission and to take over much higher volumes of freight and passengers on the waterways if the right framework conditions are met.

EBU understands the NAIADES III communication as clear commitment from the European Commission to boost Inland Waterway Transport and to provide the necessary support to materialise its full potential. It follows the previous plea of the sector for

- more investment in infrastructure by the Member States and much more funding out of CEF for waterways
- an increased share of Inland waterway transport by a full integration in the multimodal chain, creating the right regulatory framework and correcting imbalances such as the long lasting port congestion
- supporting the energy transition of the sector via tailor made funding for the large scale deployment of green technologies for the fleet, reliable alternative fuels and digitalisation.

European Parliament support for IWT

EPP TRAN coordinator, Mr Marian Jean Marinescu, organised an exchange of views on developments in the EU inland waterways transport sector and bringing this mode closer to the works of the transport committee. Ms. Caroline Nagtegaal took the initiative to draft an INI report "Towards future proof IWT" highlighting the enormous potential of the sector in view of the EU policies and calling for concerted actions. EBU welcomed the initiatives and will further elaborate on them.

THEMATIC OVERVIEW

1. Infrastructure

Infrastructure is the backbone of the services and reliability of our sector. With over 40,000 km of navigable waterways and 250 inland ports, inland waterway transport currently carries some 550 million tonnes of goods per year and is of increasing importance in the field of cruising and passenger transport. Societies and major industries in Europe are depending on a seamless supply of their goods via waterways. Contrary to the congested roads, European waterways dispose of free capacity, offering a significant modal shift potential in line with the EU Green Deal.

Industry needs with a view on current and future modal share

The reliability of the sector and its services requires a waterway infrastructure that meets the criteria of the TEN-T regulation asap by making inland waterway infrastructure and shipping fit-for-future and by integrating inland navigation into multimodal mobility of people and freight so inland waterway transport unfolds its full potential. This is of particular importance to absorb much higher volumes and increase the modal share of IWT in line with the ambitions of the different policy goals. Besides new developments and new challenges, such as smart shipping, cyber security and pandemic resilience should be considered.

Given the experiences in the past this implies:

- proper and regular maintenance of waterways
- performance upgrade and life cycle management of waterways
- adaptation to climate resilience and future climate proof of infrastructure
- clearance of capacity bottlenecks (fairway parameters, lock size, bridge clearance) and deploying clean energy supply infrastructure and
- consideration of new developments and new challenges, such as smart shipping, cyber security and pandemic resilience
- sufficient funding for inland waterway infrastructure out of CEF.

TEN-T revision

Building on the Strategy on Sustainable and Smart Mobility (SSMS), the European Commission is about to revise the current TEN-T Regulation. According to this strategy Europe's transport infrastructure policy needs to be strengthened to enable an accelerated market penetration of vehicles and vessels with zero and low emissions of greenhouse gases and air pollutants. The SSMS pointed to the lack of infrastructure measures in the past years as one of the major shortcomings. Underlining the importance of Inland Waterway Transport the Commission emphasised that:

- *Insufficient investment in infrastructure over the past decade also led to a maintenance backlog.* Crumbling bridges, degrading road and rail infrastructure became a painful reality with higher risk of congestions, accidents, increased noise and lower level of service to society. Several issues have contributed to this situation which needs to be reversed.
- *Inland waterways are vulnerable to climate change* because river navigation depends on precipitation and water levels for its operations. Droughts and floods have the most disruptive impacts for inland water-

ways because low water levels impose limitations to navigation services. Hence inland waterway transport is directly affected and already feels the impact of climate change.

The frequent low water periods on the Danube in the past years and the severe low water period in 2018 on the Rhine had a substantial financial impact on the sector and the economies involved in the riparian countries. Cargo has shifted from inland shipping to other modes such as road and rail. This has a direct effect on the reliability of the sector.

Inland waterways are part of the TEN-T corridors and as such are represented in 7 of the 10 corridors. In the past period only 6,2 % of the CEF portfolio has been dedicated to inland waterways. To meet the above criteria this share should be increased by support of the Member States and the European Union.



