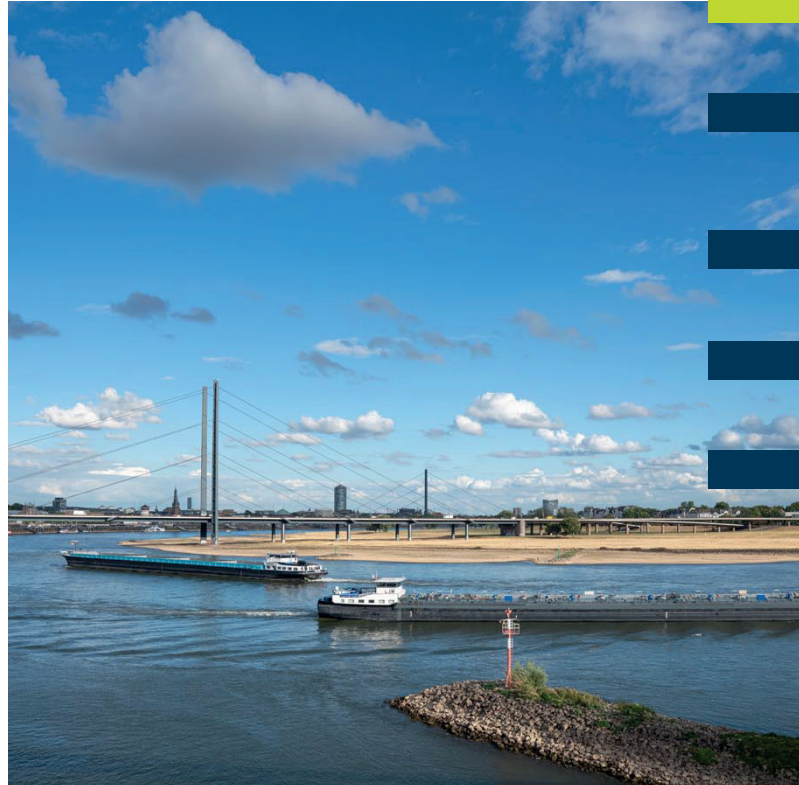




ebu  
european  
barge union



2022  
2023

Annual Report

Inland waterway transport A huge potential sector

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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 right for IWT policy and framework conditions
- to stimulate the market position of the sector
- to guarantee a well maintained infrastructure
- to increase the share of inland waterway freight and passenger transport
- to promote IWT as the 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 and national administrations.



## Preface

### Annual Report 2022-2023

### Inland waterway transport, a huge potential

**Inland waterway transport (IWT) is one of the modes designated and able to absorb higher hares of cargo and passenger volumes on the European waterways. It is part of the solution to meet the sustainability goals and to keep Europe moving.**

To discover the possibilities of the sector in increasing its modal share, mind shifts are needed to disclose and attract new markets. A number of new initiatives are expected to address this challenge by stimulating a better integration of IWT into the logistics chain and to level the playing field with other modes in terms of regulatory and funding support. Certainly, the announced EU policies together with the concrete legislative measures should be tailored to the sector's needs to tap its full potential.

To serve its clients as a reliable carrier, IWT, however, first and foremost is depending on the infrastructure network. The extreme low water season in summer 2022 demonstrated the more the urgent need for climate proof infrastructure requiring proper maintenance, rehabilitation and regeneration of the waterways next to sufficient investments in new infrastructure.

Obviously, the sector – although known for its positive environmental record – is facing huge challenges in terms of innovation and its transition towards lower emission performance. Given the long live span of inland vessels and its engines, the investments in the greening paths need to be future proof. The current uncertainty regarding the future technology and availability of sufficient alternative fuels together with the huge investment costs hampers the quick transition of the sector. This calls for concerted actions from public and private stake holders.

At the same time the IWT sector is taking initiatives to attract manpower. Like other modes of transport, it lacks qualified staff on board of the vessels. The recently adopted legal framework should support the mobility of workers via the harmonisation of professional qualifications. In addition, new initiatives such as education for newcomers and a dedicated recruitment campaign should help to overcome the shortage of workers in the sector.

EBU together with its executive body, the IWT Platform, has been involved in all areas of relevance to the sector at the level of the European Union, UNECE, the River Commissions as well as the River Protection Commissions to voice the needs of the sector and act as counterpart of the above institutions. The annual report provides an overview of the main topics in which the association was engaged in the past year.

