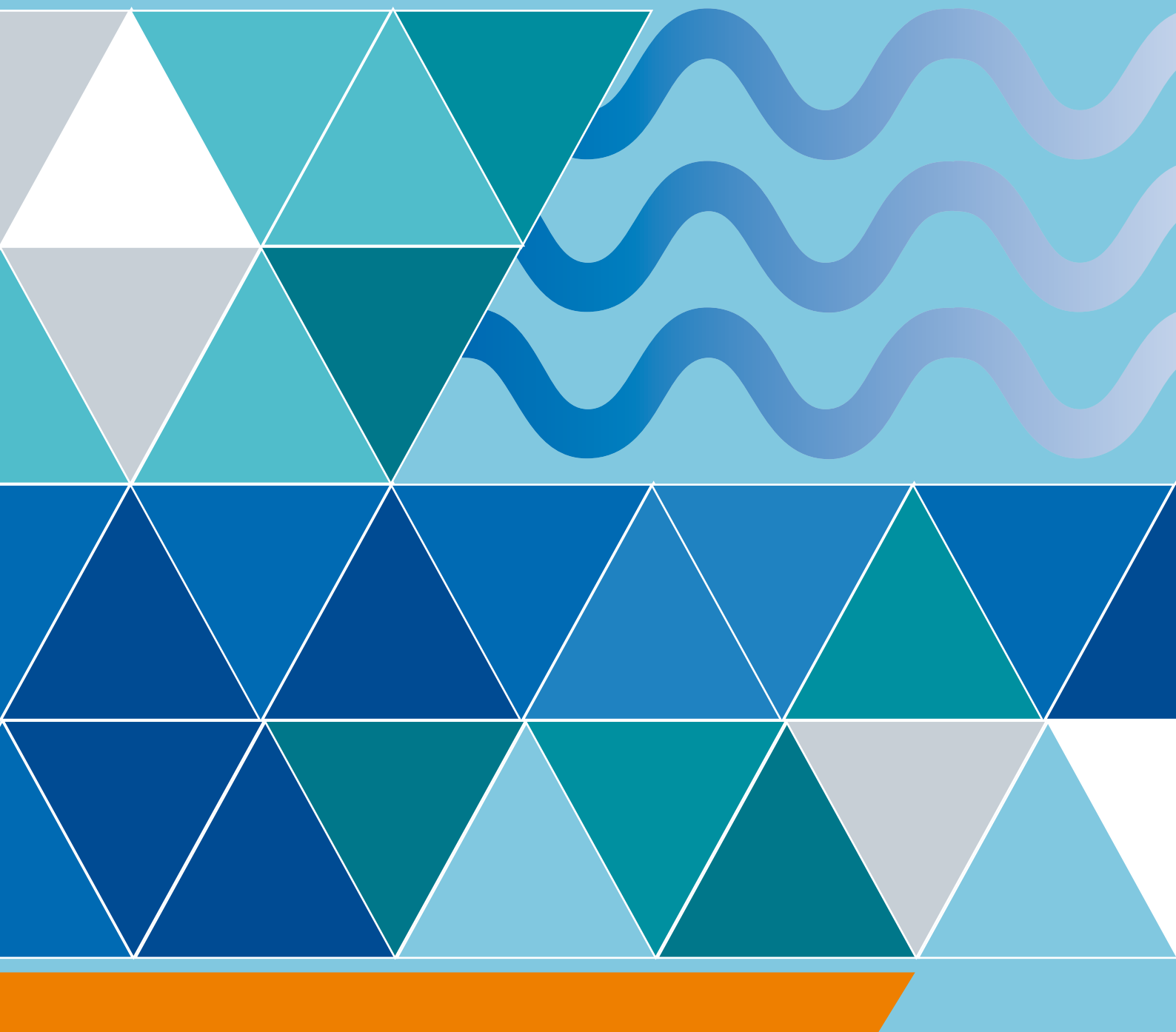




European  
Barge  
Union

2019  
2020

## Annual Report



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# Foreword

According to the latest market observation of the CCNR in cooperation with the European Commission the overall macroeconomic framework conditions made it not very easy for the inland navigation sector to come to a growth of transport volumes in 2019. World trade was slowing down because of protectionist measures like tariffs on grain, steel and cars. Industrial production went down in several branches, mainly related to early closedowns of coal burnt power generation. Several national policies were not favouring transport activity as well.

