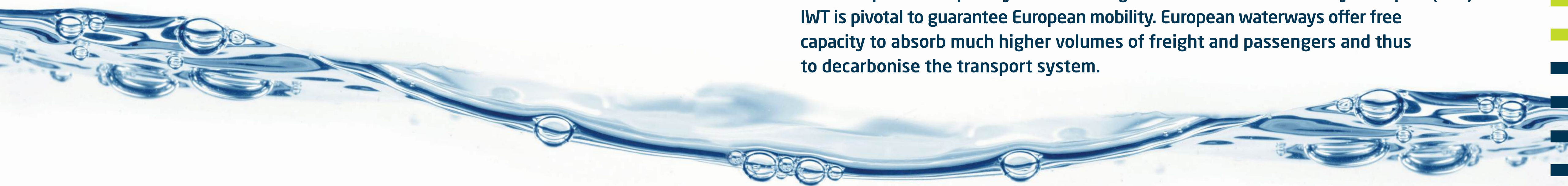


Annual Report 2025/2026

Inland waterway transport
A huge potential sector





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 (IWT). IWT is pivotal to guarantee European mobility. European waterways offer free capacity to absorb much higher volumes of freight and passengers and thus to decarbonise the transport system.

Index & Our Mission

European Barge Union

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EBU's 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 and resilient infrastructure without bottlenecks and missing links
-  to increase the share of inland waterway freight and passenger transport on (Pan-) European waterways
-  to promote inland waterway transport as the safest, sustainable and environmentally friendly mode of transport.

To achieve these goals EBU closely cooperates with the European institutions, the River & River Protection Commissions, the UNECE as well as national administrations and stakeholders.



2

Preface Inland waterway transport, a huge potential



While serious geopolitical tensions and a paradigm shift regarding the new world order are increasingly affecting the global economy and society, impacting all aspects of business and life in our region, Inland Waterway Transport (IWT) continued to provide its services to supply industry and society in continuously challenging times. Major centres of production and consumption are located along Europe's waterways and the IWT sector is vital to the competitiveness of the EU's basic industries, from SMEs to large corporations.

At the same time, the European Commission set itself ambitious goals in the field of transport. After the release of the Sustainable Transport Investment Plan in November last year, it earlier this year launched [the Industrial Maritime Strategy and the European Ports Strategy](#) as announced in the Clean Industrial Deal. Both strategies are affecting and addressing our sector for which we prepared our roadmap as input to these strategies.

To fully harness the untapped potential of inland waterway transport (IWT) within the European transport system, the European Commission announced the follow-up to the NAIADES III programme. This initiative will focus on addressing critical challenges to IWT's competitiveness, including the modernisation of inland ports, the enhancement of infrastructure resilience, and the adoption of innovative technologies, such as automated systems and zero- or low-emission vessels.

In addition, the EU's upcoming sustainable tourism strategy aims to promote the sustainable growth of the tourism ecosystem, including the river cruise and boating industries, which is an increasingly booming sector in Europe's tourism.

In all these areas people remain central to our organization and its members, a fact that is underpinned by our strong relationship with the European Federation of Transport Workers and contributions to negotiations within various standard-setting and decision-making bodies.

The Central Commission for the Navigation on the Rhine CCNR recently witnessed institutional changes, both in Presidency and at the Secretariat. While The Netherlands handed over the Presidency to Switzerland for the next 2 years period, the organization appointed a new Secretary General as of 2026.

Looking into our governance and institutional framework, we started preparing the financing of the European IWT Platform, an executive body of EBU and ESO, for another period of 10 years as of 2028. At the same time we anticipated the personal transition within our own organization at the end of this year to guarantee a smooth transition towards the new leadership. Finally, I took over Presidency from my predecessor Matthieu Blanc, to whom we owe many thanks for his strong leadership in the past two years. Besides, the Board appointed Maira van Helvoirt as new Vice-President

All in all, a year of major challenges for the sector and our organisations, calling for a strong and allied cooperation at all governance levels to prepare for their further development. In this context we look forward to continuing the close collaboration and dialogue with all relevant institutions and stakeholders.

The annual report highlights several key priorities that our association has worked on during the reporting period, as well as the future agenda for Inland Waterway Transport (IWT). We wish you an inspiring read.

Martin Staats, President



3

New EU strategies and the role of the IWT sector

1. EU Industrial Maritime and Ports strategy and positioning of IWT

On 4 March 2026, the European Commission published the [Industrial Maritime Strategy and the European Ports Strategy](#), emphasizing Europe's need of a policy framework that safeguards and boosts its waterborne, manufacturing and shipping industries, enhances their innovation capacity, advances digitalisation, sustainability and decarbonisation as sources of industrial opportunities, drives technological leadership and strengthens their competitiveness.

As input to these strategies, the [IWT and ports sector highlighted its vision](#) around a number of key areas, calling for the following policy actions:

1. Fostering innovation from early research to market deployment across the full value chain;
2. Creating a pro-innovation regulatory framework that ensures legal certainty and unlocks private and public investment;
3. Establishing a stable, accessible funding system tailored especially to the needs of SMEs.