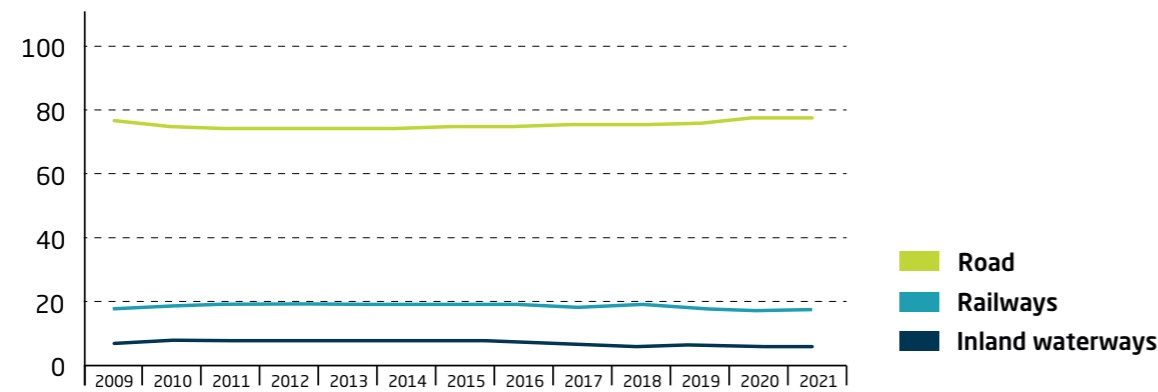
**Dr. Philippe Grulois**  
President

# Market development and potential of the IWT sector

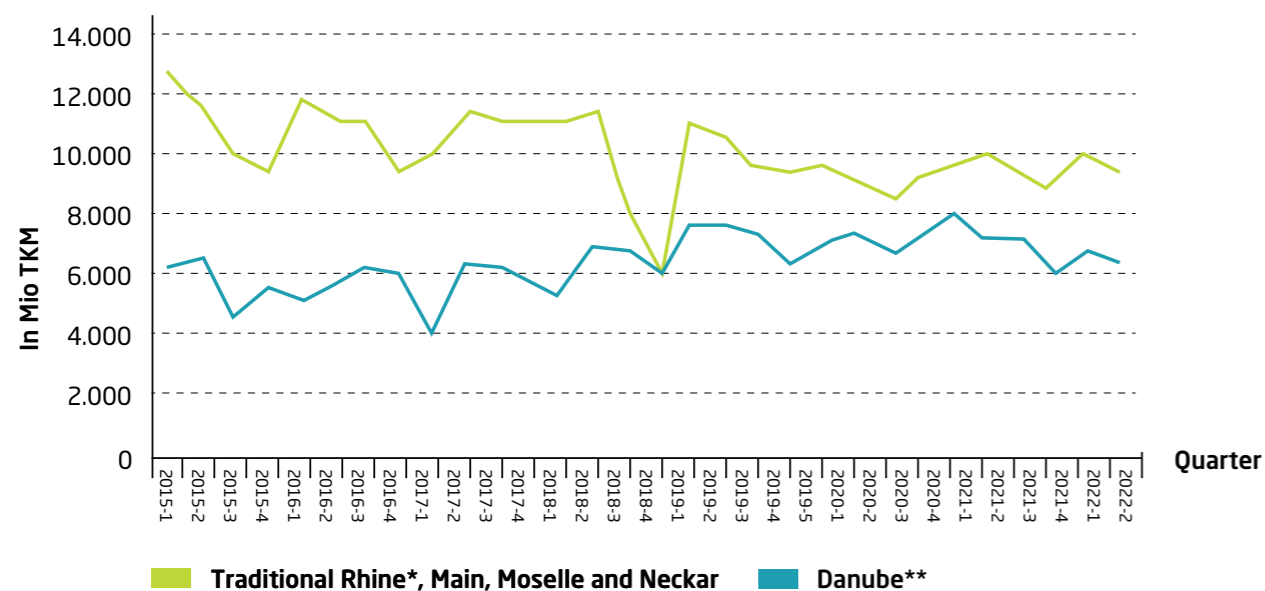
IWT is supposed to substantially increase its modal share by 2035 and 2050. Inland waterways dispose of free capacity to absorb much higher shares of freight and passenger transport on the European network of waterways. Over the last decade, modal split shares have overall remained rather stable or even declined, eaching 5.6% in 2021. While the share is significantly high in countries with a dense network of waterways, the overall envisaged increase of the modal share of IWT has not materialised yet in the past years. This is owing to several reasons, for which concerted actions are required.

Graphs and figures are extracted from the CCNR and European Commission inland navigation in Europe Market Observation reports.

Modal split share of Inland Transport modes in the EU-27 (in %) 2009-2021 (fig 17)



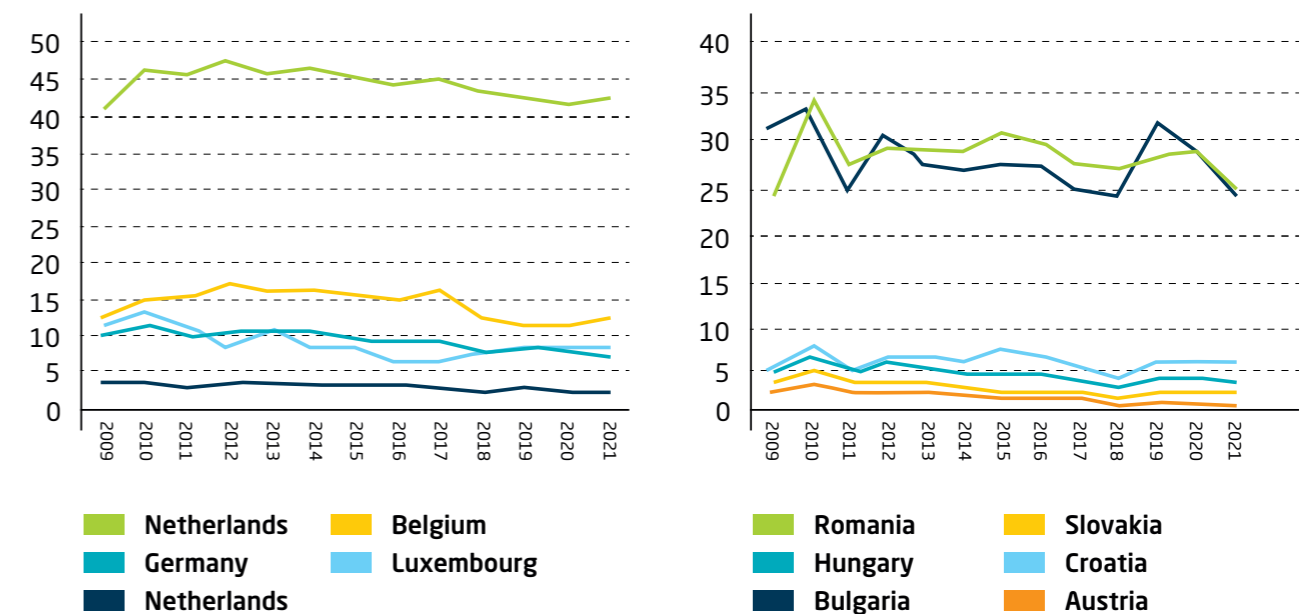
IWW Freight Transport performance by bassin



Sources: Eurostat, De statis\* Traditional Rhine = Rhine from Rheinfelden (CH) to German-Dutch border.  
\*\* Danube = TKM in all Danube countries but without Ukraine

The first semester of 2-22, compared to the same period of 2021, registered a decrease in IWT freight transport performance both on Rhine and the Danube. The main driver of the reduction in cargo transport was the Russian war of aggression in Ukraine.

