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Annual Report

Inland waterway transport A huge potential sector

2021
2022

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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

Inland waterway transport, a huge potential sector

The reporting year was characterised by impacting geopolitical developments and global and European policies with huge consequences on the society in Europe.

Early 2022 a war at the borders of the European Union dramatically changed the geopolitical landscape. EBU members at the beginning of the crisis were involved in carrying refugees from the borders of the UA to safe places. Since the bombing of UA seaports EBU's members are engaged in rerouting grain and other essential products and raw materials from UA via the inland waterways in order to mitigate a global food and economic crisis. EBU strongly supports all efforts and measures to mitigate the crisis and to help Ukrainian people to survive and regain normal live.

After the recovery from the COVID crisis in 2020 and 2021 the sector is challenged by coping with important policies at EU level. In July 2021 the "Fit for 55" package followed the Sustainable and Smart Mobility Strategy, which earlier was released based on the EU Green Deal. All policy recommendations and subsequent legislative proposals aim to reduce greenhouse gas and air emissions in order to meet the global and European sustainability goals. The Inland Waterway Transport (IWT) sector is known for its positive environmental record with low externalities. It aims to keep this image. For this reason, EBU's members are committed to improve their sustainability record where needed in line with the overarching policies. This requires a joint public and private approach to support the sector in its transition pathway towards almost zero emission in 2050.

At the same time the IWT sector is expected to substantially increase its modal share. Where the European network of waterways offers free capacities to absorb much higher volumes and to relieve the congested European roads, with the right policy and support measures this creates a win-win situation for society and environment. The IWT sector all in all offers huge opportunities to contribute to the realisation of the various global and European challenges in terms of modal shift and climate mitigation ahead.

It is my pleasure as newly elected president to guide these activities on behalf of the members and – in dialogue with all institutional stakeholders involved – to find solutions to the benefit of all.

Dr. Philippe Grulois

President

New EU policies: High ambitions – Huge challenges

“Fit for 55” package lacking alignment with other EU policies

In July 2021 the EU Commission released its “Fit for 55” Communication. The “Fit for 55” package aims to deliver the EU’s increased emission reductions target and consists of a set of inter-connected proposals, which all drive towards the same goal of ensuring a fair, competitive and green transition by 2030 and beyond.

Where the EU Green Deal, Smart and Sustainable Mobility Strategy and the IWT policies are focusing on a modal shift towards sustainable modes such as IWT and rail, the fit for 55 package however is missing this link and might undermine this objective.

The IWT sector supports the objectives of the EU Green Deal (EGD) and the Sustainable and Smart Mobility Strategy (SSMS). It however observes a lack of alignment of the “Fit for 55” package with these policies. On 24 June the Commission published its NAIADES III programme 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 IWT sector 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 carry much higher volumes of freight and more passengers on the waterways if the right framework conditions are met.

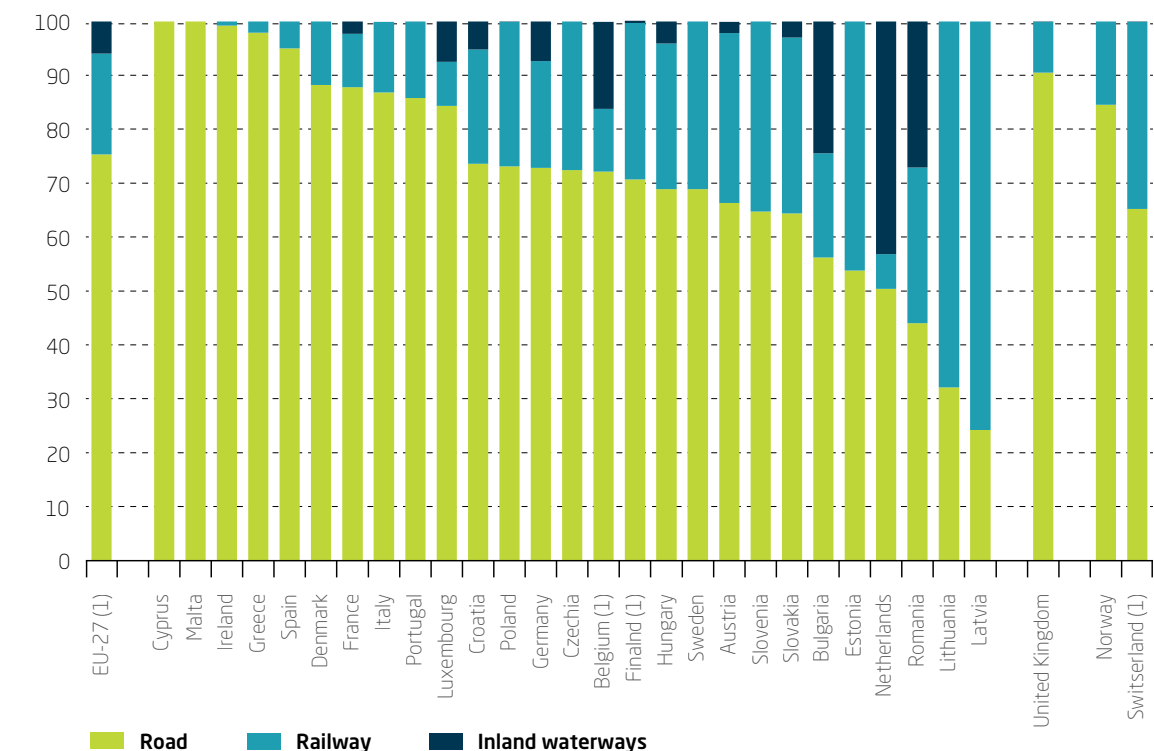
Huge modal shift potential

While the network of waterways on the European rivers and canals offers sufficient capacity to realise the envisaged modal shift, currently the volumes carried by IWT only count for 6 % in the European Union (Figures Eurostat 2018). The share in Member States with important navigable waterways however lies much higher.