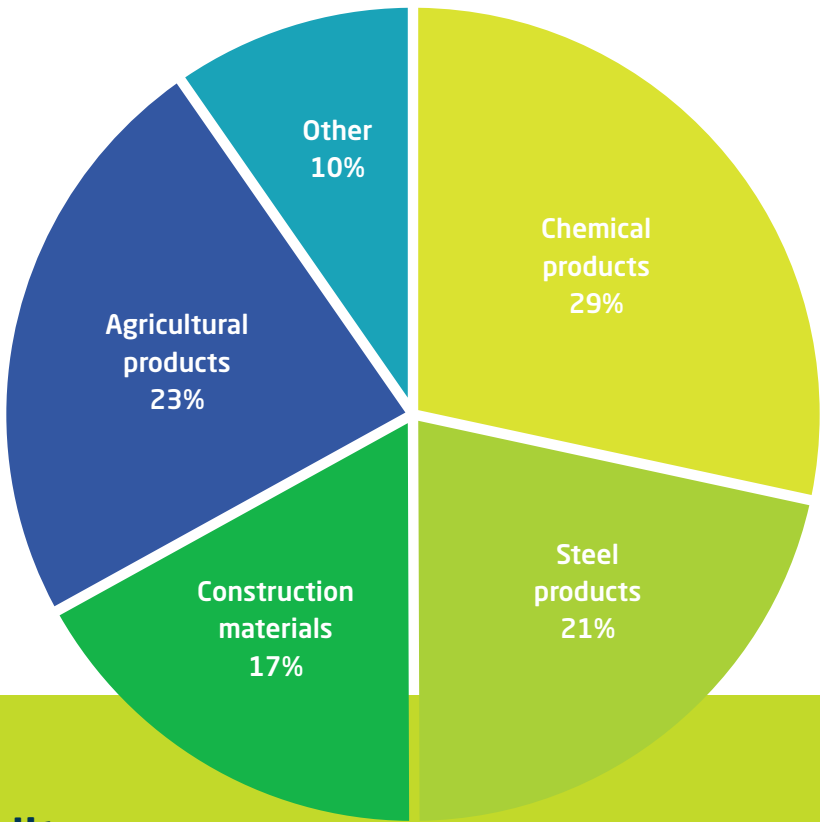
Both strategies endorse the role of IWT within the waterborne and ports sector and its future potential in terms of competitiveness and sustainability.

NAIADES III follow up: EBU welcomes the support for the Inland Navigation, Cruise and Boating Industry Sectors.

To fully harness the untapped potential of inland waterway transport (IWT) within the European transport system, the European Commission in the recent strategies announced a follow-up to the NAIADES III programme. This initiative will focus on addressing critical challenges to IWT competitiveness, including the modernisation of inland ports, the enhancement of infrastructure resilience, and the adoption of innovative technologies, such as automated systems and zero- or low-emission vessels.

To strengthen the EU technological leadership, the Commission will seek the reinforcement of public-private cooperation under the 2028-2034 Horizon Europe Framework Programme in priority areas and based on a portfolio approach. In waterborne transport, this will build upon the achievements of the current co-programmed **Zero Emission Waterborne Transport Partnership (ZEWTP)** with a view of strengthening and expanding the EU action in this area, to foster synergies and scale effect between decarbonisation, digitalisation, automation and circularity in the broader waterborne ecosystem.

EBU welcomes these strategies, recognizing the important role of waterborne transport in the EU's new approach towards competitiveness of its economy and industry. EBU in particular applauds the clear support dedicated to the IWT sector, taking into consideration the sector's input and vision.



A Backbone of Europe's Industrial and Environmental Vitality

Inland Waterway Transport as part of the waterborne sector is a cornerstone of Europe's economy and sustainability goals. It brings together a diverse ecosystem of shipowners, ports, infrastructure and service providers, shipbuilders, classification societies, equipment manufacturers, research institutions, and more. EBU together with stakeholders from the IWT and ports sector provided its in-depth contribution on the forthcoming strategies as their consultations open.

Europe's rivers, canals, seas, and ports are more than transit routes-they are lifelines for the continent's industrial and ecological health. Nearly 50% of Europeans live near coastlines or major rivers, and major centres of production and consumption are concentrated along waterways. Inland waterway transport (IWT) enables the safe, efficient, and low-emission movement of key goods-steel, chemicals, agri-products, alternative fuels, oversized cargo, and more-relieving pressure on congested land networks, while offering increased opportunities for sustainable tourism and recreation.

Disruptions to this network can ripple across downstream supply chains, impacting industry, water and food security alike. Inland ports, acting as multi-modal hubs and industrial clusters, are expanding their role in the renewable energy eco-system and the circular economy.





2. Sustainable Transport Investment Plan (STIP) and needs of IWT

EBU also welcomed the Sustainable Transport Investment Plan (STIP) as launched by the European Commission last year and its acknowledgement of the sector's needs in terms of investment and alternative fuels availability.

Recognized as a highly competitive, energy-efficient, safe, and sustainable alternative to other transport modes, inland waterway transport helps alleviate congestion on overloaded road and rail networks for both goods and passengers. Europe's new industrial future and circular economy depend heavily on IWT as carrier of the building blocks of the EU economy, including renewable fuels. Increasing cargo volumes on inland waterways can make a significant contribution to achieving the European Green Deal policy objectives.

A near-term transition to zero greenhouse gas (GHG) emissions in inland waterway transport is within reach through the widespread adoption of Hydrotreated Vegetable Oil (HVO).

HVO as renewable drop-in fuel enables full decarbonisation and can be used immediately in existing and modern internal combustion engines to replace fossil diesel. Moreover, HVO is fully compatible with the current refuelling infrastructure. However, the shift is currently hindered by the inability to pass on the considerably higher price of HVO to customers, leading to competitive disadvantages compared to fossil fuel users.