Digitalization

Digitalization and automation will have a major impact on inland waterway transport and offer huge possibilities. They have improved door-to-door trips by making them user-centric, adaptive and integrated across modes while respecting data privacy and ensuring cybersecurity. They also optimize safe operation of assets, capacity use of available space and infrastructure, i.e. the whole life cycle management of assets and equipment by constant monitoring, thereby enhancing business and policy decision making. As member of the Digital Transport and Logistics Forum EBU is involved in the digitalisation agenda of IWT.

Currently it is closely following up the development and adoption of the first implementation specifications by 21 February 2023 in close contact with the Member States and involved in the organization of different workshops.



2. Labour market

Some 47.000 people are employed in the IWT sector, which since many years is characterised by a lack of qualified staff. EBU therefor together with its social partners undertakes huge efforts to attract the sector to young people and people from other sectors. It is involved in the social dialogue which covers a broad range of topics which are of high importance to the future development of the sector.

Our main ambition as a sector is to offer attractive work and jobs in Inland Water Transport. In 2020 the main

effort of EBU went to three topics:

1. The future manning regulation
2. Professional Qualifications
3. The coordination of Social Security

Future manning regulation

A safe journey crossing boundaries within Europe is the main goal for the new manning regulation, a major challenge to develop modern and flexible manning rules applicable on a European wide scale which is a process of years. After an extended investigation in 2018 (report 2019) this year we succeeded in CESNI in





agreeing on several starting points for a roadmap to a new European manning regulation. We also determined important issues that need further discussion. The task will be to finalize the roadmap in 2021 as basis for the decisions to make and realize a new European regulation.

Professional qualifications

The main concern in the past period was the implementation of directive 2017/2793 regarding the professional qualifications in our sector. This directive paves the way for the introduction of competence based future proof education and training for inland navigation crew members throughout the European Union.

It is an important contribution to the harmonization of qualification requirements on European waterways. Future certificates will be recognised throughout Europe. Sustainable solutions, automation and digitalisation as well as communication on a European level will be part of the

education and training programmes. In 2021 the focus was on the follow up on the harmonization and modernization of professional qualifications standards still under development within CESNI, the implementation of the new standards in education. With the date of implementation coming closer another effort was made on developing the regulation for transition. Our efforts for a smooth implementation of the directive continues in the coming period.

Social security

Inland waterway is an international mode of transport. More than 80 per cent of EU inland waterway transport (IWT) is crossing borders. Also crew members come from all over Europe and abroad. Many crews are multinational.

Social partners in inland navigation strongly support the Rhine principle. In 2015 they started a discussion believing that the scope of this principle should not remain limited to crew members on vessels engaged in passenger and goods transport on the Rhine and its tributaries.

Together with our social partners EBU is working on a European solution.

3. Passenger transport and river cruising

For the passenger shipping sector, the year 2020-2021 was dominated by COVID-19. After the sector had ground to a complete halt in the spring of 2020 due to COVID-19, during the summer months when COVID-measures were somewhat relieved, the passenger shipping companies were able to gradually resume their business.

Sector initiative to develop own rules in absence of European coordination

The river cruise sector was confronted with different rules with regard to social distancing, face masks, partition screens between tables, in different European member states or even between federal states. In the total absence of European coordination or harmonisation for these rules, EBU and IGRC jointly developed a European standard themselves. These Outbreak Prevention & Management Guidelines constitute a solid, coherent set of COVID-measures that allowed the shipping companies to resume their business in a safe and responsible manner. These guidelines were subsequently presented to the CCNR, the European Commission, member states and federal states. Although the guidelines were received with appreciation, it was particularly frustrating that various countries continued to stick to their own rules.