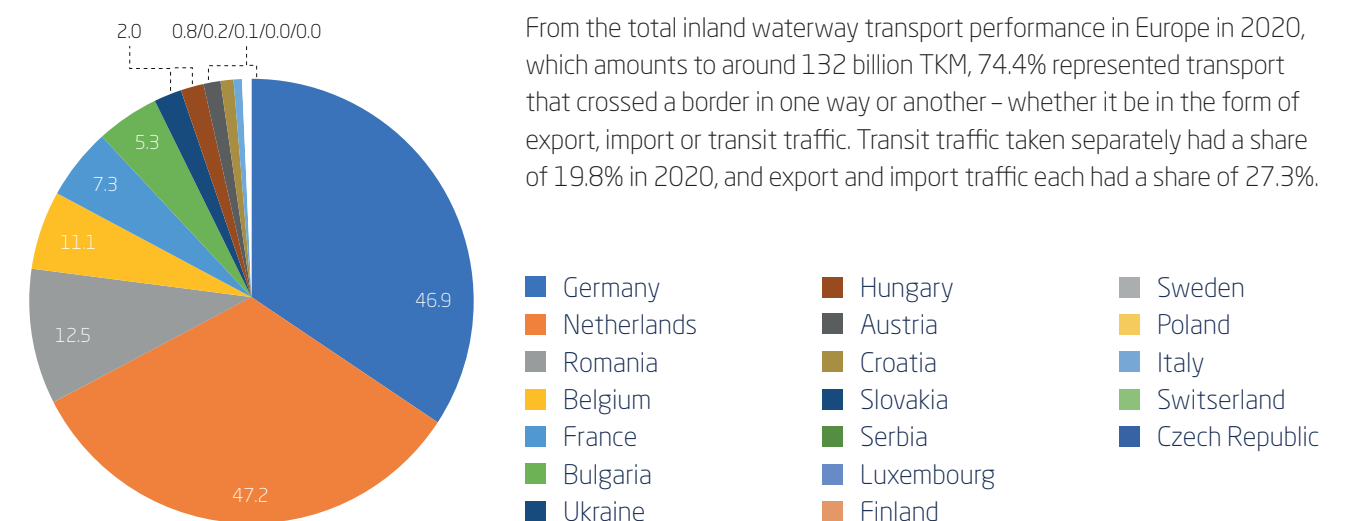
The Sustainable and Smart Mobility Strategy (SSMS) seeks to increase the share of Inland Waterway Transport (IWT) by 25 % by 2030 and by 50 % by 2050. This requires joint public and private efforts. The “Fit for 55” package – by imposing taxation on fuel in IWT – might however jeopardise this aim and lead to a reverse modal shift.



Figure | Model split of inland freight transport, 2018
(0% share in tonne-kilometres)



Note: Countries are ranked based on the share of road transport. ⁽¹⁾ Estimated values. **Source:** Eurostat



Sources: CCNR Market observation, Eurostat and OECD | * Data for UK not available for 2020

Energie Taxation Directive

Energy Taxation Directive (ETD) and its Impact on the IWT sector

The ETD foresees in a tax system for energy products which must both preserve the internal market and support the green transition by setting the right incentives.

In our view the proposal would undermine the intended policy objectives as laid down in the EUGD, SSMS and NAIADES III for the following reasons:

1. The Commission aims to encourage the take-up of renewable alternative and sustainable fuels through tax incentives and penalise the use of fossil fuels as of 2023 by imposing taxes. This would imply the availability of sufficient sustainable alternative fuels which is currently not yet the case. Therefore, the timeframe to phase out fossil fuels must be a realistic one and must go hand in hand with the availability of sufficient alternative renewable solutions to meet the transport demand and their **wide roll-out**.

Taxation of gasoil

- a. will neither make those alternative fuels easier available nor more attractive at this stage,
 - b. would only consist in an additional financial burden for vessel owners who will have no access to widely available alternative energy sources while targeted subsidies for such alternatives could substantially contribute to a market take up.
2. Given the very low externalities of IWT, taxation of fossil fuels as of 2023 would impose high additional costs on the sector and might lead to a reverse modal shift.

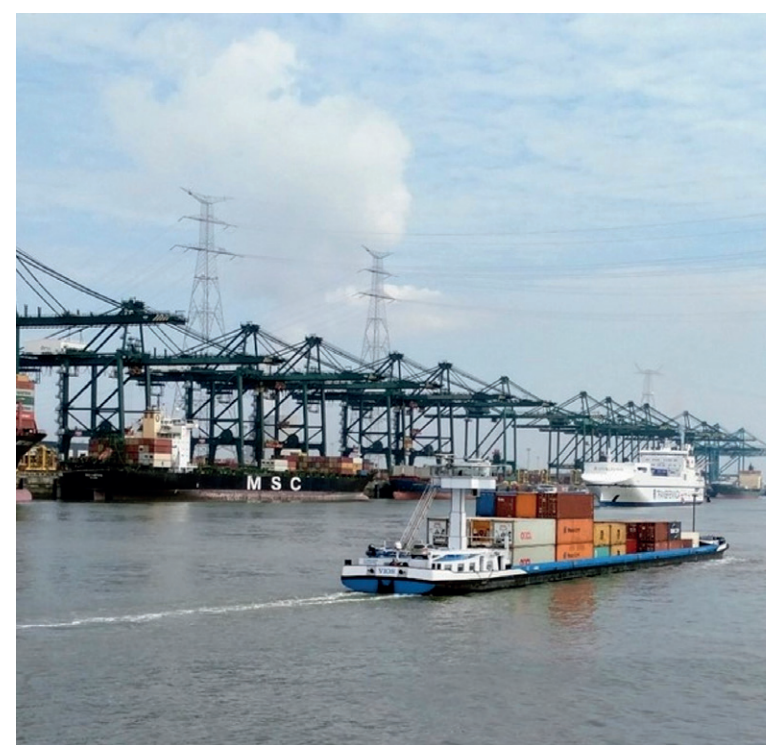
3. The introduction of fuel taxation would be in breach of the Mannheim Act and its additional Strasbourg agreement of 1952 on the regime of taxation and customs for gasoil consumed as board supply in the navigation on the Rhine. EBU therefore calls upon the European Parliament and Council to exclude IWT from its scope.