In order to capitalise on the benefits and opportunities presented by HVO in the short term, it is essential to prioritise support for an annual supply of 1.6 million tons HVO for IWT at competitive pricing with diesel. This should be backed by a stable EU regulatory framework and coordinated efforts of EU Member States. This approach would deliver a viable business case to barge operators and represent a major step forward in the decarbonisation of IWT, aligning with the EU Green Deal and supporting the objectives of a modal shift.

Advancing the development of alternative zero-emission technologies

Creating dependency on HVO as sole energy carrier brings risks in terms of the availability (competition from other modes and sectors) and the price levels.

Beyond drop-in fuels, other clean solutions must be explored and further developed with a focus on long-term sustainability and higher innovation:

- Battery-electric propulsion could be cost-competitive with HVO for container shuttle services, where battery containers can be swapped at existing container terminals. Electric propulsion is also an important and viable alternative for passenger vessels, ferries and pushers.
- Methanol and hydrogen projects are currently in development, though these require new refuelling infrastructure and further technological advancements.

Regulation and funding as key drivers for further development of alternatives beyond drop-in fuels

As seen with the transition to double-hull tanker vessels, regulation has historically been the main driver of transformation in the inland waterway sector.

To successfully achieve decarbonization through implementation of alternatives beyond drop-in fuels, the current market failures must be urgently addressed through:

1. A predictable and pro-innovation regulatory framework that provides legal certainty and levels the playing field for EU energy suppliers, shipyards, the waterborne technology sector, and vessel owners.
2. A goal-based and technology-neutral approach, ensuring investment security while driving demand for renewable energy and expanding the renewable energy supply network for inland vessels.
3. Funding and support for technological advancements beyond drop-in solutions, making other renewable energy solutions more efficient and cost-effective over time.

3. River cruises, daytrip passenger vessels and ferries play a vital role in shaping a more sustainable, inclusive and resilient european tourism model

Rivercruising expected to play an important role in the new Sustainable EU Tourism Strategy

The European Commission currently is finalizing its Sustainable EU Tourism Strategy, aiming to ensure that tourism in Europe remains competitive, sustainable, and inclusive, meeting the expectations of its citizens, businesses, and regions. River cruising and day trip tourism is expected to become an important part of this Strategy, playing a vital role in shaping a more sustainable, inclusive and resilient European tourism model.

By promoting managed tourism along rivers and canals, our sector not only reduces pressure on overburdened urban infrastructure and road networks, but also revitalizes rural and peri-urban economies—bringing tourism to lesser-known regions in a responsible and culturally enriching way.

With growing demand for eco-conscious tourism, inland passenger vessels present a low-emission, high-impact opportunity for regional development. Whether it's luxury multi-day river cruises or agile daytrip boats catering to local excursions, this sector is poised for growth-fuelled by clean propulsion technologies, rising interest in experiential travel, and revitalization of historic waterways.

The inland passenger sector is committed to play its part in achieving the overall EU policy objectives. With clear regulatory guidance, targeted funding, and cross-border collaboration, the growth of river tourism supports-not hinders-Europe's transition to climate-neutral and sustainable tourism.

Also the day trip sector is witnessing a significant rise in the number of tourists. This trend is evident in both standard passenger traffic and more upscale cruises, which may offer thematic experiences or high level catering services. For this type of passenger transport, as well as ferries, electrification is feasible, for the relative short distances and docking at the same location. For example Oceandiva Nova is a fully electrically-powered event ship.

Framework agreement with ETF

EBU, ETF and IG RiverCruise in 2024 signed a binding 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. This is considered an important step in the common understanding of all parties involved that the crew on board passenger ships is the foundation for the success of this industry

In 2025, the framework agreement between ETF, IG RiverCruise, and EBU was evaluated for the first time. Following this evaluation, the parties agreed to hold annual meetings to review progress and discuss developments within the sector.