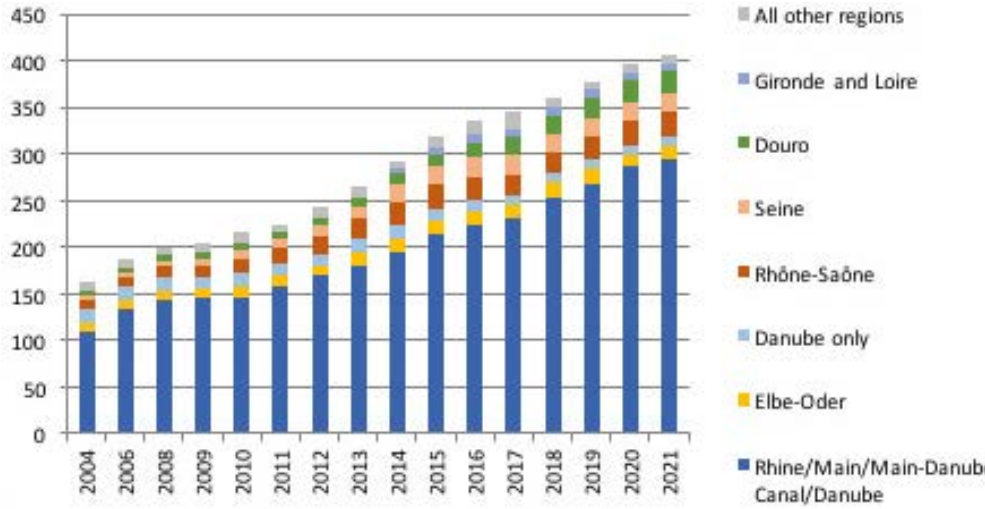
During these summer months in 2020 the sector showed its professionalism and responsibility by operating their business as best they could, safely and responsibly, albeit with limited capacity.

Nevertheless, on the whole the 2020 season should be considered a lost season. In the early summer of 2021, EBU and IGRC issued a revised edition of their Outbreak Prevention & Management Guidelines, based upon the revised measures in different Member States with regard to testing and vaccinating.

The restrictive measures and the uncertainty about the course of the virus make it difficult to give a prognosis for the overall 2021 season for both the day passenger sector and the river cruise sector. Many passenger shipping companies at this moment largely depend on financial support programs by the different States. In that context, the fact that bookings for the 2022 and follow up seasons for the river cruise sector are already booming, is very encouraging!



Number of river cruise vessels in the EU by region of operation (2004 – 2021)*



Source: Hader, A. (March 2021), The River Cruise Fleet *2021: based on order book as of March 2021

4. River-sea-shipping in Europe

River-Sea Shipping represents an important part of activities within EBU. The River-Sea-Shipping committee contributed to the publication of the CCNR Thematic Report “River-sea transport in Europe” in cooperation with CCNR, EU and ERSTU in January 2020 (see https://www.ccr-zkr.org/files/documents/om/om19_IV_en.pdf).

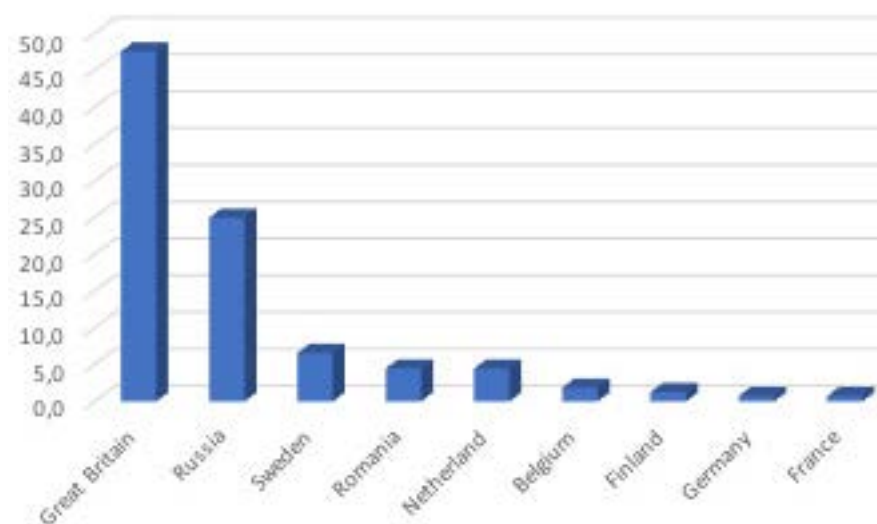
The committee meanwhile is contributing to an update of this study in a couple of years with a focus on the development of River-Sea Shipping in Europe after the COVID-19 Pandemic.