[Link to Ff55 position article](#)

According to Article 15 a minimum level of taxation as set out in Tables B and D of Annex I to energy products supplied for use as fuel to vessels, and to electricity used directly for charging electric vessels, for the purposes of intra-EU waterborne regular service navigation, fishing and freight transport.

In practise the proposal would introduce a minimum taxation on fuel of approx. 0,036 € per liter after its entering into force where currently this is exempted.

To support the sector in increasing its modal share the Commission must strike the right balance between its ambitions and the energy transition measures.



How the sector contributes to sustainability and mobility goals

The IWT sector is well equipped to contribute to the sustainability and mobility goals of the EU policies, for which a couple of preconditions are to be met.



1. Greening the fleet

To accelerate the development and deployment of greening solutions in IWT and thus to create a win-win situation for both society and industry the sector calls for a coherent approach of measures.

- This requires a combination of tailor made funding for the large scale deployment of green technologies for the fleet, alternative fuels and digitalisation
- Taxation incentives and
- Goal based flexible regulatory measures to stimulate and accelerate the innovation

Conversion of the IWT fleet to zero emission is a challenging task as inland ships have extremely long life-cycles. Technologies for near zero tank-to-wake emissions are theoretically available but:

- TRLs and costs do not favour short-term mass roll-out for most.
- Ships and their operational profiles will require different solutions, there is no 'one-size-fits-all' approach.
- To achieve ambitious emission reduction targets all available means (financial, regulatory, economic, ...) must be deployed. This is especially needed to close the economic gap in the Total Cost of Ownership (TCO) of a vessel using green technologies/fuels compared to the TCO of conventional vessels using fossil fuel.

What is needed?

To speed up the deployment to reach the emission reduction goals in the IWT sector, the right technical solutions in combination with dedicated aid schemes and fiscal incentives are required. In concrete terms this means the IWT sector needs

- available and affordable technology to broadly deploy innovation in the sector
- flexible goal based regulatory framework avoiding long term permission processes for innovative solutions
- tailor made and dedicated funding combining national and EU funding schemes

¹. According to the CCNR study on a financial instrument for greening the IWT sector (deliverable G+H) with a tax of 4 eurocent per liter gasoil imposed on the IWT sector a European wide basis would amount €53mln on an annual basis which is an equivalent of a total cost increase between 0.6% and 2.1%.

2. Climate adaptation & alternative energy sources

Power supply and fuel supply should gradually be made greener and more sustainable, decreasing the share of fossil fuels. Already underway to reach a substantial emission reduction by quick-win solutions such as biofuels, the IWT sector is dependent on the availability and market readiness of alternative fuels on a broad scale to cut its emissions in line with the policy aims of the Green Deal.

What is needed?

- access to research programmes for testing and deploying of alternative fuels
- tax incentives, such as by means of tax exemption for clean fuel and on shore power
- availability and roll out of alternative fuels on the entire system of inland waterways
- technology neutral approach to ensure that the most suitable and promising technologies are deployed in a safe manner
- goal based technical standards to give room for safe testing and application of new technologies, innovation and adaptation to such technologies in consideration of the new long life-time of vessels and infrastructure

Alternative Fuels Infrastructure Regulation AFIR

Europe's inland ports, waterway authorities and the IWT sector as Enablers of Green Transport and Logistics are major contributors to deliver the EU Green Deal. Together they welcome the direction of the Alternative Fuels Infrastructure Regulation (AFIR) published under the Fit for 55 Package. In order to achieve all the goals put forward, continued European support through CEF and other funding programmes are expected. This is especially important as the business case in many situations is still lacking and situational challenges, such as lacking energy infrastructure, still need to be overcome. Link to AFIR position op internetsite.

3. Modal Shift

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 heavily relies on inland waterway transport as a transport mode.

IWT is a major enabler to shift freight from road. Roughly a reduction of 25-30 kg/tonkm CO2 in road haulage to 5 to 14 kg/tonkm CO2 including also the WTT emissions and the additional pre-/end haulage is possible. This means a reduction in the range of 50% to 80% of CO2 emissions. Moreover, the Global Logistics Emissions Council provided more recent figures. For IWT these are based on a report by STC-NESTRA made for GLEC/Smart Freight Centre[1].

From this report It can be concluded that per ton kilometre a saving can be reached of 70% on Green House Gas emissions when shifting cargo from road to inland waterways along the Rhine corridor using containers." The STEERER project (funded under Horizon 020) has shown that for the Inland Waterway transport sector emissions there is a volume of 4,53 MtCO2 /y (source STEERER D2.2, page 56). The CO2 emission consists of 0.43% share of the overall Waterborne Transport segment.

The greatest potential for growth is likely to arise from the

- expected growth in seaport hinterland traffic. Container transports in particular will continue to increase its share
- integration of inland shipping into multimodal logistics concepts
- new markets arising from circular

Thematic overview

Infrastructure

The IWT sector welcomes the Commission proposal setting out the new guidelines for the Trans-European Transport Network (TEN-T), in particular the acknowledgement of the important role of Inland Waterway Transport in line with the EU Green Deal. It however signals a number of shortcomings that need to be addressed in the upcoming negotiations to realise the modal shift ambition of the Union.