Challenges and opportunities for the sector

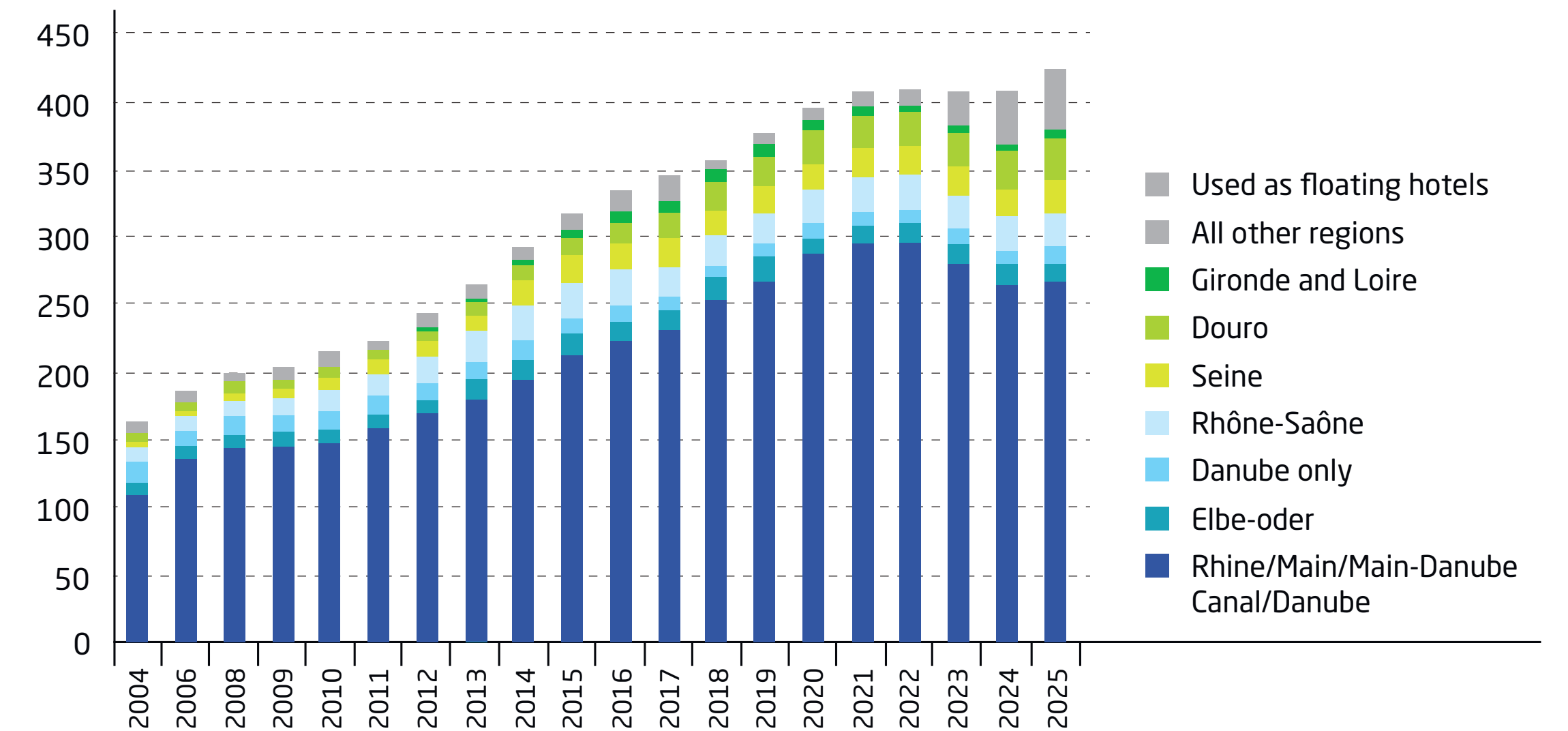
While the river cruise sector is significantly growing, it faces a number of significant challenges, which are unlikely to be mitigated by the introduction of additional vessels in the coming years.

Next to the ongoing shortage of qualified personnel in inland navigation, the availability of mooring facilities presents a mixed picture. While new berths are being developed in some locations, mooring opportunities are becoming increasingly restricted in others. Amsterdam, for example, aims to reduce the number of river cruise port calls by 50% in response to concerns about overtourism. In Paris, congestion at mooring locations is expected to result in a reduction of permitted laytime from 48 hours to a maximum of 24 hours.





Figure 1: Number of River Cruise Vessels in the EU by Region of operation (2004-2025)*



Source: A. Hader. The River Cruise Fleet Handbook (may 2025) *2025: based on order books as of May 2025, of which 14 are temporarily being used as floating hotels

During the 2024 season, seven new vessels were built (compared to four in 2023), as planned in the order books. 19 are foreseen to enter the market in 2025, pointing to a recovery of the newbuilding activity. 14 vessels have already been ordered for the 2026 season, confirming this positive trend.

Source: CCNR Market Observation Annual Report 2025

Innovation at forefront

The urgency to implement greener technologies is high on the agenda of this segment, especially in urban regions where the demand for electric propulsion is swiftly escalating. Nevertheless, conflicting regulations pose challenges for operators, particularly in situations where the necessary infrastructure is absent, preventing vessels from recharging. Entrepreneurs are becoming increasingly apprehensive about escalating operational expenses, including port fees and taxes.

Additionally, mooring spots in city centers are gradually vanishing, and vessels are encountering more stringent regulations, especially concerning noise emissions.

4

High-quality waterway network as backbone for the EU



Inland waterways and ports are of vital importance to the EU waterborne ecosystem. They function as sustainable, resilient and strategic transport corridors and nodes for shipping and transshipment of goods, which are critical for the function of our economy.

They extend the reach of maritime trade deep into seaports' hinterlands. IWT's heavy-duty capacity also provides essential support to the offshore industry and wind parks at sea and on land, ensuring the reliable delivery of materials and services. In addition, ports are acting as hubs for the deployment of alternative fuels to support the sector's energy transition.

Inland waterways and ports are also of great value to military mobility and therefore for the security of the EU. In light of the present geopolitical and economic turmoil, the dual civil/defence approach is essential. Given the weight and dimension constraints that road and rail transport face, IWT's unique dual-use capacity to handle large volumes of fuels and oversized cargo, including heavy military equipment, is a key asset for military mobility. Inland ports also play an important role in military mobility by providing staging areas for strategic cargo, provided they are equipped with ro-ro ramps, reinforced quaysides and high-capacity cranes.

IWT's unique dual use capacity

- free capacity to absorb higher volumes on the entire European network
- IWT's unique dual-use capacity to handle large volumes of fuels and oversized cargo, including heavy military equipment, is a key asset for military mobility.
- Inland ports playing an important role in military mobility
- Freight vessels are well prepared and equipped to safely carry heavy, oversized and dangerous goods including for military purposes.
- Rivercruise/passenger vessels can play a critical supply, troop movement and welfare role in conflict situations
- Vessels are digitally well connected to ports and waterway infrastructure

Barriers

However, several barriers and threats exist to the optimal use of IWT and ports in the waterborne ecosystem. Decades of underinvestment in inland waterway and port corridors, and their multimodal connectivity, has led to bottlenecks that threaten to reverse modal shift and divert freight back onto already congested roads and railways. [An overview of bottlenecks per EU transport corridor is available.](#) In addition, the optimal functioning of inland ports is under pressure from waterfront real estate development in various urban agglomerations. Finally, in a number of seaports, access to infrastructure remains suboptimal and the handling of inland barges does not have priority in container terminals. This has resulted in extended and costly waiting times, diminishing the appeal of IWT in the multimodal transport mix. All these barriers undermine the performance and contingency capacity of the network for military mobility and effective disaster response, as well as the EU's strategic goals for modal shift.