In addition, the extremely low water in 2018 had its effect on the carriage of goods on the major European rivers leading to a reverse modal shift. It made shippers decide to choose rail or road instead of inland waterway transport. A recent study calculated substantial costs and losses of the sector due to this situation. Besides it pointed to decisions of shippers regarding future investments in other parts of the world rather than in Europe.

In December 2019 the European Commission released its “Green Deal” with an ambitious action program. According to the Green Deal multi-modal transport needs a strong boost which is expected to increase the efficiency of the transport system. As a matter of priority, a substantial part of the 75% of inland freight carried today by road should shift onto rail and

inland waterways. According to the European Commission this will require measures to manage better, and to increase the capacity of railways and inland waterways, which the Commission will propose by 2021. IWT is considered as important corner stone to deliver this policy.

In order to bridge the various policy goals and to reach the envisaged modal shift target towards inland waterway transport, representatives of the Naiades II Implementation Expert Group in December presented the report ‘AN INLAND WATERWAY TRANSPORT AGENDA FOR EUROPE 2021-2027’. The EU NAIADES II action programme is coming to an end in 2020. It was the strategic backbone for a common direction on the development of inland waterway transport at EU level and targeted cooperation between the European Commission, Member States, River Commissions, UNECE and all public and private stakeholders.

With the lock down of Europe in reaction to the COVID-19 pandemic also inland waterway transport was seriously affected. The socioeconomic impact of the crisis is vast and will have a long term impact on the sector. As one of the essential and vital sectors for society and industry, inland waterway transport continued its services during the pandemic as much as possible. At the same time inland waterway transport is in full transition to attract new

market segments and adapt to climate change. This requires a lot of flexibility, creativity and financial effort from the sector. On top of this, the pandemic led the passenger sector (day trip and cruising) into a full collapse in a couple of days and it is estimated that freight activities will be heavily affected. A possible reduction of transport activity of at least 25 % is estimated, based on GDP forecasts for the EU for 2020, and by comparing the drop in GDP and in goods transport during the financial crisis in 2009 with the GDP forecast for 2020.

The recent developments certainly will lead to a paradigm shift. Society and industry will have to face the impact of the pandemic in relation to the objectives of the Green Deal and climate change and take responsibility in each part of the chain. Decision makers are expected to facilitate this development with appropriate and long term oriented measures. We call upon policy makers to walk as they talk and consequently to fully support the development of Inland Waterway Transport sector on its path to recover from the COVID-19 crisis and to succeed in the energy transition in the coming years.

With this enormous challenge ahead we will sail into the next years.

Paul Goris  
*President*



## European Green Deal & important role of IWT

IWT considered as important corner stone to deliver the Green Deal.

EBU welcomed the release of the European Commission's Green Deal to the European Parliament and the Council which aims to reduce transport emissions by shifting a substantial part of the freight carried by road today to inland waterway transport (IWT) and rail. IWT disposes over free capacities on the European network of waterways and already today has very low CO2 emissions compared to road. It thus can substantially contribute to realise the Green Deal.

According to the Green Deal multimodal transport needs a strong boost which will increase the efficiency of the transport system. This will require measures to manage better, and to increase the capacity of railways and inland waterways, which the Commission will propose by 2021.

### Reliable infrastructure and multimodal transport chain

EBU in particular welcomes the Commission's proposal to better manage the capacity of inland

waterways which should lead to a reliable, safe, cost-effective and climate resilient infrastructure network. This requires an integrated water policy, in which inland navigation is fully recognised as a valuable water use. IWT is an important part of the multimodal transport chain.

This also requires the de-bottlenecking of congested container terminals in major European ports such as Rotterdam, Antwerp and Hamburg. Container traffic is of increasing importance in the European freight carriage and requires a different approach of handling in these ports.