TEN-T supports the increase of modal share of IWT and the greening of the sector

Infrastructure is the backbone of our sector and its reliability towards its clients. IWT thus needs a reliable, safe, cost effective and climate resilient infrastructure network. 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 depend on a seamless supply of their goods via waterways, while tourism on waterways is a major pillar of European tourism.

Contrary to the congested roads, European waterways dispose of free capacity, offering a significant modal shift potential in line with the EU Green Deal. Besides, the revision is focusing on the introduction of an alternative fuel network along the European waterways. In its energy transition IWT is strongly depending on the availability of sufficient alternative fuels and energy supply in both sea- and inland ports and along the entire network of navigable waterways. In view of the challenges ahead and against the background of the global and Union policies we however signal a number of shortcomings in the proposal that need to be addressed to realise the fit for future infrastructure and the modal shift ambition of the Union.

[Link to TEN-T guidelines article](#)

Good Navigation Status GNS together with clear and ambitious parameters to guarantee reliability for the sector

We agree that inland waterways in Europe are characterised by a heterogeneous hydro-morphology which hampers a coherent performance for all waterway stretches and thus that TEN-T requirements should take into account the specific hydro-morphology of each waterway. Such an approach should be considered at river basin level. In general we support the chosen approach by the Commission with a focus on the "Good Navigation Status" that should allow to address the shortcomings in the implementation of the current TEN-T guidelines and take on board climate resilience within a river basin approach.

Inland Waterway Transport (IWT) is expected to increase its share by 25 % by 2030 and 50 % by 2050. Previously, EU strategies identified the elimination of infrastructure bottlenecks as a key requisite for the development of inland navigation in Europe. Unfortunately, due to underinvestment and lack of political attention this could not be realized in the past years. Due to this underinvestment and subsequent low water periods in the past years the modal share of IWT did not increase.

The notion of Good Navigation Status should also cover the protection and the non-deterioration of the current status of the waterway network which may be higher than the minimum requirements and levels of services proposed in the legislation. The current status of the waterway network should not be left to deteriorate but be appropriately maintained.



The European Court of Auditors in its report in 2015 found that, despite the objective of shifting traffic from roads to environmentally friendly transport modes, overall, the modal share of inland waterway transport has not significantly increased since 2001 within the EU. The Court therefore considered that European IWT strategies have not been effectively implemented as the policy objective of shifting goods from roads to inland waterways has not been achieved and overall navigability conditions have not improved.

The Court also noted that developing inland waterway transport requires considerable coordination among Member States and that, as for other larger infrastructure projects, political and environmental considerations may affect the implementation of inland waterways projects.

The Court found also that the EU strategies lacked some important analyses. They did not identify the overall benefits of inland navigation in different corridors and did not assess the extent to which IWT should contribute to the policy objective of shifting traffic from roads to environmentally friendly transport modes.

Thematic overview

Infrastructure

Danube navigation hampered by neglected waterway maintenance - EBU calls on Commission President for intervention

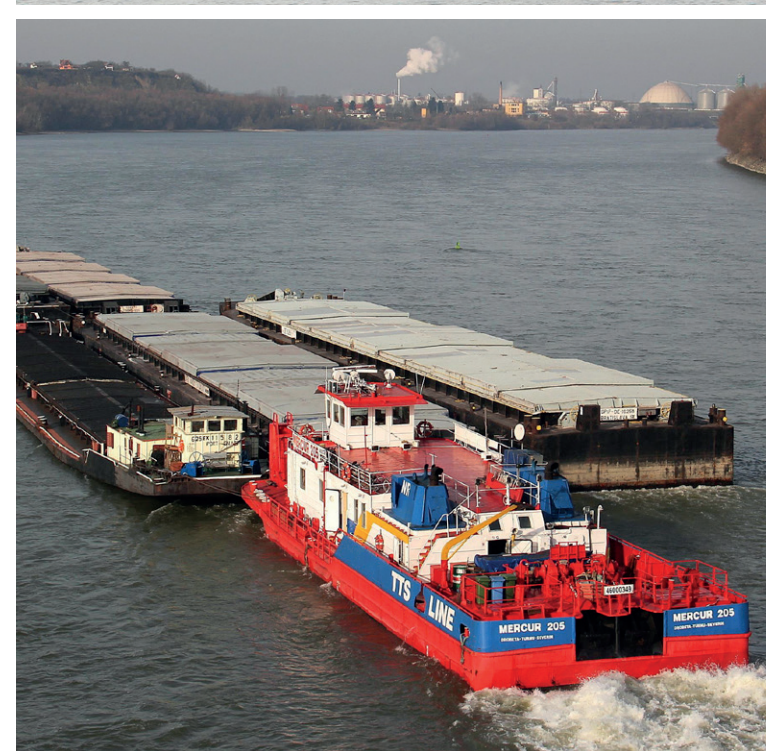
The Danube Ministers when signing recent conclusions on effective waterway infrastructure rehabilitation and maintenance noted that the navigation status on the Danube has still not improved in all Danube riparian states compared to 2014. Therefore they called upon all involved Member States to fulfil the legally binding obligation to preserve "Good Navigation Status" (GNS) of the Danube River and its navigable tributaries that are part of the TEN-T network, as far as this is possible with maintenance and rehabilitation measures, and fulfil the legally binding obligation of reaching a "Good Ecological Status/Potential" (GES) and a "Favourable Conservation Status" (FCS) as legally required by the Water Framework Directive and by the Birds and Habitats Directives.

The waterway management authorities governing the Danube and its navigable tributaries have estimated annual operational costs at about 36.3 million EUR in order to bridge the gap between the current status quo in fairway maintenance and management and the different target Levels of Service. Additional investments are needed for dredging equipment, riverbed surveying and fairway marking equipment.

In terms of regional distribution, the majority of investments will be needed on the Lower Danube (particularly Romania and Bulgaria).