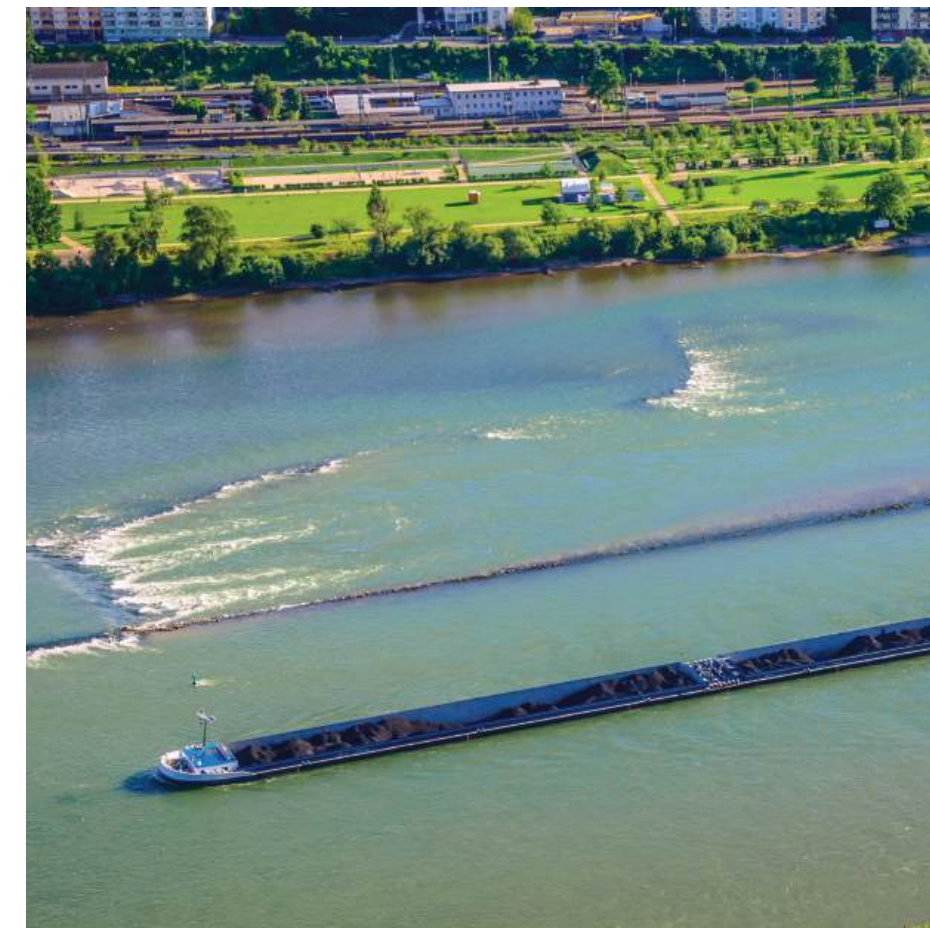
Rhine-Danube corridor

Key messages

- The Danube is a vital link in the European transport network
 - A resilient transport partner during the Covid-19 pandemic
 - the cornerstone of the EU-Ukraine solidarity lanes since 2022, with Danube shipping and ports handling the majority of Ukraine's grain exports, ahead of all other modes.
- Without investment in the Elbe region, there will be insufficient capacity to transport large volumes of raw materials by sustainable modes at an acceptable cost, jeopardising industrial growth in the wider region.
- Good infrastructure is required to ensure the reliability of navigation. Both regions host a rich biodiversity. The multiple functions of the waterways are combined in sustainable way projects to anticipate climate change.

5 billion are required to make the inland waterway network of the Rhine-Danube corridor bottleneck-free and to increase climate resilience

- The Danube is the main contingency route for massive shipments in case of disruption of the Black Sea route.
- Carrying almost 25% of total Ukraine grain export, it is the most important Solidarity Lane. Nearly 40 million tonnes of grain and edible oils were exported via the Ukrainian Danube ports and the port of Constanta.
- The Danube is also indispensable for Ukraine's imports and the export of non-agricultural goods.



North Sea Rhine Mediterranean corridor

Key messages

- The North Sea-Rhine-Mediterranean corridor area is a key economic region. The corridor has a high share of inland waterway transport but offers enough capacity to absorb higher volumes to reduce increasing road congestion.
- Realising the Seine-Scheldt project is paramount, but it will only yield full network benefits if all connecting ateway projects on national territories are also implemented.
- Failure to address all bottlenecks across borders will have an adverse impact on the region's growth and ports' competitiveness in one of Europe's most economically active regions.

In the Rhine-Alpine area, 50% of the freight volumes are carried by inland waterways.

In the North Sea-Med area, 25% of all freight volumes are carried by inland waterways.

But the congested Blue Banana needs more to thrive, a single bottleneck affects the entire corridor.

Creating a high-quality waterway network

Source: Waterways Campaign INE/EFIP/EBU/ESO/IWTP



5

The human factor and social agenda of the IWT sector

People are at the core in the developments of the labour market and social agenda

Determined to put people first as we develop and implement innovations and modernize the labor market by creating attractive job and career opportunities, we have worked in recent years to modernize professional qualifications in order to keep pace with this rapidly evolving, technology-driven sector. The development of professional qualifications plays a crucial role today, ensuring that the latest technology can consistently deliver the greatest benefit to the sector.