Overview of River-Sea Transport in Europe performed seagoing ships

Country	Transport volume river-sea (mio. t)	Transport volume IWT (mio. t)
Great Britain	47,6	4,1
Russia	25,0	115,0
Sweden	6,6	0,0
Romania	4,5	29,0
Netherlands	4,5	359,0
Belgium	1,9	205,0
Finland	1,3	0,4
Germany	0,8	198,0
France	0,8	60,0

Source: CCNR analysis based on national statistical offices, CCNR thematic report “River-sea transport in Europe”, Table 1, page 20.

Transport volume river-sea (moi. t)



For the preparation of the update the report key topics of the discussion were:

- Current status and the role of river-sea transport in national and international transportation
- Status and development of the river-sea fleets (structure, size, age, design of river-sea ships for low water situation etc.)
- Technical standards and regulatory framework for river-sea transport
- Problems and challenges for river-sea fleet
- Greening of the river-sea fleet
- Availability of river-sea transport statistics and ways of improvement
- Professional education
- How to facilitate the development of this transport mode.

Digital workshop “Greening of Inland Navigation, Short Sea Shipping and River-Sea Shipping”

The highlight of the work of RSSC in 2021 was the organization of the digital workshop “Greening of Inland Navigation, Short Sea Shipping and River-Sea Shipping”, on the 24th of March, 2021. During the workshop six high-level speakers presented and discussed different the sectors potentials and issues, while at the same time presenting solutions to make these

modes of transport even more climate- and environment-friendly.

This workshop was a hybrid event organized by the “BSR Access project platform”, Hamburg Hafen Marketing e.V., ERSTU and RSSC with the European Barge Union (EBU), the Maritime Cluster Northern Germany (MCN) and the ShortSeaShipping Inland Waterway Promotion Center (SPC).

It focused on the future challenges of this sector with regard to greening and innovation. With many uncertainties at this stage regarding the technical solutions and availability of alternative fuels the right policy frameworks and subsidies will be key aspects in the process of energy transition.

More information about the presentations of the speakers, the discussion and the proposals in the summary of the workshop you can find in the “ERSTU Newsletter” number 01/2021 (English) on the ERSTU-website www.erstu.com (English page: activities, newsletter). Greening of River-Sea Shipping will be in the focus of the 12th RSSC-Meeting on the 22nd of September 2021 in Berlin.



Moderator of the workshop, Gunnar Platz, Managing Partner PLANCO Consulting, and his six high-level speakers Photo: HHM©

5. Port congestion in container handling

EBU and stakeholders call upon European Commission to take action

Container congestion in sea ports is a huge problem for inland waterway carriers since many years. One year ago the European Commission decided to renew the Consortia Block Exemption Regulation unconditionally with four years allowing carriers to exchange commercially sensitive information between shipping lines operating in consortia in order to permit the sharing of space on vessels and the co-ordination of sailing schedules. During the last year all stakeholders in the supply chain have suffered from worsening levels of capacity availability and service quality – which is currently at all-time low levels. Together with these stakeholders we called upon the commissioners for Competition and for Transport proceed to a factual enquiry about developments on a monthly basis during 2020 and in the first quarter 2021 in order to establish the real causes of the disruption in the maritime and hinterland logistics chain.

EBU’s members have undertaken several measures in the past to cope with the problem. They have taken several initiatives to bundle container volumes and to set up so called “fixed windows” or “corridors” in order to cope with the operational challenges in the seaports. In Rotterdam f.e. there is the initiative of an over flow hub; a central area in the Port where container barges can be loaded and

unloaded in times of congestion and the sea terminals are debottlenecked. This has led and will lead to operational improvements in the seaports, but also throughout all those years this has caused to substantial costs in the hinterland and led to less flexibility for the shipper/forwarder. In other words: operational efficiency in the seaports at high cost in the hinterland. EU.

EBU was invited to join a debate initiated by MEPs Jutta Paulus and Vera Tax on this topic.