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

The Danube Ministers in the framework of the CE-days signed conclusions on effective waterway infrastructure rehabilitation and maintenance. By signing these conclusions they reaffirmed their strong commitment to ensuring safe and efficient transport links by stepping up shipping on the Danube, given the blockade of ports of Ukraine in the Black Sea and the Sea of Azov as a result of Russian aggression. They recalled the importance of the "Fairway Rehabilitation and Maintenance Master Plan of the Danube and its navigable tributaries" as prepared within the framework of the EU Strategy for the Danube Region by Priority Area 1a on Inland Waterways in November 2014 and updated in spring 2022. Notwithstanding the signing of these conclusions the situation of the fairway at a certain part of the common Bulgarian/Romanian stretch has dramatically deteriorated since, due to lack of dredging by Bulgaria. This meanwhile led to the blockade of numerous vessels, reason why EBU decided to bring this matter to a higher political level and call upon Commission President Von der Leyen to finally urge political solutions on this matter.



Labour market

Attracting the sector

The lack of skilled workers is also noticeable in inland navigation. EBU considers it as its major task to make the sector more attractive for young people and for people from other sectors. It is therefore committed to continuously improving the conditions in inland navigation to attract personnel to the sector. For this reason, EBU, together with its social partners in IWT, participates in the social dialogue and working groups of CESNI, which already covers a wide range of issues that will shape the future attractiveness of the sector.

Leading topics in this area are:

1. future manning regulation
2. preparation of the Fitness Check
3. PLATINA 3 work package 3

Future manning regulation

The current manning regulations no longer fully comply with today's requirements. In particular, the constantly advancing technical development requires adaptation of these regulations.

Where safety of inland navigation remains top priority, a certain flexibility and a view to future developments such as automation must also be taken into account. Within the CESNI working group, a roadmap is under development, which already contains essential starting points and ideas for further work. The aim is to finalise this roadmap in 2022 and to use it as a basis for further development of a new manning regulation.

Fitness Check

The Fitness Check of the EU Commission is intended to take a look at various directives and regulations in the field of inland navigation and examine whether they are still tailored to the ever-changing needs of the sector. Among the most important topics of the Fitness Check are social security and the posting of workers directive. EBU, together with the social partners, aims to ensure

that every crew member working in the sector is backed by adequate social protection. As an international mode of transport with regular border crossings and multinational crews, it is necessary to develop harmonised and clear rules for this purpose.

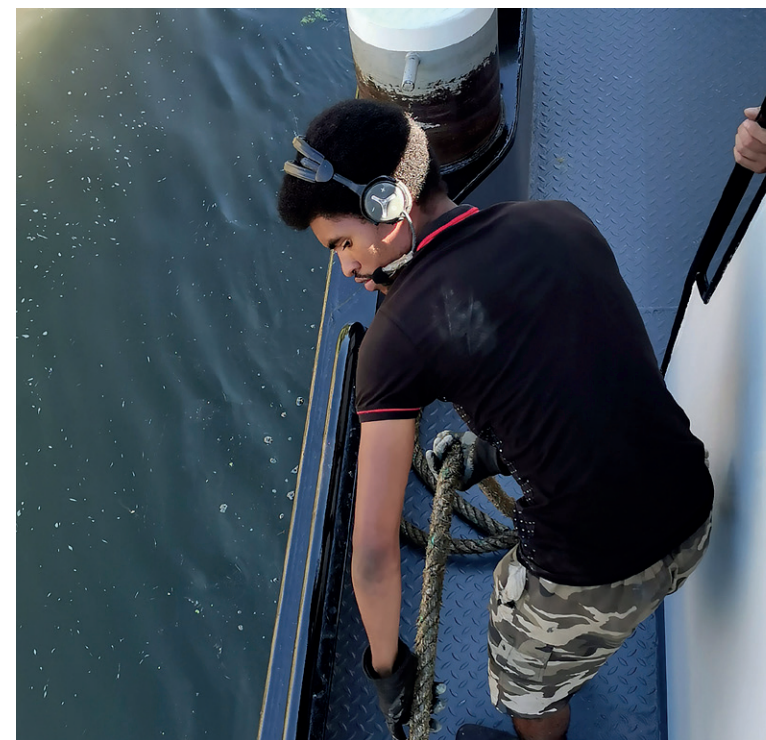
As a matter of priority, EBU supports the maintenance of the Rhine regulations with reference to the social connection of workers in inland navigation. The next step is trying to find a European solution that is applicable to all workers in the sector.

Within the examination of the applicability of the Posting of Workers Directive, it must be clarified how its regulations can be appropriately applied to inland navigation. Finding the right solutions to this question will be at the core of future work.

PLATINA 3 work package 3

Within work package 3 "jobs & skills", EBU's aim is to make the sector in general more attractive for all workers. For this reason, various studies on alternative fuels and possible dangers are currently being carried out, and competence standards are planned to be drafted. EBU is actively involved in these drafts.

² This number underestimates the total employment in European inland navigation. The reason lies in the fact that within Eurostat SBS data, only persons working for companies with primary activity in are taken into account. For almost all countries, data were available for 2020, the exceptions being France (2019) and Bosnia-Herzegovina (2019).



The number of employed persons in freight transport includes self-employed, helping family members and employees. The total number of this variable was 23,170 in 2020. Rhine countries account for 75%, Danube countries for 15% and companies in countries outside the Rhine and Danube regions for 10%.

The total number of persons employed in European IWW passenger transport amounted to 21,023 in 2020 and was therefore lower than the employment level in freight transport. In previous years, the number of persons employed in IWW passenger transport was higher than in IWW freight transport.

The explanation for this difference is the Covid crisis, which led to a sharp decrease in passenger transport and had an impact on employment. The decrease in employment was 9% in 2020 (year-on-year-rate compared to 2019), based on Eurostat data.