Rapid technological progress in the sector means that existing crewing tables and working conditions must be made more flexible and modern. Through our work in recent years, we have paved the way for a rapid, efficient modernization of existing crewing regulations. This should lead to a more responsive system, allowing more frequent and easy adaptation. In this way, too, our work serves to keep pace with the rapid changes in the sector. Furthermore, the introduction of e-tools will significantly modernize the sector, and the integration with existing databases will further increase flexibility.

In 2023, approximately 46,789 people were employed on board of inland vessels across Europe, with 51,1% in passenger transport and 48,9% in freight transport. The sector since long is facing a shortage of qualified personnel, prompting efforts to attract young people and lateral entrants. Digitalisation and automation will enhance the sector's attractiveness and efficiency, offering new job opportunities and career prospects. The Danube is also indispensable for Ukraine's imports and the export of non-agricultural goods.



6

The European IWT platform

With Commission Decision of 5 October 2017 (C(2017)6663 final), the use of the Inland Waterways Fund established by Council Regulation (EC) No 718/1999 of 29 March 1999 was authorized, based on a unanimous request by EBU and ESO.

This led to the establishment of the European Inland Waterway Platform (EUIWTP) as executive body of the 2 representative organisations of inland waterway transport at EU level and its financing for a period of 10 years out of the Reserve Fund. After the successful functioning of the EUIWTP, EBU and ESO aim to build on the results of the current EUIWTP and its financing for another period of 10 years as of 2028.

The need to continue strengthening the sector and the organizations representing it, in order to help it achieve the objectives of increasing the competitiveness, sustainability and resilience of the inland waterway transport, remains a priority for which a reinforced and continued action is required. The Action Plan for the development of the EU inland waterway sector – [NAIADES III](#) ¹ – adopted in 2021, identifies a series of initiatives and actions to support the sector in contributing to the overall objectives of the [European Green Deal](#) ², the [EU Clean Industrial Deal](#) ³ and the [Sustainable Smart Mobility Strategy](#) ⁴. The achievement of these objectives can only be guaranteed via the cooperation with the main actors of the sector, i.e. the companies that operate in it.

This has been the role of the EUIWTP over the last ten years: to increase the sector's contribution to the realization of the objectives of art. 2 of the Commission Decision to the benefit of the entire IWT sector.

1. NAIADDES III action plan - Mobility and Transport - European Commission | 2. The European Green Deal - European Commission
3. Clean Industrial Deal - European Commission | 4. Mobility strategy - Mobility and Transport - European Commission



7

EBU Events and Meetings

EBU event 2 december 2025

At its annual event, EBU welcomed more than 100 participants at its annual Inland Waterway Transport event.

Hosted by the Austrian Ambassador Franz Wirtenberger, EBU was honored to welcome Simone Ritzek-Seidl, member of the cabinet of Commissioner for Sustainable Transport and Tourism, Apostolos Tzitzikostas, Minister of Infrastructure and Water Management of the Netherlands, Robert Tieman and MEP Tom Berendsen as key note speakers.



In the two following panel sessions the discussion focused on the greening and digitalisation of the sector as well as the resilient and dual-use of waterways and ports with high level experts from DG MOVE, the Port of Rotterdam, stakeholders and sector representatives.



EBU meets with the new Secretary General of the Central Commission for the Navigation on the Rhine (CCNR), to discuss the IWT priorities in the coming years.

In its meeting on 13 April 2026 EBU’s Board of Directors welcomed Ms. Duursema, who recently started her position as Secretary General of the CCNR.

The Board emphasised the important role of the CCNR within the IWT governance structure and as the knowledge centre for inland waterway transport. By exchanging their priorities, both organisations reconfirmed their intended strong co-operation to the benefit of the IWT sector.



Secretary General of the CCNR

Ms Duursema aims to continue the strategic positioning of the CCNR within the European IWT governance structure. Given its long time experience as knowledge centre and legislator the organisation is currently aiming to increase its scope of activities under CESNI. In its attempt to support the sector in the energy transition, the CCNR is working on an update of its roadmap and previous study.



**New EBU leadership as of december 2026:
Board appoints Lijdia Pater - de Groot as new Secretary General.**

The board of the European Barge Union (EBU) made a decision on April 13 to appoint **Lijdia Pater - de Groot** as the new Secretary General, effective December 2026. She will take over from the current Secretary General, Theresia Hacksteiner, who is set to retire at the end of 2026. Consequently, Lijdia will become the new representative of EBU in external matters and will advocate for the European inland shipping sector with European institutions, river commissions, and international partners.

With this appointment, EBU selects a new Secretary General who possesses an exceptionally diverse background: 22 years of experience as an entrepreneur in inland shipping, comprehensive knowledge of EU dossiers, strategic lobbying expertise, and a legal foundation in constitutional and administrative law.

To enhance the organization and ensure its future viability, EBU adopts a dual approach: Lijdia Pater - de Groot will serve as Secretary General and external representative supported by Frouwke de Vries as strategic advisor. This structure provides EBU with a strong, forward-looking solution that integrates leadership, expertise, and innovation.

Frouwke de Vries will combine her role at EBU with her position as Secretary General of IVR. She brings a robust legal and business economics background, governance expertise, an extensive international network, and a solid academic foundation, making her a valuable addition to EBU’s leadership.

Change of presidency

During its Board meeting on 23 June, the EBU Board appointed Martin Staats as President. In his professional life he acts as Managing Director of MSG eG and served as President of the German association “Bundesverband der Deutschen Binnenschifffahrt eV” for 10 years until last year, now carrying on as Board-Member.