### More funding needed

Where the European Commission acknowledges the huge investment needs that go hand in hand with its proposal, EBU calls for a robust programme of funding supported by a new implementation strategy for Inland Waterway Transport. Such programme should allow to tap its potential and increase its modal share as foreseen in the Green Deal as

Inland Waterway Transport is known as an energy efficient, safe and sustainable alternative to other modes and contributes to decongesting overloaded road and rail networks for goods and people. 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 - with heavy and chemical industry - strongly relies on inland waterway transport. By shifting higher volumes to inland waterway transport it can substantially contribute to realise the Green Deal.

Figures over 2019 show that approximately 20% of all inland-container vessels suffered from average and even substantial delays during their visit in the seaports.

Delays and congestion in the seaports are a significant threat to the reliability of inland-shipping services. To bypass this decreasing reliability, hinterland-operators are forced to change their services with higher costs on the hinterland-leg as a result. This undermines the competitive position of inland waterway transport as well as dedicated European and seaport modal shift policies.

well as to realise the ambitious policy goal towards zero emission.

This should be a joint effort by the European Commission, Member States, River Commissions, International Organisations and other stakeholders realised under the umbrella of a follow up to the NAIADES action programme. The inland navigation sector itself is committed to decrease its carbon footprint, already being the lowest compared to other modes.

## COVID 19 & EU Recovery Plan

Requested support measures by the IWT sector to overcome the Covid-19 crisis and to deliver the Green Deal

Inland waterway transport is vital to supply the European society and economy with essential goods and services. Despite several lockdown measures and restrictions the international carriage of goods by IWT was not endangered during the pandemic and IWT remained providing its services.

However, the passenger- and cruising sector already at the beginning of COVID-19 fully collapsed and the other segments are heavily affected by the COVID crisis. This is equally the case in the River Sea Shipping area.

EBU welcomed the measures by the European Commission as well as the River Commission, in particular CCNR and Danube Commission, to support the sector in keeping up business running and ships sailing. They were intended to overcome practical obstacles that called for immediate actions.

### Effect of COVID-19 on the sector and the Green Deal

The COVID-19 crisis is expected to have a vast and long lasting impact on the sector. Not only the passenger shipping (day trip and cruising) immediately after the break out of the pandemic collapsed, but also the other segments are heavily affected by the pandemic leading to a new economic crisis in the sector. To mitigate these effects and to keep up with the future European policies, in particular the Green Deal, the sector needs a recovery strategy.

As an answer to the negative impact on the European industry and society the European Commission by end of May 2020 proposed a new recovery instrument, called Next Generation EU, embedded within a powerful, modern and revamped long-term EU budget.

EBU welcomes this proposal and calls upon all actors involved to provide the necessary support to the recovery of the IWT industry by dedicated measures and funding in the areas of innovation and greening as well as digitalisation.





# Future inland waterway transport agenda for Europe

The EU NAIADES II action programme is coming to an end in 2020. It was the strategic backbone for a common direction on the development of inland waterway transport at EU level and targeted cooperation between the European Commission, Member States, River Commissions, UNECE and all public and private stakeholders.

To continue this path and consolidate the cooperation between all parties involved representatives of the Naiades II Implementation Expert Group discussed the future of inland waterway transport, its challenges and ambition towards 2050 and formulated which measures are necessary in the next multi-annual financial period 2021-2027 to achieve the common ambition. As result it presented its report ‘AN INLAND WATERWAY TRANSPORT AGENDA FOR EUROPE 2021-2027, Recommendations by the Naiades II Implementation Expert Group’ calling for a new Inland Waterway Transport Agenda for Europe focusing on the following challenges in order to successfully address climate change and fulfil Europe’s transport related, economic, environmental and societal goals:

**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.

**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 75% 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.

## Infrastructure

A well maintained infrastructure network is crucial for the reliability of the inland waterway transport sector. In the past years inland waterway infrastructure has been neglected in terms of maintenance, leading to negative effects on the water levels. According to the Midterm progress report of Naiades II, main factors that have negatively affected the performance of inland navigation between 2014-2017 are a.o. that inland waterway infrastructure, including locks, bridges, minimum draught levels and river information systems (RIS) are inadequate.