According to Eurostat, **the total number of persons employed** (i.e. self-employed, helping family members and employees) in **inland navigation** in 2018 was approximately 48.266, of which 53% were in passenger transport and 47% in freight transport.

Passenger transport and river cruising

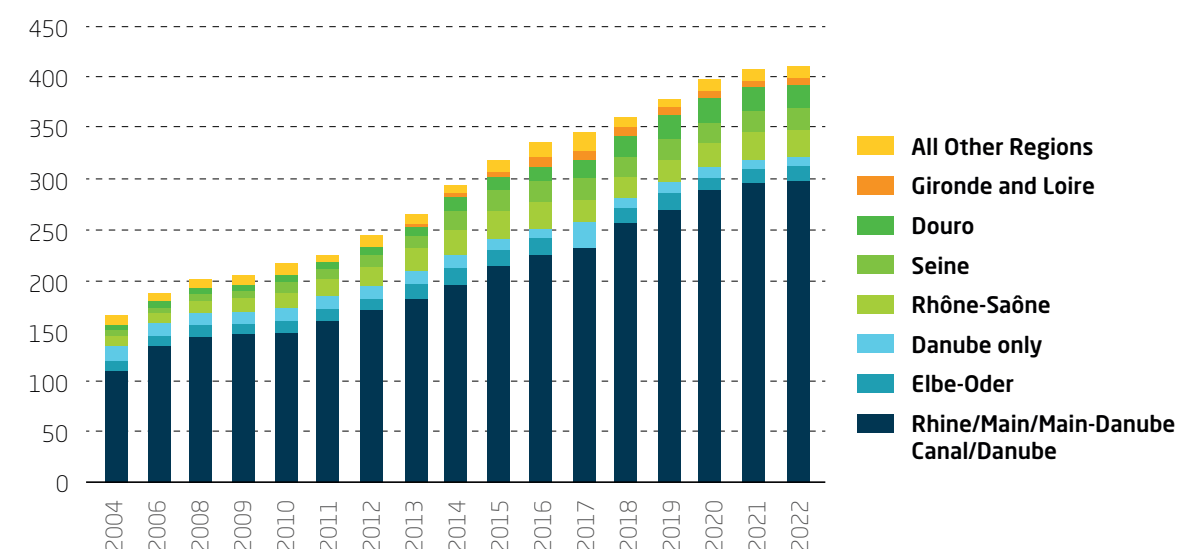
After two lost seasons due to COVID, the second half of 2021 and early 2022 were all about recovery. Passenger shipping companies, both in the day trip segment and in the river cruise segment, showed their resilience by successfully resuming their business, complying with COVID-measures where applicable and safeguarding hygiene on board of their ships. Prospects were positive, with tourist activity increasing, a promising number of bookings in the river cruise sector, and an overall more positive market sentiment.

However, the outbreak of the war in Ukraine once again slowed down this recovery process. Especially the river cruise segment saw effects of the war on their business:

cancellations from the USA market, cancellations for journeys to the lower Danube regions, booking hesitation in general. The war in Ukraine resulted in additional operational problems due to the fact that there are now far fewer crew members from Ukraine available, causing a sudden shortage of crew members in an already overstrained labour market.

With regard to the war, the river cruise sector is trying to help out where they can. Several river cruise ships which are currently not or not yet deployed for their regular sailing schedule, have been stationed in various cities throughout Europe to accommodate refugees from Ukraine.

Number of river cruise vessels in the EU by region of operation
(2004 – 2022) *



Source: Hader, A. (March 2022), The River Cruise Fleet

*R-M-D= Rhine/Main/Main-Danube Canal/Danube. 2022: based on order books as of March 2022.



Other ships were made available as accommodation for the families of Ukrainian crew members.

River cruise ships are currently cruising at approx. 70% of their capacity compared to over 90% in 2019. Overall, the sector is still very vulnerable, and still has to pay back huge COVID-loans. According to the CCNR 2021 annual market observation report, the active river cruise fleet in Europe represents more than 40% of the world active river cruise fleet. The fleet for river cruises in the EU is mainly concentrated on Central European waterways (close to 75% of the total river cruise fleet in the EU). In 2021, the number of river cruise vessels in Europe was 405, summing up to 59,750 beds (compared to 397 active vessels in 2020 with 57,940 beds).

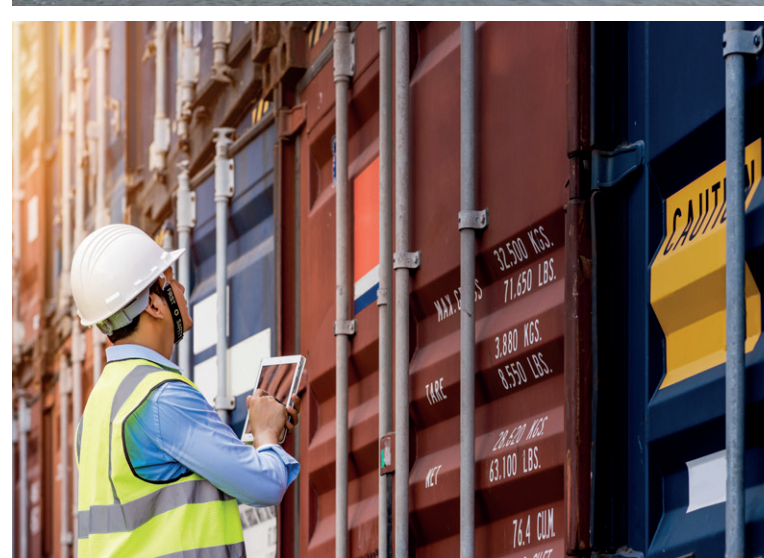
Port congestion in container handling

Congestion in container handling in the seaports of Rotterdam and Antwerp has been an increasingly serious issue for many years. This congestion, or rather: the malfunctioning of the global containerised supply chain, is caused by a number of factors: the increasing size of deepsea container ships and the unreliability of their sailing schedules, resulting in increasing peak loads on deepsea terminals, causing congestion, seriously hampering operations in the hinterland transport modes and thus destroying the traditional reliability of the inland shipping industry.