Events 2020-2021

Inland Waterway Transport (IWT) key to deliver GREEN DEAL and contribute to the Sustainable and Smart Mobility Strategy

Some 200 participants joined the hybrid EBU event on , at which the hosts for the first time after the COVID 19 lockdown welcomed representatives of the European institutions, river commissions, industry representatives and stake holders in Brussels.

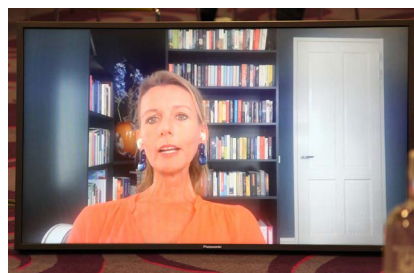
In their key note speeches both Commissioner for Transport **Adina Vaelean** (video) and Director General of DG MOVE, **Henrik Hololei** (speech), pointed to the very important role of IWT in the framework of the recent EU policies. In acknowledging the high modal shift potential they emphasised that even though inland navigation is one of the most CO2 efficient modes per transported tonnes of goods, one of the big challenges for the sector is to move further towards the zero emissions vessels. In its Sustainable and Smart Mobility Strategy (SSMS) the Commission seeks to increase the share of Inland Waterway Transport (IWT) by 25 % by 2030 and by 50 % by 2050. "The Commission will put forward an ambitious action plan, NAIADES 3, to focus on these targets"



Commissioner Vaelean announced in her speech. NAIADES 3 will look to future challenges and opportunities meaning that the Commission is working on a busy agenda for IWT in the coming years.

Support for IWT from the European Parliament

MEP **Caroline Nagtegaal** in her key note speech highlighted the important potential of IWT. As the author of an own initiative report of the TRAN



Committee she calls upon the European Commission to shift much higher volumes to the inland waterways. In the attempt of the sector towards energy transition she calls for availability of alternative fuels and financial support for the barge owners and operators in their innovation efforts for which a collective push in the right direction is needed.

MEP **Marian-Jean Marinescu** criticised the lack of political will and investments so far in favour of IWT. He pointed to the need for a change of approach to fully tap the potential of inland water-

way transport. In particular with regard to the Danube navigation where a lack of investments in the waterway infrastructure in the past years led to a detrimental decline of volumes carried on this important European waterway.

Call for right framework conditions

EBU's President **Paul Goris** in his speech emphasised that the sector is supporting the objectives of the Green Deal and awaiting the announced NAIADES 3 action plan. "IWT is prepared to take the necessary steps towards zero emission and to take over much higher volumes of freight on the waterways if the right framework conditions are met" he stated.



That means

- More investment in infrastructure by the Member States and much more funding out of CEF for waterways.
- An increased share of Inland waterway transport by a full integration in the multimodal chain, creating the right regulatory framework and correcting imbalances such as the long lasting port congestion.



- Supporting the energy transition of the sector via tailor made funding for the large scale deployment of green technologies for the fleet, reliable alternative fuels and digitalisation.

Both Director General **Henrik Hololei** and **Daniel Mes**, member of the cabinet of Commissioner Timmermans of DG CLIMA confirmed to be well aware of the specificities of the sector that needs a tailor-made approach. For this purpose financial opportunities should be facilitated by public authorities at regional and national levels, by the river commissions, as well as at EU level to make the business case.

Panel members focus on innovation needs of the sector and modal shift towards IWT

According to **Bruno Georges**, Secretary General of the Central Commission of the Navigation on the Rhine, the greening is to be considered as existential challenge of the sector. Therefore actions are needed, reason why his



organisation commissioned studies to elaborate the support with regard to financing and funding the transition of the European fleet. The findings of these studies led to the conclusion that the transition of the fleet, an ongoing process in the coming decades, will impose high costs on the sector, which requires funding support and new financial instruments.



Friedrich Lehr, President of the European Federation of Inland Ports EFIP, emphasised the important role of inland ports as facilitators of an increased modal share of IWT and the greening of the sector. Inland ports are boosting green transport and acting as true intermodal transport networks by the introduction of an alternative fuel infrastructure and connectivity to other modes.