Inland waterways are part of the TEN-T corridors and as such are represented in 7 of the 10 corridors. In the past year only 7 % of the CEF portfolio has been dedicated to inland waterways. To make inland waterways future proof and in line with the modal shift policy this requires a much higher share of financial support.



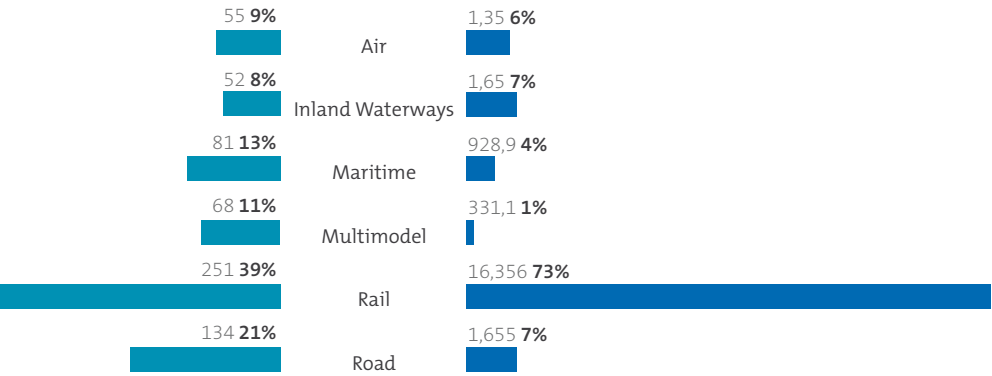
### Climate resilient and future proof waterways

To remain a reliable partner and to increase its share Inland Waterway Transport needs high quality and climate resilient infrastructure.

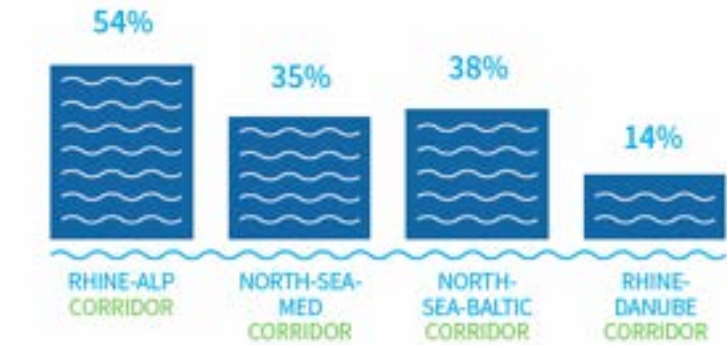
Inland waterways dispose over free capacities that could be much better

and more efficiently used. Therefore, one of the aims of the European transport and sustainability policy and recently the “GREEN DEAL” of the European Commission is to increase the modal share of inland waterway transport. This is in line with the sector’s policy.

CEF Transport portfolio by mode of transport



### Share waterways transport in cross-border freight flows



## Financial and economic impact of the period of low water

A recent study on the economic impact of low water at the Erasmus centre for urban transport economics (Erasmus UPT) conducted a research into the financial and economic impact of the period of low water in the second half of 2018 for the Netherlands and Germany. The 2018 low water period had a substantial financial impact on the Dutch and German economies. Cargo has shifted from inland shipping to other modes such as road and rail. On the Rhine, the decline in the volume transported by inland shipping was substantial and even stronger than during the financial crisis in 2008-2009. Long periods of low water such as in 2018 have a negative effect on the reliability and competitive position of inland shipping. Water transport is an important location requirement for the process industry. No direct shifts of production locations have been observed. But with the occurrence of serious low water, the importance of this location factor decreases, shifting plant locations to other regions.