The situation has aggravated over the last few years by corona (causing a global reshift in container equipment), the Suez-crisis and, more recently, by the Shanghai lockdowns. Meanwhile, the system seems to be slowly grinding to a halt: both deep-sea terminals and hinterland terminals are fully packed with containers. However, it should be emphasized that the current problems are not caused by these events, but are the result of a structural weaving error in the organisation of the global supply chain.

Several measures and initiatives have been taken by all stakeholders in the logistic chain to relieve the problems as best as they can.

Together with all other relevant European organisations (of terminals, deep-sea shipping companies and agents, shippers, freight forwarders) EBU continues to address this issue to the European Commission. Until recently the European Commission attributed the current problems solely to the events mentioned above, but gradually seems to understand that the problem lies deeper and is in fact a fundamental one, that requires serious action by the European Commission.



EBU at events

TRAN HEARING on IWT

On 1 December 2021, the Committee on Transport and Tourism (TRAN) of the European Parliament organised a public hearing on "Naiades III – Strategic Tools for Sustainable Inland Waterways Transport within the EU". The goal of this discussion was to hold a public debate on Naiades III – Strategic Tools for Sustainable Inland Waterways Transport within the EU at which EBU's Secretary General delivered a speech. FAIRway Danube final event on 21 October 2021. The international FAIRway Danube project, co-financed by the Connecting Europe Facility (CEF) and coordinated by viadonau, organised its final event on 21 October in Bucharest, Romania. EBU Secretary General highlighted the importance of this project and its achievements for the IWT sector. FAIRway Danube was launched back in 2015 with the ambitious goal of improving fairway conditions along the entire Danube. The project delivered tangible successes: in Hungary, Slovakia, Croatia, Serbia, Bulgaria and Romania, a total of 37 gauging stations, five surveying vessels and four marking vessels were installed or put into service as part of the project!

FAIRway Danube final event

The international FAIRway Danube project, co-financed by the Connecting Europe Facility (CEF) and coordinated by viadonau, organised its final event on 21 October in Bucharest, Romania. EBU Secretary General highlighted the importance of this project and its achievements for the IWT sector.

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CONNECTING EUROPE (CE) DAYS LYON 28-30 JUNE 2022

EBU's President and Secretary General represented EBU and the IWT Platform at the CE-days in Lyon, gathering more than a thousand representatives of the EU and international institutions as well as transport and related stake holders to discuss transport infrastructure topics. During the official parts President Grulois participated in a panel discussion in the Rhine Alpine Corridor forum meeting and voiced EBU's needs regarding the waterway infrastructure in this important IWT corridor. In the framework of the CE days, EFIP and INE with their national members hosted a meeting of Director Generals. EBU's Secretary General was invited to a panel discussing decarbonisation and energy transition of inland waterways and ports together with the colleagues from EFIP and INE. In addressing the questions how inland and shoreside shipping participate to sustainable transport she took the possibility to call upon the Director Generals attending the meeting to provide sufficient funding for the necessary IWT infrastructure, including alternative fuels in ports.



The association EBU members

 Austria



**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.

 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 infrastructure and industrial policy with the ministries and other stakeholders. BDB's members come from all market segments of cargo and passenger shipping. BDB is the sole national organisation that represents both shipping companies and owner operators. BDB's objective is to strengthen the competitive position of inland barge operators and to represent their interests. For this reason the association pursues activities on national and international level. It actively supports issues of the industry in various fields such as infrastructure, fiscal and legal policy or nautical and technical conditions of vessel operation. BDB is a founding member of the European Barge Union.

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 Business Europe 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



Koninklijke Binnenvaart Nederland (KBN)

Vasteland 78
3011 BN Rotterdam
www.binnenvaart.nl

Koninklijke Binnenvaart Nederland (KBN), Royal Inland Waterway Transport Netherlands, is the trade association for inland shipping in the Netherlands with a significant European impact. KBN is the obvious voice on behalf of the industry and for its members for all governments and other organizations. KBN committed to the various membership groups and to the sector in general.

Royal Inland Waterway Transport Netherlands is active in the fields of sustainability, greening, Modal Shift, digitalization and safety. There is also a lot of attention for infrastructure, nautical and technical files, and there is also a lot of focus on employers' interests and the labor market. KBN not only works for, but also together with its members, stakeholders and governments on future-proof inland shipping. As the trade association of and for inland shipping with this wide constituency, this work is carried out expeditiously.

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.

The association 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 62 members from 12 West- and East European countries. ERSTU represents an inland and coastal tonnage of more than 8 million tons and a remarkable potential of sea-coastal and inland ports stretching from Rotterdam to the Russian inland waterways. ERSTU focuses on integration of inland and river-sea navigation into an intermodal transport association for optimal use of the existing capacities in the interests of sustainability, mobility, ecology, safety and efficiency and on a better use of the short distance traffic on sea including the river-sea shipping. The ERSTU Danube Section has a strong focus on the Danube area.



Europäische Vereinigung der Binnenschiffer e.V.

Europäische Vereinigung der Binnenschiffer e.V. :

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, ESO and CBRB since summer 2021 is a further step in this direction.



IG RiverCruise

Uferstrasse 90
CH-4057 Basel
www.igrivercruise.com

To represent the diverse interests of river cruise shipping companies, and initially loosely organized Community of Interests, IG RiverCruise was founded in 2000 by three Swiss ship operators. In the meantime, IG RiverCruise has become a registered association with headquarter in Basel and now represents over 90 % of the European market. As well as representing the members' common, fundamental interests and concerns relevant to river cruises towards third parties, IG RiverCruise sees itself at the same time as a contact and representative of the European river cruise sector.