IWW Modal Split Evolution in Rhine and Danube countries (in %, based on tonne-kilometres) \*



Sources: Eurostat, \* Share of inland waterway transport performance in total (IWT + Road + Rail) transport performance

Taking into consideration total transport performance, Rhine countries (Belgium, France, Germany, Luxembourg, the Netherlands, Switzerland) accounted for 78.6% of total inland waterway transport performance in the EU-27, plus Switzerland, Serbia and Ukraine. The share for Danube countries was 21.2% (including Ukraine).

Concerted actions required to untap the sector's potential and to increase its modal share. Given its low externalities, a shift of freight and passenger transport to the waterways per definition contributes to the reduction of emissions and to combat climate change. Currently, a number of barriers hamper the increase of the modal share of the IWT sector. These are both related to hardcore obstacles such as infrastructure

deficiencies, lack of sufficient support for intermodal transport, port congestion with a negative effect on the hinterland connections, as well as soft aspects, such as lack of awareness of the potential of the sector on the user side.

### Concerted actions required to untap the sector's potential and to increase its modal share.

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lack of sufficient support for intermodal transport, port congestion with a negative effect on the hinterland connections, as well as soft aspects, such as lack of awareness of the potential of the sector on the user side.

For this reason, the European IWT Platform, an executive body established by EBU together with ESO, is currently exploring the possibilities of establishing a European modal shift office. However, to make modal shift happen, in particular regulatory and support measures are needed.

**- Revision of the Combined Transport Directive needs to boost IWT**

Intermodal transport under the current Directive 92/106/EEC is mainly perceived as a combination of road/rail. Consequently, the scope of the current economic support measures defined in Directive 92/106/EEC is very limited, consisting of fiscal measures. In its Roadmap the Commission recognises the shortcomings of this Directive and directly links them to the new EU policies as recently elaborated in the EU Green Deal, the Sustainable and Smart Mobility Strategy and NAIADES III on inland navigation policy.

The revision of the CTD therefore is understood as a logical and necessary next step to contribute to these goals. It should create a level playing field between the modes, mainly to repair the restricted perception of intermodality in the current directive. For this purpose IWT and short sea shipping should receive the same treatment in terms of economic support measures as the combination road/rail. By widening the scope of support to facilitate modal shift towards IWT, a number of mandatory harmonised support measures such as support for transshipment costs should be introduced.

**- Review of EU Consortia Block Exemption Regulation to combat port congestion**

The IWT sector has for many years experienced structural congestion in major European seaports, varying in intensity, during the handling of the inland vessels at the various



European seaports, leading to disruption of its inland liner services and thus threatening the reliability of the inland navigation sector. This will finally lead to a reverse modal shift and impose high additional costs on the sector. EU legislation under the CBER has continued to provide benefits to liner shipping companies, which are not provided to other parties in the maritime and hinterland logistics supply chain. This threatens a level-playing field and a healthy competitive environment. It jeopardises the overall EU Green Deal policy to increase the modal share of inland waterway transport.

**- Investment in infrastructure to guarantee reliability of the IWT sector**

Neglected waterway maintenance in the past together with the increasing impact of climate change on water levels endanger the reliability of inland waterway services. Therefore, immediate action is needed to address the current shortcomings and to prepare the infrastructure for the future. Rehabilitation and maintenance of waterways including the removal of bottlenecks is paramount to realise future resilience of infrastructure.

**European Court of Auditors in its special report on intermodal freight transport confirms EBU's criticism that the EU is still far from getting freight off the road. Despite an EU support of over €1.1 billion to intermodality projects between 2014 and 2020, the truck continues to rule EU's freight transport.**

The report confirms EBU's criticism that overall, EU's regulatory and financial support on intermodal freight transport was not sufficiently effective as there was still no level playing field for intermodal freight transport in the EU due to regulatory and infrastructure barriers. This means that intermodal freight transport can still not compete on equal grounds with road transport. ECA concluded that the Commission did not have a dedicated EU strategy on intermodality.

Instead, intermodality was part of broader strategies on greening freight transport and modal shift. According to the findings of the report trains and barges currently cannot compete on equal grounds with trucks and lorries. Efforts to move freight off the roads have not been effective in removing the regulatory and infrastructure barriers that penalise other modes of transport.

**It concludes that;**

- the proportion of EU freight transported by road (about 77 %) is still on the rise
- some EU rules to promote other modes of transport are outdated or counterproductive
- the European infrastructure network is not yet fit for intermodal transport.

**We endorse ECA's recommendations for the Commission to:**

- (1) set targets regarding the modal share along the Core Network Corridors and report on them;
- (2) prepare regulatory changes to improve the competitiveness of intermodal transport;
- (3) lay the groundwork for a coordinated assessment by Member States of intermodal terminal needs;
- (4) assess the modal shift potential in cost-benefit analyses for EU-funded projects.

# Infrastructure

**Major industries and consumers are dependent on a well-functioning waterway network. This, however, is coming increasingly under pressure for various reasons. Over the past years proper infrastructure maintenance has been neglected due to budgetary constraints. Together with the increasing effects of climate change this more and more leads to droughts and long-lasting low water levels on European waterways. Without immediate and concerted actions the reliability of the IWT sector is at stake.**

## More resilience of corridor needed to address climate change

According to a study commissioned in 2022 by the transnational Commission on the Hydrology of the Rhine (CHR)<sup>1</sup>, melting glaciers and less snow can lead to more frequent low-water situations on the Rhine from Basel to the North Sea. From the CHR's point of view, the new findings confirm the importance of a climate-resilient further adapted water management in the Rhine catchment.

Drought is expected to become a major topic for water management in the near future. Climate change will bring new challenges for the inland navigation sector. Impacts have been felt as the navigability of the Rhine and the Danube were affected for several weeks during the summer 2022 due to low water levels and lack of maintenance. Disruptions induced by periods of droughts and floods limit the capacity of inland waterway transport infrastructure. To cope with this challenge, an integrated approach towards infrastructure development and maintenance is found to be crucial.

## Effective infrastructure rehabilitation and maintenance needed

Lack of sufficient investment in infrastructure in the past years led to neglected waterways. With small investments huge results can be realised by an effective rehabilitation of the waterways, leading to an efficient and resilient waterway network in the future.