## FAIRway Danube

EBU as member of the Advisory Committee welcomed the results of the fifth FAIRway Danube meeting. FAIRway Danube is a joint effort of seven waterway administrations along the Danube to improve navigation conditions of the Danube and co-financed by the Connecting Europe Facility. By October 2019, the following achievements have been made:

- **National Action Plans**, which provide information on the fairway conditions and planned measures, were updated twice a year throughout the project. Those reports provided input to the national measures and served as the factual basis for the meetings of transport ministers in June 2016 and December 2018.
- FAIRway Danube nearly finished the construction of the pilot equipment and started its pilot operation:
  - **Five new surveying vessels** are in **pilot operation** in Croatia, Bulgaria, Romania, Slovakia and Hungary. They provide more accurate data for the fairway users and provide the information basis for future activities of the waterway administrations.
  - **Four new multifunctional marking vessels** are in pilot operation in Slovakia, Croatia, Romania and Bulgaria: their pilot operation is expected to optimize the fairway relocation.
  - **17 out of 37 gauging stations** are already in pilot operation in Croatia and on the Danube-Black Sea Canal, additional 20 gauging stations are planned at the lower Danube.
  - The transnational **Waterway**

Monitoring System WAMOS started its pilot operation in October 2019.

EBU welcomes this progress made and counts on all parties involved in the further efforts to increase the reliability of inland waterway transport on the Danube as lately confirmed in the Danube Ministerial Conclusions.

**Danube Ministerial Conclusions on effective waterway infrastructure rehabilitation and maintenance on the Danube and its navigable tributaries.**

## The Danube Ministers in their May 2020 conclusions

**Note** that the navigation status has still not improved in all Danube riparian states compared to 2014, as reflected in the “Master Plan implementation progress summary report” presented in the Annex; **Reaffirm** the importance of the Rhine-Danube Core Network Corridor and welcome the CEF co-funded project FAIRway Danube and the joint efforts of all its beneficiaries (Republic of Austria, the Republic of Bulgaria, the Republic of Croatia, Hungary, Romania and the Slovak Republic) to preserve a good navigation status, as far as this is possible with maintenance and rehabilitation measures; and **agree** to maintain this level of activity and - where still needed - to step up fairway rehabilitation and maintenance efforts in 2020 and beyond in order to improve the fairway conditions according to the maintenance objectives in force.

## Digitalisation

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. Digitalisation in inland navigation addresses the interaction between infrastructure, fleet and multimodal connectivity.

## DINA and DTLF: making IWT digitalized and fully integrated in tomorrow's transport system

As member of Digital Transport and Logistics Forum (DTLF) and the Digital Inland Navigation Area (DINA) expert group EBU is strongly involved in the future digitalisation of inland waterway transport as part of the entire logistics chain at European level.

## eFTI Regulation

The EU eFTI (electronic Freight Transport Information) regulation is a significant milestone towards a European harmonization of the regulation and the data interoperability infrastructure for operators to share information with government administrations. It obliges EU Member States to be able to accept electronic freight transport information in an electronic format that is machine readable and harmonized across the EU. Operators are not obliged to use electronic documents, but if they prefer to do so, then they must use **certified eFTI platforms and eFTI services**. MS must organize the processes to ensure the interoperability of IT systems across the European Union.



The Commission had presented the proposal in May 2018 aiming to save an estimated 102 million working hours spent each year on managing paper documents, which is expected to translate into savings of €20-27 billion by 2040. The agreement is expected to reduce the administrative burden on the transport sector and ease digital information flows, making freight transport more efficient and sustainable.

EBU as member of the Digital Transport and Logistics Forum (DTLF) contributed to the development of this

proposal from which the inland navigation sector, in particular container transport, will benefit.





## River cruising & passenger transport in Europe



Until the beginning of 2020 passenger transport, both in the river cruise and day trip business, played an important and vital part of the tourism sector in Europe. Furthermore, the ferry business played an important role in the regional mobility. The sector was characterised by an increase of the fleet, in particular the river cruise fleet and consequently by an growth in passengers carried.

Unfortunately the lockdown in reaction to COVID-19 led to a collapse of this sector. Meanwhile the European Commission released a package of guidelines and recommendations

to help Member States gradually lift travel restrictions and allow tourism businesses to reopen, after months of lockdown, while respecting necessary health precautions. The package also aims to help the EU tourism sector recover from the pandemic, by supporting businesses and ensuring that Europe continues to be the number one destination for visitors.

### Guidelines for a minimum standard for the resumption of river cruises

EBU and IGRC, together representing the major part of the European river cruise industry undertook to follow up these recommendations and released their guidelines for a minimum standard for the resumption of river cruises which should allow a harmonised and coordinated recovery from the pandemic and restarting river cruise business in Europe.