Maira van Helvoirt, Director of the Dutch association “Koninklijke Binnenvaart Nederland,” has been appointed as Vice-President. Matthieu Blanc has stepped down from his role as President after leading the EBU on behalf of the French association E2F for the past two years. During his presidency, he made significant contributions to strengthening the inland waterway transport (IWT) sector at the European level and fostering cooperation with relevant European and international institutions.

European Barge Union The association

Inland waterway transport
A huge potential sector





EBU members

 Austria



**Berufsgruppe Schifffahrt /
Wirtschaftskammer Österreich**

Wiedner Hauptstr. 63
1040 Wien
www.wko.at/schifffahrt

The 'Berufsgruppe Schifffahrt' is the legal representation of more than 517 members with a total fleet of some 100 vessels. It is located in Vienna and part of the Austrian Chamber of Commerce. The members represent all market segments of inland navigation. Its aim is to keep and improve the market and competitive position of the Austrian inland navigation industry. Moreover it is aimed at integrating inland navigation into modern logistic chains and to accelerate the intermodal development of the Austrian ports.

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

 Belgium



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

Axeldreef 9
B-9810 Nazareth
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

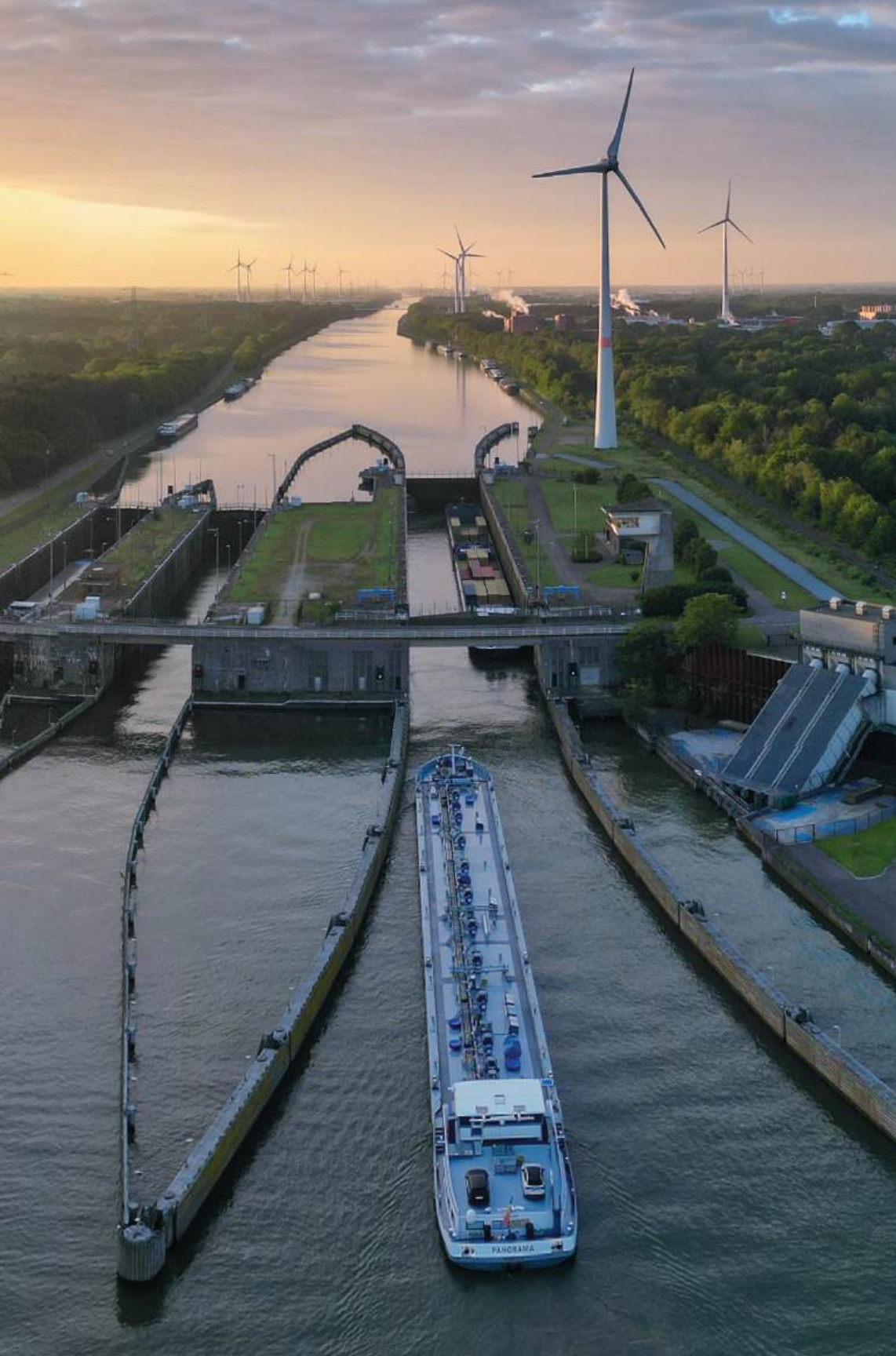


Entreprises fluviales de France

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.



EBU members

 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.

 Luxembourg



**A sectorial association hosted by FEDIL.
The Voice of Luxembourg's Industry.**

7, rue Alcide de Gasperi
Luxembourg-Kirchberg
www.fedil.lu/en/sectoral-associations/

FEDIL Barging is a sectorial 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

 Netherlands



**Koninklijke Binnenvaart Nederland
(KBN)**

Scheepmakerij 330
3331 MC Zwijndrecht
www.binnenvaart.nl

"Koninklijke Binnenvaart Nederland (KBN) is the voice of the Dutch inland waterway transport sector. KBN represents inland shipping entrepreneurs and companies in freight and passenger transport.