Finally, **Heinrich Kerstgens** and **Martin Staats** as sector representatives, pointed to the need to act now on the environmental and climate change

challenges. The low water levels which in the past years led to a lack of reliability of the sector. The sector itself is coping with the environmental challenges by designing new vessels that cope with low water situations and are sailing almost on zero emission.

To increase the modal share much higher investments in infrastructure are needed, which remains the backbone of transport. The sector needs planning certainty for infrastructure works in order to carry out the necessary renewal and maintenance works on the European waterways. Although fully accepting that these works have to be undertaken in respecting all ecological measures Mr. Staats expressed his concerns that the Commission announced an infringement procedure on Germany in its effort to speed up the implementation of its delayed infrastructure projects. Finally he called upon the Commission to take regulatory measures in order to realise the intended modal share of IWT.





The German Federal Minister of Transport and Digital Infrastructure Andreas Scheuer on 20 November 2020, in cooperation with the European Barge Union, invited Commissioner for Transport Adina Vălean as well as his colleagues from many IWT countries to support the IWT industry, future modal shift and greening of the sector.

Ambitious but realistic goals

Minister Scheuer in his opening speech emphasised the important role IWT plays in the entire supply chain of the European society and industry. IWT already today has an excellent sustainability record and is known for its energy efficiency. He pointed to the European Commission's "Green Deal" which will entail major challenges in the years ahead, but also great opportunities for the inland navigation industry and shippers.

The German EU Council Presidency aimed to draw attention to what IWT has already contributed Europe-wide to making freight and passenger transport more climate- and environment-friendly. On the other hand, it became clear that European and national support will be needed to cope with the greening challenges as defined in the EU Green Deal.

Green Deal as chance for IWT: strengthening IWT is to the benefit of ecology

Commissioner Vălean pointed to the important potential of IWT to contribute to the climate objectives. She promised to reinforce the EU support for the sector. Since the beginning of the pandemic, the EU has declared transport workers essential to our economies, requesting Member States that the workers are protected in doing their jobs, and are not required to observe quarantine when travelling for work. The Commission keeps recalling this, as without a smooth functioning of our supply chains, our economy will come to a halt.

The association EBU members

Austria



Die Schifffahrt



Berufsgruppe Schifffahrt / Wirtschaftskammer Österreich

Wiedner Hauptstr. 63
1040 Wien
www.schifffahrt.at

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/Wirtschafts- kammer Österreich is a founding member of the European Barge Union.

Belgium



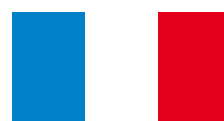
Unie der Continentale Vaart V.Z.W.

Axeldreef 9
B-9810 Nazareth
www.ucv-vzw.be

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.

The association EBU members

France



entreprises
fluviales
de France

Comité des Armateurs Fluviaux (CAF)

8, rue Saint Florentin
D-75001 Paris
www.entreprises-fluviales.fr

Entreprises Fluviales de France (E2F), ex-CNBA & 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, single barge owners and some fleets for the sector of industrial transport. 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.

E2F is a founding member of the European Barge Union.

Germany



Bundesverband der Deutschen Binnenschifffahrt e.V. (BDB)

Dammstraße 26
D-47119 Duisburg
www.binnenschiff.de

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 infra-structure 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.

The association EBU members

Luxembourg



FEDIL - The Voice of Luxembourg's Industry

7, rue Alcide de Gasperi
Luxembourg-Kirchberg
www.fedil.lu

Founded in 1918, FEDIL - The Voice of Luxembourg's Industry 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
www.cbrb.nl

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.

The association EBU members

Switzerland



Schweizerische Vereinigung für Schifffahrt und Hafenwirtschaft (SVS)

Südquaistrasse 14
CH-4019 Basel
www.svs-ch.ch

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.

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)

c/o Rhenus Port Logistics GmbH & Co. KG

August-Hirsch-Straße 3
D-47119 Duisburg, Germany
www.erstu.com

The association ERSTU, with its seat in Duisburg, 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 67 members from 13 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.



Europäische Vereinigung
der Binnenschiffer e.V.