These guidelines address all major parts of the business, taking into account the various national restrictions. They include a.o. minimum standards regarding distances, disinfection, hygiene in all areas of the vessel (incl. kitchen and rooms of the crew) and address reporting in case of illness. Aim of these measures is the protection of passengers and crew members under all given circumstances. The measures are strongly related to the hotel business. The guidelines provide the relevant information to the services on shore to prepare for the taking up of the business.

### River cruises

The growth of the European river cruise sector in 2019 was visible by three main indicators:

- High newbuilding rate: 19 new river cruise vessels entered the European market, with 3,131 beds. These new vessels were planned to sail on Rhine, Danube and for a small part on the Douro.
- Nearly 10 % growth in demand: the number of cruise passengers on European rivers increased by 9.9 %, to reach 1.79 million passengers. Passengers from non-european countries (USA, Canada, Australia, New Zealand, etc.) had a share between 44 and 49 % in 2019.
- Growth of cruise vessel traffic: On the Rhine, 2,929 transits of cabin vessels at the Upper Rhine lock of Iffezheim were registered (+ 24% compared to 2018), and 3,668 on the Upper Danube (+1% above the already high level of 2018).

Source: CCNR marketobservation

The river cruise sector aims to take up the business as soon as possible, taking into account these high security measures on board.

## River sea shipping in Europe

In cooperation with CCNR, EU and ERSTU the River-Sea Shipping Committee of EBU (RSSC) analysed the river-sea transport in the last years leading to a valuable overview regarding the development of this sector in the different European areas.

The result of this analysis and of the Workshop on "RIVER-SEA TRANSPORT" in the context of CCNR Market Observation activities (organized on the 19th of September 2019 in "Haus Rhein" in Duisburg) was published in the CCNR Thematic Report "RIVER-SEA TRANSPORT IN EUROPE" in January 2020 (see [https://www.ccr-zkr.org/files/documents/om/om19\\_IV\\_en.pdf](https://www.ccr-zkr.org/files/documents/om/om19_IV_en.pdf)).

At present, almost 90.5 million tonnes of goods are carried via river-sea transport in Europe.

River-sea transport takes place on all major rivers in Europe that have a connection to the open sea. The country with the most important volume of river-sea transport in Europe is the United Kingdom (around 47 million tonnes). London, the River Thames, as well as the estuary of the river Humber in north east England, the River Forth in Scotland, and other estuaries are important areas of river-sea activity. Overall, river-sea transport has shown a growing trend in recent years in the United Kingdom.

Russia and Ukraine are two countries with a significant level of river-sea transport, due to very favourable natural conditions. In 2018, around 25 million tonnes of cargo were transported by river-sea ships in Russia, making it the second largest market for this type of transport in Europe.

River-sea transport is also well developed in Sweden and Finland, taking the form of lake-sea transport, where lakes (Lake Vänern and Lake Mälaren in Sweden, and Lake Saimaa in Finland) represent the inland component of the activity. The main product groups traded are wood products and timber.

In Western Europe (the Netherlands, Belgium, Germany and France), river-sea transport concentrates mainly on the following areas: the Lower Rhine, the Lower Schelde, the Ghent-Terneuzen Canal, the Maas, the Albert Canal, the Seine and the Rhône. The Lower Rhine is the nerve centre for river-sea transport in Germany, and a major area for the Netherlands. Steel is the most important segment for river-sea transport in the region, due to the steel industry in Duisburg, which uses the Rhine as an export route for iron, steel, metals and metal products. A large part of these exports goes to the United Kingdom and Scandinavia.

On the 13th of February, 2020 in the conference of **UN Economic Commission for Europe, Inland Transport Committee, Working Party on Inland Water Transport, Working Party on**



**the Standardization of Technical and Safety Requirements in Inland Navigation, Fifty-sixth session** (agenda item 8) in the „Round Table Discussion“ the CCNR-Report about „River-Sea Transport in Europe“ was presented by the CCNR-Report Team and the RSSC-Secretary, dr. Wolfgang Hebenstreit.