<sup>1</sup> Snow and glacier melt in the Rhine River (ASG II) 2018-2021 (chr-khr.org)

The TEN-T revision is deemed essential to realise the right fairway parameters by 2030 and thus to meet the economic and ecological goals.

EBU urges the responsible public authorities to sufficiently invest in the effective rehabilitation and maintenance of waterways and the elimination of bottlenecks to make inland waterways resilient and future proof. It calls upon the European Commission to prioritise as many as possible inland waterway projects by co-funding under CEF for their high return on investment.

### Danube plays a crucial role in the Solidarity Lanes

The Danube river has played and continues to play a crucial role in the export of grain and essential raw materials from Ukraine as part of the Solidarity Lanes.

### Quote by Commissioner Valean at the Platina 3 final event:

"You can be very proud of the role that inland waterways have played – and continue to play – in the EU-Ukraine Solidarity Lanes. If we look at Ukraine's grain and oilseed exports alone, more than 29 million Mt were exported via the Solidarity Lanes between May 2021 and the end of February this year. Around 50% of this travelled via the Danube. The Solidarity Lanes are also helping Ukraine to import what it needs: food, fuel and humanitarian aid"

# Energy transition in the IWT sector

**Innovation and energy transition to meet the emission goals is a major challenge for the sector. The sector is committed to meet the EU and global climate goals.**

The transition pathway in IWT is equally based upon the timelines as set out in the global and EU policies, meaning a 55 % reduction of CO2 in 2035 and near zero reduction in 2050. Recent CCNR studies prove that the financial gap to be bridged towards zero emission of inland vessels based on an average price scenario amounts to €5,22 bln<sup>2</sup>. The sector is currently lacking solutions in both the broad deployment of new technologies and the availability of sufficient alternative fuels including the necessary infrastructure along the entire network of European waterways. Besides, there are no business cases as clients currently do not pay for "greening investments".

## Transition strategy

The pathways towards emission reduction as elaborated under the CCNR study require a clear strategy to take the right and "no regret" investment decision on scientifically based technological developments. Such transition strategy should be accompanied by a clear timeframe for regulatory measures (such as taxation) to phase out traditional fuels and to support new technologies (such as tax exemptions) to meet the overall sustainability.

## Alternative fuel infrastructure

On its transition the sector is depending on the availability of alternative fuels along the entire network of infrastructure. EBU welcomes the revised **Alternative Fuels Infrastructure Directive (AFIR)** which should contribute to this objective and support IWT in its energy transition.

## Dedicated support to accompany the Transition Strategy

The investment needs of the sector to meet the future near zero emission targets are very high. To bridge the gap between the own investment capacity and the involved costs, funding support is important.

Given the societal benefit of shifting freight and passenger transport from road to inland waterways in terms of emission reduction, public funding will be paramount to realise the modal shift goals together with the energy transition of transport.

**EBU calls upon the European Commission and the Member States to underpin the Transition Strategy in the sector with;**

- best use of existing funding instruments for the short-term deployment needs
- development of dedicated and sector tailored funding instruments for the long-term deployment of the transition of the fleet
- favourable state aid guidelines and tax incentives.

**EBU member of the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance (RLCF)** EBU became a member of the RLCF Alliance to represent the interests of IWT in the attempt of scaling up renewable and low carbon fuels in the waterborne transport segments. It has since been actively involved in the development of strategies to support this goal.



<sup>2</sup> Refers to the average total accumulated Total Cost of Ownership gap (total of 30 years between 2020 and 2050) of the two transition pathways considered in the CCNR Study report "Assessment of technologies in view of zero emission IWT Edition 2" p.51-52. This is meanwhile outdated given the increased prices of raw materials.

## Labour Market

### Labour shortage in the sector to be addressed by a “Branding and Recruitment” initiative.

The recent implementation of the professional qualifications directive was intended to support the mobility of workers in the IWT sector. Unfortunately, like other transport sectors, IWT is facing huge shortages of qualified people. Therefore, the sector decided to launch a “Branding and Recruitment” initiative via the IWT Platform, the executive body of EBU and ESO. The initiative aims at identifying EU-level solutions for the IWT sector’s labour shortage.

#### By doing so, it will focus on:

- Assessing past and current national/ EU initiatives and projects on jobs, skills, and labour shortages in the IWT sector.
- Examining factors driving labour shortages at national and regional levels.
- Gathering relevant data for designing a targeted recruitment campaign in the IWT sector.
- Defining a Flagship project & campaign addressing the labour shortage in the IWT Sector.

### In the short term the initiative aims to start Targeted campaigns & Information on Qualifications by:

- Providing detailed information about the different pathways to obtain relevant qualifications for working in inland navigation.
- Emphasising the recognition of qualifications across the entire European Union (EU).
  - Practical Working Condition Information
  - Development & Implementation of an EU-wide “Job Board”.
- IWT Companies posting apprenticeship opportunities, job openings, and career change options.
- Interested individuals looking for employment or training in inland navigation can post inquiries, submit applications, or express their interest.

In the long term it aims at realising an EU Flagship project to tackle the workforce scarcity in the IWT industry.

### Revision of the manning regulations

In the context of the development of a new, European manning regulation, we have made another step forward. The revision is expected to cope with the technical and digital developments in the sector in the past decades.

In the past meetings of CESNI/QP/CREW, topics were discussed in particular such as the tasks of apprentices, alternatives to operating modes, minimum rest days and minimum rest time, as well as a new classification of vessels in the manning tables in newly created categories. Agreements have already been reached among the social partners on many of the issues mentioned above, including a joint motivation letter to the CESNI secretariat. In addition, a first draft of a manning table has been prepared. EBU on this initiative is strongly cooperating with its social partners regrouped in ETF.



## Tank-barging sector A huge facilitator of the European Petrochemical Industry

It goes without saying that the tank-barging industry faces the same challenges as the entire industry. Concerns about a shortage of competent crew and uncertainty about the path to zero emissions are a daily concern for industry participants. Nevertheless, there is still a high willingness to invest and the drive to innovate is very much alive. The energy insecurity as a result of the war in Ukraine and a long period of low water on the inland waterways resulted in a high demand for ship volume in 2022. Furthermore, there have been major developments in external requirements in the tank-barging industry. Finally, the degassing of cargo tanks is playing an increasingly important role due to various international developments.