KBN represents the sector in discussions with governments, political institutions and other stakeholders, and is active on the full range of issues affecting inland navigation. These include infrastructure, sustainability, safety, digitalisation, nautical and technical matters, labour market policy and modal shift.

KBN draws on the practical knowledge of its members and the expertise of its policy advisers. The association aims at a strong, competitive and well-functioning inland waterway transport sector as part of a reliable and sustainable transport system. Through the European Barge Union, KBN contributes the Dutch perspective to European discussions on inland waterway transport."

MAX.GROSS

TARE

NET

CU.CAP.

EBU members

 Switzerland



**Schiffahrts- und Hafenverband
Schweiz SVS**

Westquaistrasse 2
4057 Basel
www.svs-ch.ch

The Swiss Association of 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 2023 SVS counted some 162 members in the categories individual members (67), companies (84) 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.

 Romania



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

St. Albatrosului 2,
RO-800029 Galati

Founded in April 1993, the 'Romanian Association of Inland Ship Owners and Port Operators' represents almost 90% of the Romanian inland navigation fleet capacity and 90% of the Romanian inland port operators. The original name was 'Romanian Association of Inland Ship Owners', but the membership was extended to include port operators, shipping companies, brokers, insurance companies etc that are acting in the Romanian inland navigation field. AAOPFR has its head office in Galati, the biggest inland port in Romania, hosting the largest inland navigation fleet. The members of the Board of Directors are usually elected in such a manner that a large area of Romanian inland navigation waterways and ports (Galati, Braila, Constanta, Drobeta-Turnu Severin etc) is covered. The main objective of the association is to promote, nationally and internationally, the interest of their members. AAOPFR has been an observer member of EBU since 2007 and in 2008 applied for full membership.



Corresponding Members



IG RiverCruise

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

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

As a non-governmental organization it meanwhile is established as the voice for the European river cruise industry, representing common interests for the river cruise industry and matters of its members towards third parties. Duties and responsibilities of the IG River-Cruise are maintaining contact with organizations, institutions, umbrella associations and regulatory bodies engaged in the river cruise industry. Lobbying at European and national levels as well as spreading operational information are other tasks. Above all, developing and promoting the image of the river cruise industry as one of the fastest growing sectors of tourism is another main target. 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.



Dutch Association of Dredgers and Hydraulic Engineers (DADH)

Sir Winston Churchilllaan 299A
2288 DC Rijswijk
www.waterbouwers.nl

The Vereniging van Waterbouwers is the Dutch association that represents dredging contractors. Our 100 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 DADH 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. DADH is also a member of EuDA and CEDA.



Fédération Belge d'Organisateurs de Transports Fluviaux

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.



Corresponding Members



KOTUG

Wilhelminakade 318
3072 AR Rotterdam, Netherlands
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.



ATENA

(Associazione Italiana di Tecnica Navale)

Via Montallegro 1
16145 Genova
www.atenanazionale.org

ATENA brings together 700 professionals from the national naval world: engineers, professors, researchers, shipowners, and insurance personnel. Since 1948, its members have provided expert professional contributions in the field of ship design, construction, and management, with a particular focus on transport safety and marine environmental protection. The Association intends to continue providing these contributions by encouraging opportunities for meeting and deepening knowledge. Starting from 1974, it has organized the NAV, the most important Italian international scientific conference in the naval field, every three years.



EBU Structure

EBU-Officials

- President, Martin Staats
- Vice-President, Maira van Helvoirt
- Secretary General, Theresia Hacksteiner

Executive Committee

- President, Martin Staats, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg, MSG eG, Würzburg
- Vice-President, Maira van Helvoirt, Koninklijke Binnenvaart Nederland, Zwijndrecht
- Matthieu Blanc, Entreprises Fluviales de France (E2F), CFT Compagnie Fluviale de transport, SOGESTRAN group, Le Havre
- Dr. Ph. Grulois, Unie der Continentale Vaart, Gent
- Didier Leandri, Entreprises Fluviales de France (E2F), Paris
- Simon Oberbeck, SVS, Basel
- Gerit Fietze, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

Board of Management

Austria

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

Belgium

- Dr. Philippe Grulois (President), Unie der Continentale Vaart, Gent
- Louis Sachs, Unie der Continentale Vaart, Gent

France

- Didier Leandri, Entreprises Fluviales de France (E2F), Paris
- Matthieu Blanc, Entreprises Fluviales de France (E2F), CFT Compagnie Fluviale de transport, SOGESTRAN group, Le Havre
- Aurélie Millot, Entreprises Fluviales de France (E2F), Paris (alternate member)

Germany

- Gerit Fietze Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
- M. Staats (President), Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg, MSG eG, Würzburg
- Jens Schwanen, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg, MSG eG, Würzburg (alternate member)

Luxembourg

- Philippe Heck, FEDIL - The Voice of Luxembourg's Industry
- Patrick Willemsen, Chemgas Luxembourg

Netherlands

- Ad Koppejan, Koninklijke Binnenvaart Nederland, Zwijndrecht
- Maira van Helvoirt, Koninklijke Binnenvaart Nederland, Zwijndrecht (Vice-President)
- Heiko Evink, Eurokor Barging BV (alternate member)

Switzerland

- Simon Oberbeck, SVS Basel
- Daniel Buchmüller, SVS, Basel



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