About this „Round Table Discussion“ see also the UNECE documents: ECE/TRANS/SC.3/WP.3/2020/5, ECE/TRANS/SC.3/WP.3/2020/6, Informal documents SC.3/WP.3 Nos. 2, 7, 9 and 10, 2020. All presentations of this interesting „Round Table Discussion“ about the report are available at [www.unece.org/trans/main/sc3/wp3/wp3doc\\_2020.html](http://www.unece.org/trans/main/sc3/wp3/wp3doc_2020.html), tab. "Presentations".



Presentation of the Report by Ms. Laure Roux and Mr. Norbert Kriedel, CCNR-Reporting-Team (see from the right side, Ms. Victoria Ivanova, Secretary of SC.3/WP.3 ITC UNECE, Mr. I. Ignatov (Bulgaria), the Chair for fifty-sixth session of the Working Party, Mr. Wolfgang Hebenstreit, Moderator of the Round Table Discussion. Photo: UNECE

## European IWT platform: a good example of successful cooperation



In 2019 the European inland navigation organisations, EBU and ESO, which represent barge owners and operators at Union level, launched the European Inland Waterway Transport (IWT) Platform, financed by means of the reserve fund. With the establishment of the IWT platform they aim to strengthen and improve the positioning of the IWT sector.

### New dimension of expertise

While the two organisations EBU and ESO will remain independent, the joint platform added a new dimension of expertise to the benefit of not only their own members but also to the entire inland navigation community including the institutional bodies which deal with inland navigation. Some concrete examples are expert contributions at a.o. the CESNI working groups in different areas, EC expert groups, UNECE Working Parties and CDNI. In order to accomplish these expert contributions, the organisations have established joint working committees bringing the expertise together in the various areas and contributing to the various decision making bodies in a joint and coherent way.

### Main focus

In line with the goals of the founding organisations the platform will focus on a number of main areas to contribute to the sector's needs, mainly by

- encouraging innovation in vessels and their adaptation to technical progress as regards the environment, including all sustainability goals at European level
- increasing the attractiveness of the sector by offering increased career perspectives to the youth and encouraging young trainees and other maritime workers from outside the sector by training and education
- encouraging ways of leveraging the use of the reserve funds in conjunction with available financial and funding instruments, including Horizon Europe and CEF and with financing instruments from the European Investment Bank.
- improving infrastructure in order to guarantee well maintained waterways benefitting European industry and economy.

In its recently published annual report the IWT Platform provides an overview of its activities explored in 2019 and the results in the various areas of involvement.

[www.inlandwaterwaytransport.eu](http://www.inlandwaterwaytransport.eu)

## EBU events

### Green inland shipping & port event

Took place on 16 October 2019 and showed the most innovative solutions in inland navigation at the CO2 neutral port of Brussels. Five very innovative vessels called at the port of Brussels to show technological solutions to cut CO2 and air emissions to a minimum to European decision makers and stakeholders. They include zero-emission technologies such as battery-electric, gas-electric, ultra clean biofuel drivetrains and hydrogen.

### Inland shipping, smart and sustainable

Inland waterway transport is known for its sustainable record. Moving forward to further improve its performance, it aims to reach an emission reduction of more than 50% by 2030 and to sail zero-emission by 2050 offering climate neutral and zero-pollution mobility.

### The potential of inland shipping and ports

High-ranking representatives of the European Commission, Council and Parliament were guided around on the five vessels and could witness the innovative solutions in the sector. They took note of the significant modal shift potential of inland navigation and the sector's ongoing work to reach the sustainability goals of the European Union.

## Innovative vessels



Sendoliner

Battery/diesel – electric powertrain, containervessel, size: 110m\*11.45m.

This is the first commercial freight vessel in IWT able to navigate 'zero-emission' on the charged battery on board. It can sail up to 3h on electricity, aiming to avoid any emissions in populated areas such as cities and their ports. The design of the vessel is optimised for a dedicated route, which increases the efficiency (more cargo capacity, less energy consumption).



Ecotanker III

Gas-electric powertrain, tankervessel, size: 110m\*11.4m.