### International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT)

The tank-barging sector is known for its high safety standards. Apart from the regulatory framework, industry standards contribute to the high safety record of tank-barging. In this context, ISGINTT has a major impact on the activities of inland tank-barging. References to this guideline are reflected in rules and regulations, commercial contracts and in the annual inspection schedule (BIQ, former: EBIS). The elaboration of ISGINTT was the result of a unique collaboration between various stakeholders in which EBU-representatives played a significant role. ISGINTT was transferred from the CCNR to the Oil Companies International Marine Forum (OCIMF) in 2022. For broad industrial support and a successful implementation of the guideline it is of utmost importance that the further development of ISGINTT/GBG is based on the same principles.

EBU has therefore made efforts to ensure the future involvement of the industry. Both the CCNR and OCIMF have indicated that the knowledge and skills of the sector are of great importance in the further development of the guideline. The new partnership with OCIMF will be further developed with the assistance of industry experts.

### Barge Inspection Questionnaire

OCIMF also took over the management of the European Barge Inspection Scheme (EBIS) at an earlier stage. In 2022, a lot of attention was paid to integrating the EBIS into the OCIMF structure. The new scheme is called the Barge Inspection Questionnaire (BIQ) and the technical ship data must be submitted in accordance with the Barge Particular Questionnaire (BPQ). EBIS 9 and the existing BIQ have been merged for this purpose, and a great deal of attention has also been paid to the quality of the guidance, so that the room for interpretation by inspectors is limited. High-quality guidance contributes to creating a level playing field for the industry. EBU played a significant role in this process by delegating a representative and – via the IWT platform - EBU has made a financial contribution to enable translations of ISGINTT. The new versions of the ISGINTT and the BIQ/BPQ were launched in early 2023 through a special event in Antwerp.

### Degassing

Degassing of cargo tanks will become an increasingly important topic in the coming period. Since France has recently ratified the CDNI treaty and Switzerland is expected to do so in the short term as the last country, the treaty will then enter into force. This has led to the announcement of a national degassing ban from 1 July 2024 in the Netherlands, calling upon the other Signatory Parties to extend the ban to table 2 of the CDNI treaty. It’s important that the infrastructure for degassing is in order before the ban comes into effect. In addition, an increase in compatible and dedicated transport can be expected as a solution for reducing degassing into the atmosphere.





## Passenger transport and river cruising A high level touristic sector

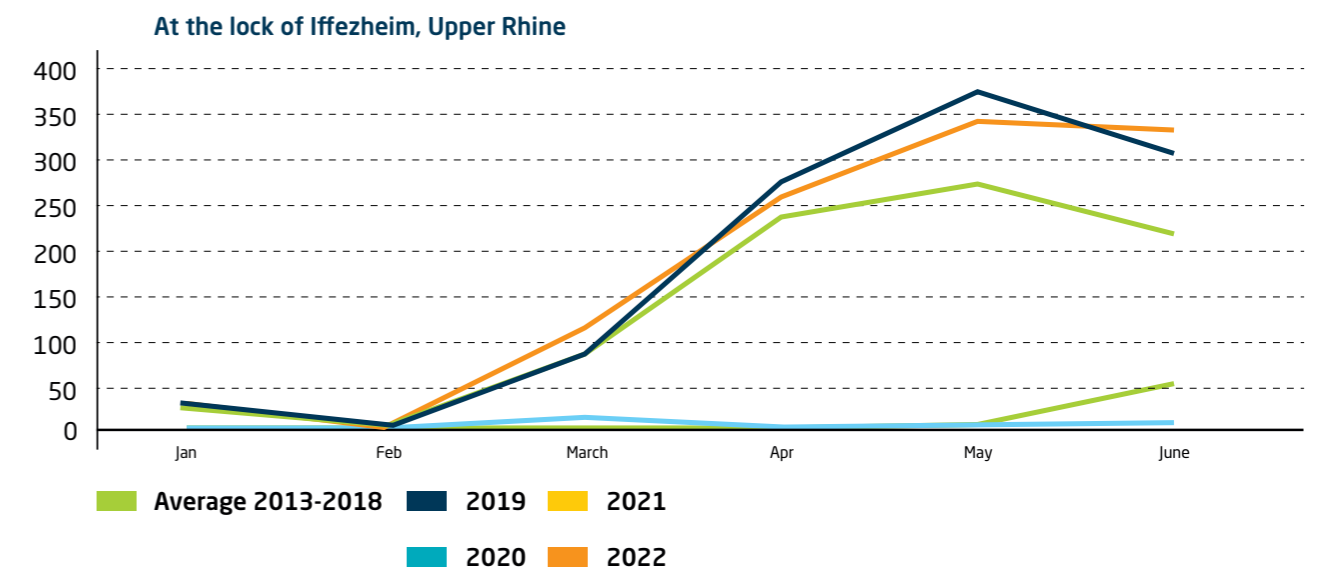
**After the lost seasons due to COVID, 2022 was a year of recovery for the passenger shipping industry, both the day trip segment and the river cruise segment.**

Initially, the war in Ukraine slowed down this recovery process for the river cruise industry: cancellations from the USA market, cancellations for journeys to the lower Danube regions, and booking hesitation in general. Furthermore, the war in Ukraine caused operational problems: far fewer crew members from Ukraine available, causing additional shortage of crew members in an already overstrained labour market.