Europäische Vereinigung der Binnenschiffer e.V. (EVdB)

Mohnstraße 14
27239 Twistringen
www.evdBinnenschiffer.eu

The European Association of Inland Navigation Shippers is a professional organisation representing German, Dutch and Belgium inland shipping entrepreneurs. The administration is located in Twistringen/Germany.

Founded in spring 2018 where overnight all berths in the Rheinauhafen Cologne were removed and the inland waterway shippers expressed their protest with loud signals as they passed.

Today EVdB is represented in all important committees for public transport in Germany. EVdB is of the opinion that a stronger cooperation among the colleagues' associations in Germany, the Netherlands or Belgium would support the common goals for inland shipping in Europe even better.

EVdB's membership in European Barge Union EBU and CBRB since summer 2021 is a further step in this direction.

Corresponding Members



IG RiverCruise

Nauenstraße 63A, Postfach,
CH-4002 Basel
www.igrivercruise.com

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 River- Cruise 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 Transport-organisatoren in Binnenvaart (BFTB-FBOTF)

Brouwersvliet 33 Bus 1
2000 Antwerpen
www.bftb-fbotf.be

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.



Vereniging van Waterbouwers

Bezuidenhoutseweg 12
2594 AV Den Haag
www.waterbouwers.nl

The Vereniging van Waterbouwers is the Dutch Association of Dredging Constructors (DADC). Our 90 members engage themselves with all aspects of the dredging industry e.g. the construction & maintenance of waterways and ports, bank protection works, coastal defences, land reclamation and dredging. With the execution of these activities sustainability and safety are highly valued.

The dredging projects are carried out by a large and diverse (inland) fleet of (work) vessels, crafts and floating equipment. The DADC is proud to promote and look after the interests of this industry that has been globally renowned for its expertise for centuries. An international sector with a rich history and an valuable future for society. The dredging industry acts at the spectrum of both contracting and shipping. This makes the sector unique with a proactive mentality and a passion for expertise and also with big social awareness for water safety, water management and maritime infrastructure.

DADC is also a member of EuDA and CEDA.

Structure
(as per july 2021)

EBU-Officials

- President, Paul Goris (NL)
- Vice-President, Dr. Philippe Grulois (B)
- Secretary General, Theresia Hacksteiner

Executive Committee

- Paul Goris (President), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- Dr. Philippe Grulois, (Vice-President) Unie der Continentale Vaart, Gent
- Leonard Cotiga, AAOPE, Galati
- Didier Leandri, Entreprises Fluviales de France (E2F), Paris
- André Auderset, SVS, Basel
- Jens Schwanen, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

Board of Management

Austria

- Norbert Baumann, Danu Transport GmbH, Wien
- Mag. Paul Blachnik, Berufsgruppe Schifffahrt, Wien, (alternate member)
- Dipl. Ing. Wolfgang Mosser, Brandner Wasserbau GmbH, Wallsee

Belgium

- Dr. Philippe Grulois (Vice-President), Unie der Continentale Vaart, Nazareth

Czech Republic

- Lubomir Fojtu, A.V.P-CZ, Decin
- Theresa Schneiderova, A.V.P-CZ, Decin

France

- Francois Boriot, Entreprises Fluviales de France (E2F), Paris
- Didier Leandri, Entreprises Fluviales de France (E2F), Paris

Germany

- Jens Schwanen, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
- Martin Staats, MSG eG, Würzburg (alternate member)
- Elena Vostrikov, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

Luxembourg

- Philippe Heck, FEDIL-Business Federation Luxembourg, Luxembourg
- Jacques Naaborgh, Chemgas Shipping, Rotterdam

Netherlands

- Paul Goris (President), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- Maira van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam (alternate member)
- Lijdia Pater – de Groot, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Romania

- Leonard Cotiga, AAOPE, Galati
- Serban Cucu, AAOPE, Galati

Switzerland

- André Auderset, SVS, Basel
- Thomas Knopf, CEO Ultra-Brag AG, Basel
- Heinz Amacker, SVS Basel (alternate member)



Brussels
Avenue Grandchamp 148
1150 Brussels

Rotterdam
Handelsplein 92
3071 PR Rotterdam

T: +31 (0)6 533 363 66
E: info@ebu-uenf.org
www.ebu-uenf.org

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