This state-of-the-art tanker has a clean LNG propelled mono-fuel engines with electric motors and bowthrusters. It has a typical configuration as the steering house is in the front. The reduction of NOx emissions is 90% while emissions of particulate matter (PM) emissions is negligible. When running on Bio-LNG in future, this vessel can be carbon neutral as well.



Motorvessel Wantij

Clean Euro VI combustion engine, dry cargo vessel, size: 86m\*9m.

The first commercial freight vessel for which Euro VI truck engines were mari-

nized. It is a relatively low cost retrofit solution for a large share of the existing fleet to achieve >95% reduction of air pollutant emissions. It also saves fuel consumption and therefore CO2 emissions. Carbon neutral performance can be achieved by usage of drop-in biofuels/HVO or synthetic fuels.



Motorvessel Emeli

Fuel cell hydrogen and diesel-electric propulsion, crew training vessel, size 55m\*7.2m.

The original cargo vessel from 1961 is used by the Maritime Academy Harlingen to educate/train new staff for IWT. It is retrofitted with a diesel-electric powertrain. The big innovation is the Fuel Cell and Hydrogen storage system (12 KG, 200 bar) which was recently installed on board of the vessel. The system can produce 30kW of electric power for a duration of 10 hours.



Hydroville

Hydrogen dual fuel combustion, passenger vessel, size 14m\*4.2m.

One of the first inland vessels to use hydrogen as fuel by means of a combustion engine, mixing it with diesel. The reduction of CO2 and NOx emissions amounts 70% at a sailing speed of 11 knots. The vessel is a sailing laboratory to test new hydrogen technologies and is a demonstration vessel to raise awareness and inform. It serves as a shuttle service for CMB staff to avoid traffic jams.

## The association EBU members

### Austria



#### Berufsgruppe Schiffahrt / Wirtschaftskammer Österreich

Wiedner Hauptstr. 63  
1040 Wien

The 'Berufsgruppe Schiffahrt' 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 Schiffahrt/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 (Belgium)

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

### 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

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.



# The association

## EBU members

### Germany



Bundesverband der Deutschen  
Binnenschifffahrt e.V. (BDB)

Dammstraße 26  
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 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.

### Luxembourg



FEDIL - The Voice of Luxembourg’s Industry

7, rue Alcide de Gasperi  
Luxembourg-Kirchberg

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).

# 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 2016 SVS counted some 200 members in the categories individual members (90), companies (50), partners of the inland navigation (45) as well as authorities, associations and organisations (15).

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

# The association EBU members

## Romania



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

St. Albatrosului 2,  
RO-800029 Galati

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

The original name was 'Romanian Association of Inland Ship Owners', but the membership was extended to include port operators, shipping companies, brokers, insurance companies etc that are acting in the Romanian inland navigation field.

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

The main objective of the association is to promote, nationally and internationally, the interest of their members. AAOPFR has been an observer member of EBU since 2007 and in 2008 applied for full membership.

## Corresponding Members



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

c/o Rhenus Port Logistics GmbH & Co. KG

August-Hirsch-Straße 3  
D-47119 Duisburg  
Germany

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.

[www.erstu.com](http://www.erstu.com)



### 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 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

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 2019)

## 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. Ph. Grulois, (Vice-President) Unie der Continentale Vaart, Gent
- L. Cotiga, AAOPF, Galati
- R. Kasteel, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- D. Leandri, Entreprises Fluviales de France (E2F), Paris
- S. Plüss, SVS, Basel
- J. Schwanen, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

## Board of Management

### Austria

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

### Belgium

- Dr. Ph. Grulois (Vice-President), Unie der Continentale Vaart, Nazareth
- G. van Overloop, De Grave Antverpia, Antwerpen

### Czech Republic

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

### France

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

### Germany

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

### Luxembourg

- P. Heck , FEDIL-Business Federation Luxembourg, Luxembourg
- Mr. Jacques Naaborgh, Chemgas Shipping, Rotterdam

### Netherlands

- Paul Goris (President), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- R. Kasteel, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### Romania

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

### Switzerland

- A. Auderset, SVS, Basel
- S. Plüss, SVS, Basel
- Substitute: Heinz Amacker, SVS Basel

### Brussels

Avenue Grandchamp 148  
1150 Brussels

### Rotterdam

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