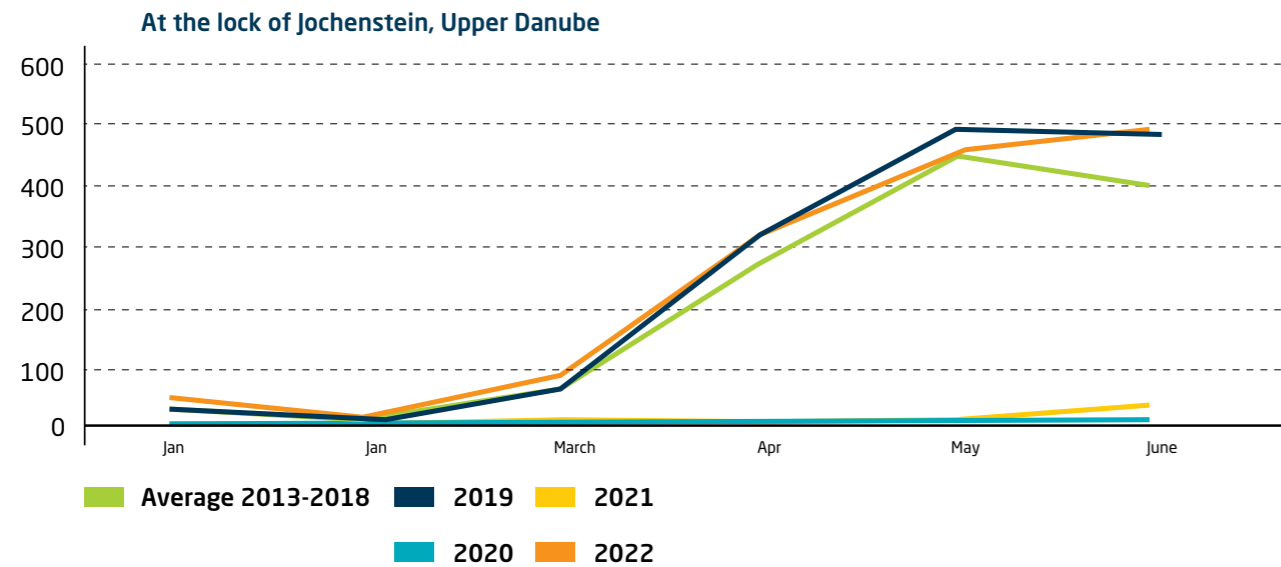
However, in the second half of 2022 the situation seemed to gradually normalise. Although passenger numbers are still not entirely at pre-pandemic levels, the market sentiment is definitely positive. Agreement regarding river cruise activities elaborated by EBU/IGRC and ETF

In the summer of 2019 a joint "Agreement regarding river cruise activities" was signed between EBU and IG RiverCruise on the one hand and ETF on the other hand. The aim was to develop a framework agreement to improve the working conditions on board of river cruise vessels, as well as to ensure a level playing field for the sector. However, after a few fruitful meetings, COVID kicked in. The world basically ground to a halt and the river cruise industry needed all its attention for the struggle for survival. Fortunately, in 2022 the negotiations with ETF were resumed. Meanwhile, three meetings of the task force have taken place. Aim is to have the framework agreement ready by end of 2023, in time for the 2024 season.

### Passenger Transport (River cruise vessels)



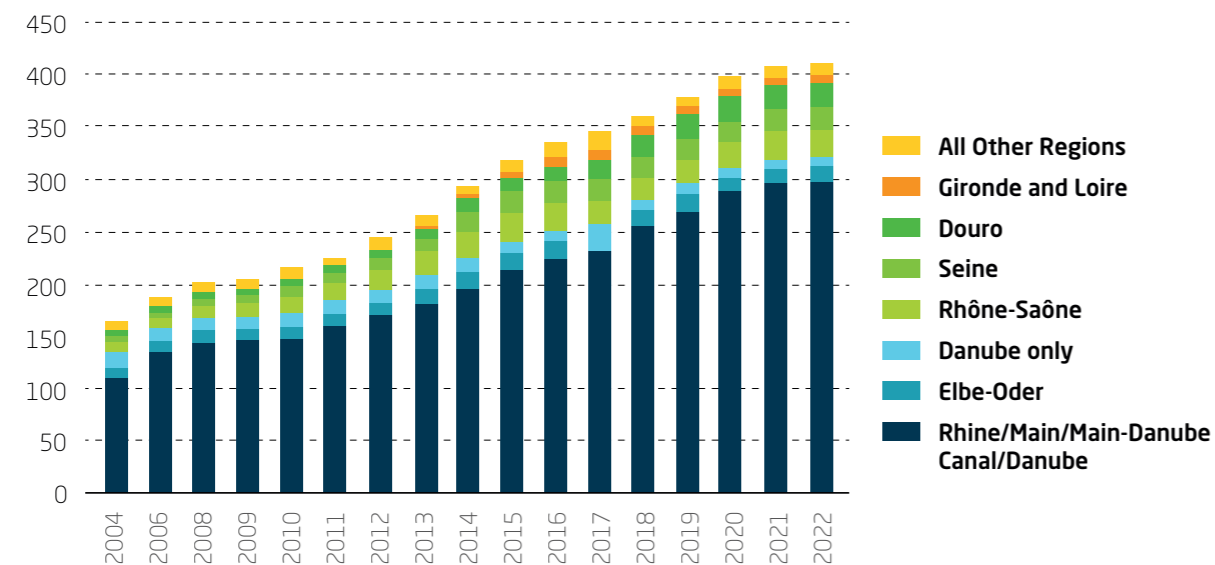
Source: German Waterway and Shipping Administration



Source: German Waterway and Shipping Administration

**Recovery path** | Increasing cruise vessel traffic on the Upper Rhine and on the Upper Danube, pre-pandemic levels reached the first semester of 2022 in terms of vessel transit. However, sector reports lower utilisation rates of cruise vessels compared to the pre-pandemic levels.

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



Source: Hader, A. (May 2023), The River Cruise Fleet

\* 2023: based on order book as of May 2023, of which 16 are temporarily being used as floating hotels.

## 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

### EBU's Key Objectives:



To contribute to the right for IWT policy and framework conditions



To stimulate the market position of the sector



To guarantee a well maintained infrastructure



To increase the share of inland waterway freight and passenger transport



To promote IWT as the 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 and national administrations.