Other tasks include the promotion and development of the image of the river cruise sector, taking into particular account the topics of training, safety and environmental protection and keeping in contact with organizations, institutions, umbrella associations and associations closely related to the sector.



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.

Corrspounding Members



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

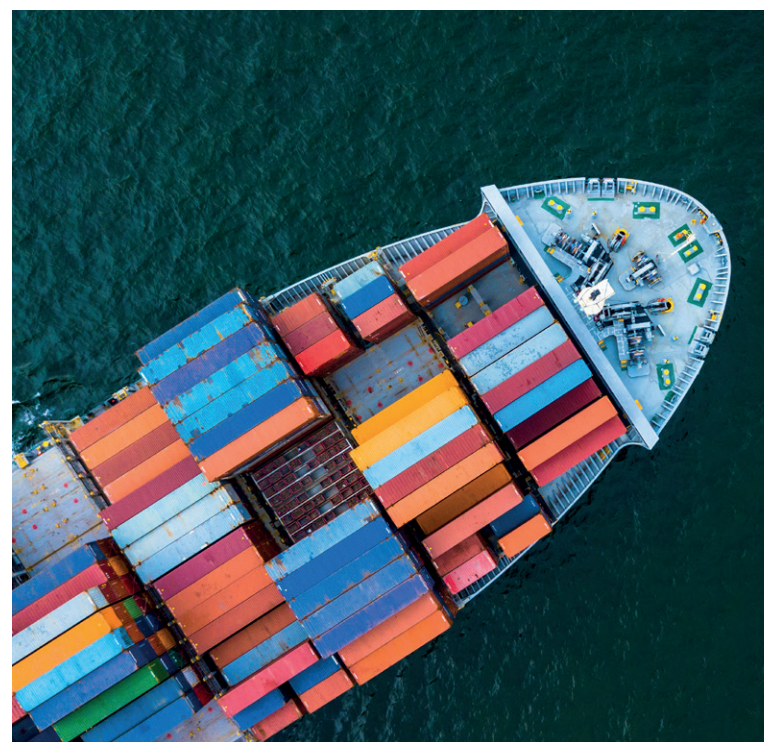
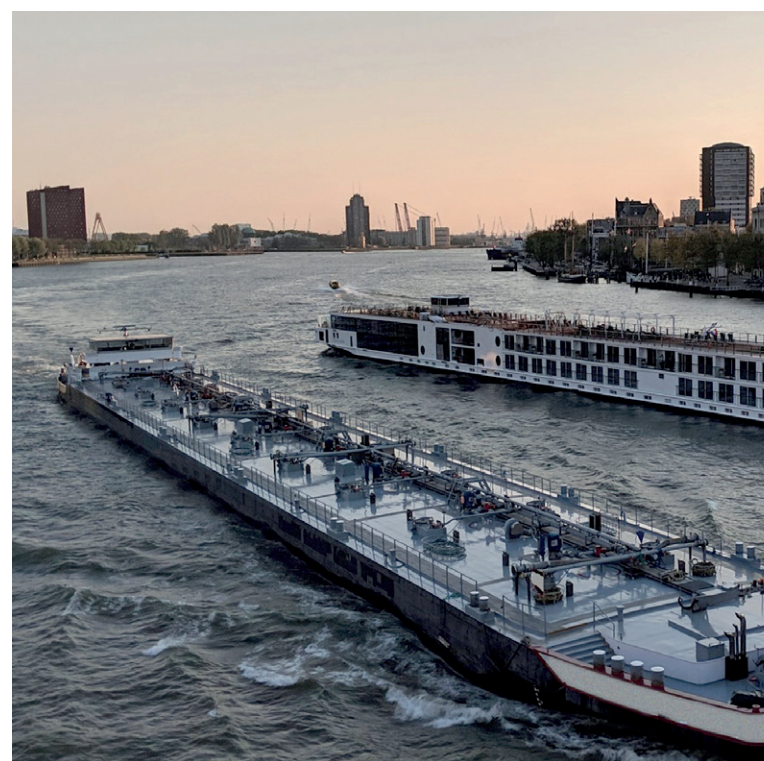
Brouwersvliet 33 Bus 1
 2000 Antwerpen
www.bftb-fbotf.be

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.



EBU structure (as per july 2022)

EBU-Officials

- President, Dr. Philippe Grulois
- Vice-President, Didier Leandri
- Secretary General, Theresia Hacksteiner

Executive Committee

- President, Dr. Philippe Grulois
Unie der Continentale Vaart, Nazareth
- Vice-President, Didier Leandri,
Entreprises Fluviales de France (E2F), Paris
- André Auderset, SVS, Basel
- Leonard Cotiga, AAOPF, Galati
- Paul Goris,
Koninklijke Binnenvaart Nederland, Zwijndrecht
- 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 (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 (Vice-President)
Entreprises Fluviales de France (E2F), Paris

Germany

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

Luxembourg

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

Netherlands

- Paul Goris,
Koninklijke Binnenvaart Nederland, Zwijndrecht
- Rob Leussink,
Koninklijke Binnenvaart Nederland, Zwijndrecht
- Lijdia Pater-de Groot, (alternate member)
Koninklijke Binnenvaart Nederland, Zwijndrecht
- Maira van Helvoirt, (alternate member)
Koninklijke Binnenvaart Nederland, Zwijndrecht

Romania

- Leonard Cotiga, AAOPF, Galati
- Serban Cucu, AAOPF, Galati

Switzerland

- André Auderset, SVS, Basel
- Thomas Knopf, CEO Ultra-Brag AG, Basel



European Barge Union

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