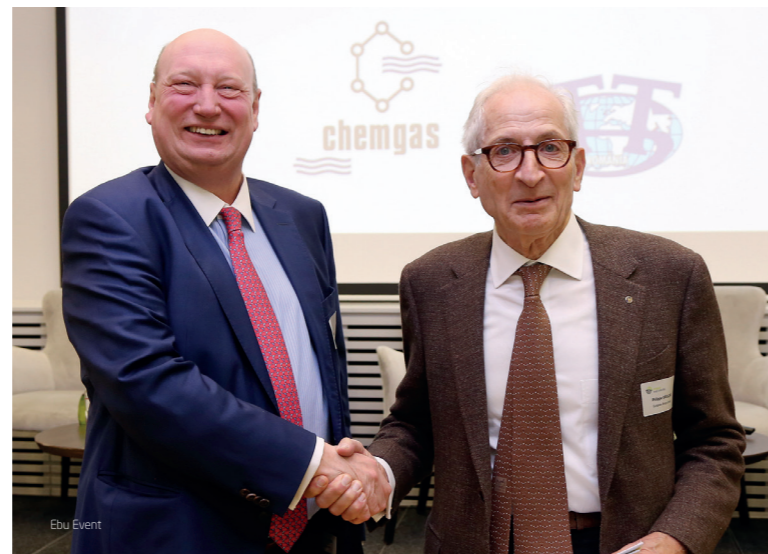
## Ebu event

**On 17 November 2022 EBU organised its annual event, welcoming about 100 participants, keynote speakers and panellists for intensive and enriching discussions on the challenges and further development opportunities of the inland waterway transport (IWT) sector in the EU with a particular focus on modal shift & urgent need for infrastructure investment and fleet innovation towards energy transition.**

The EBU gathered exceptional speakers and panellists from European and international institutions and industry experts to discuss with them the main IWT topics.

The keynote speakers Václav Bernard (Deputy Minister of Transport, Czech Ministry of Transport), Henrik Hololei (Director General European Commission DG MOVE), Dominique Riquet (MEP TRAN committee and co-rapporteur "TEN-T revision"), and Philippe Grulois (President EBU) underlined the importance of IWT<sup>1</sup> in achieving the objectives set by the Green Deal and its Sustainable and Smart Mobility Strategy.

<sup>1</sup> With over 40,000 km of navigable waterways and 250 inland ports, IWT currently carries some 550 million tonnes of goods per year and is of increasing importance in the field of cruising and passenger transport.



## Ebu at events

### 26th International Danube Cruising and Tourism Conference, Melk (Austria)

From 28-30 November 2022 the 26th International Danube Cruising and Tourism conference took place in Melk (Austria). EBU's Secretary General was invited to deliver a key note speech on the future sustainability challenges of the IWT and cruising sector. The conference gathered some 220 participants from the European river cruising sector and stakeholders to discuss all relevant issues of the sector, in particular, the taking up of the business after the COVID crisis.

Special attention was paid to the lack of qualified crew in the cruising sector, which poses a huge challenge to the entire IWT sector. For this reason, the **IWT Platform** recently decided to develop a **recruitment campaign**.

### FEPORT Stakeholders' Conference, Brussels

On 1 December 2022, FEPORT organised its annual stakeholder event. This year it was about competitiveness in a world of perma-crises. A key point that emerged from the conference was the need for the European transport sector to incorporate a scenario of being faced with continual crises into its planning process. While there was widespread support for the goals of the green transition and the "Fit for 55" package, calls were also heard to ensure that measures taken to achieve these goals were not to the detriment of the competitiveness of European industry.

Moreover, the importance of continued investment in transport infrastructure was underlined, such as through the expansion of the TEN-T network, with some guest speakers also highlighting the need to make jobs in the industry more attractive to young people. EBU's Board member, **Paul Goris**, in the panel discussion stressed the need for future-proof waterway infrastructure to cope with the climate change challenges ahead.

### CCNR Low water workshop Strassbourg

On 18 January 2023, the Central Commission for the Navigation of the Rhine (CCNR) organised a workshop on "Low water periods and their influence on the navigation of the Rhine." It took place in Strassbourg and online, bringing together and facilitating communication between the key players to handle the low water issue.

*Theresia Hacksteiner, Executive Director of the IWT Platform and Secretary General of EBU, in her presentation pointed to the serious effects of low water on the IWT sector. She highlighted the financial impact of the last low water period on the Rhine in 2018, where the interruption in the logistics chains caused considerable economic losses. For Germany this materialised in a decrease of its industrial production by 5 billion Euros (source: CCNR Market observation - Annual Report 2019). The 2018 low water period not only had a substantial financial impact on the economies of the riparian states but also led to a reverse modal shift. Besides, long periods of low water such as in 2018 have a negative effect on the reliability and competitive position of inland shipping. The economic and financial impact of the low water period in 2022 is expected at a comparable level.*

### Platina 3 final event

The European IWT Platform, in close cooperation with EICB and other project partners, hosted the PLATINA3 Final Event in the hybrid format on 23-24 March 2023, as part of the Inland Navigation Week.

This event raised a lot of interest from the IWT stakeholders and engaged parties: more than 280 participants registered for this hybrid event.

## The association EBU members

 Austria

**Die Schifffahrt** 

### Berufsgruppe Schifffahrt / Wirtschaftskammer Österreich

Wiedner Hauptstr. 63  
1040 Wien  
<https://wko.at/schifffahrt>

The 'Berufsgruppe Schifffahrt' is the legal representation of more than 450 members with a total fleet of some 100 vessels. It is located in Vienna and part of the Austrian Chamber of Commerce. The members represent all market segments of inland navigation. Its aim is to keep and improve the market and competitive position of the Austrian inland navigation industry. Moreover it is aimed at integrating inland navigation into modern logistic chains and to accelerate the intermodal development of the Austrian ports.

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

 Belgium

**UCV** Unie der Continentale Vaart

### Unie der Continentale Vaart V.Z.W.

Axeldreef 9  
B-9810 Nazareth  
[www.ucv-vzw.be](http://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

**entreprises  
fluviales  
de France**

### Entreprises Fluviales de France (E2F)

8, rue Saint Florentin  
D-75001 Paris  
[www.entreprises-fluviales.fr](http://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

**BDB**  
Bundesverband der  
Deutschen Binnenschifffahrt e.V.

### Bundesverband der Deutschen Binnenschifffahrt e.V. (BDB)

Dammstraße 26  
D-47119 Duisburg  
[www.binnenschiff.de](http://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



### FEDIL Barging

7, rue Alcide de Gasperi  
Luxembourg-Kirchberg  
[www.fedil.lu/en/sectoral-associations/](http://www.fedil.lu/en/sectoral-associations/)

FEDIL Barging is a sectoral association hosted by FEDIL – The Voice of Luxembourg’s Industry, a multi-sectoral business federation representing the industry, construction and business services sectors which’s main objective is to defend the professional interests of its members and analyse all economic, social and industrial issues relating thereto.



### Koninklijke Binnenvaart Nederland (KBN)

Scheepmakerij 330  
3331 MC Zwijndrecht  
[www.binnenvaart.nl](http://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.



### Schweizerische Vereinigung für Schifffahrt und Hafengewirtschaft (SVS)

Postfach  
Südquaistrasse 14,  
CH-4019 Basel  
[www.svs-ch.ch](http://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 171 members in the categories individual members (70), companies (90) as well as authorities, associations and organisations (11).

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



### 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



### IG RiverCruise

Nauenstraße 63A, Postfach,  
CH-4002 Basel  
[www.igrivercruise.com](http://www.igrivercruise.com)

The IG RiverCruise was founded in 2000 as an interest group of the European based river cruise lines. With 22 member cruise lines and more than 200 river cruise vessels, the IG RiverCruise represents more than two-thirds of the market share.

As a non-governmental organization it meanwhile is established as the voice for the European river cruise industry, representing common interests for the river cruise industry and matters of its members towards third parties. Duties and responsibilities of the IG River-Cruise are maintaining contact with organizations, institutions, umbrella associations and regulatory bodies engaged in the river cruise industry.

Lobbying at European and national levels as well as spreading operational information are other tasks. Above all, developing and promoting the image of the river cruise industry as one of the fastest growing sectors of tourism is another main target. 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.



### Vereniging van Waterbouwers

Bezuidenhoutseweg 12  
2594 AV Den Haag  
[www.waterbouwers.nl](http://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.



### 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](http://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.



### KOTUG

Wilhelminakade 318  
3072 AR Rotterdam, Netherlands  
[www.kotug.com](http://www.kotug.com)

We are KOTUG. The leading international towage and maritime company. Driven by our passion 'Ahead in Maritime Excellence', we empower our clients and stakeholders with the complete portfolio. From designing, building, chartering and operating vessels to training people and providing innovative consultancy services on a worldwide scale.

With roots going back as far as 1911, KOTUG is a family-owned company and trusted voice and partner of leading companies within the Maritime Industry. We take an innovation-led, sustainable approach to help our clients invent their future. For the inland water transportation industry KOTUG combines a range of modular and scalable electric pusher tugs, the E-Pusher™ Series, powered by swappable energy containers with its smart AI-driven dispatch and route planning application OptiPort.

With zero-emission logistic solution, KOTUG aims to support the worldwide energy transition and the modal shift from road transport to waterways while meeting the growing demand for electric-powered vessels.



### Zeeland Maritime Services

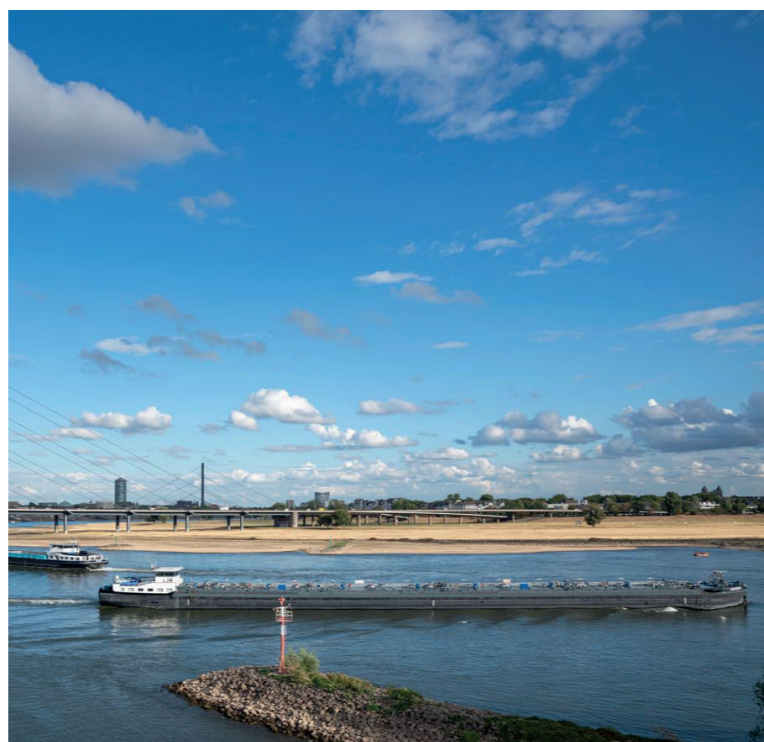
Oostelijke Kanaalweg 20  
4424 NC Wemeldinge  
[www.zmsbv.com](http://www.zmsbv.com)

#### ZMS builds inland ships with its own unique working and vision.

Each individual design is based on our modular programme. Based on a standardised (flexibly deployable) casco, a one hundred per cent custom-made barge is created by joint agreement. This provides the skipper/owner two major advantages from day one: a short delivery time and an attractive price. The basis for sustainable performance.

#### Energy consumption and emissions

Keeping a new generation of inland vessels operational requires more. That is exactly where ZMS seeks and finds the competitive edge: innovation. Not only in terms of technical facilities, but also in terms of embedding current and future standards for energy consumption and emissions. This explains at once why our vessels already comply with the strict CCNR 5 environmental standard.



## 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
- Vice-President, Didier Leandri
- Leonard Cotiga, AAOPF, Galati
- André Auderset, SVS, Basel
- Jens Schwanen, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

### Board of Management

#### Austria

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

- P.W. Goris, Koninklijke Binnenvaart Nederland, Zwijndrecht
- R. Leussink, Koninklijke Binnenvaart Nederland, Zwijndrecht
- M. 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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### **Design en realisation**

Krachtigt Grafische Vormgeving  
Sanneke Rolloos

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