



Annual Report 2017 2018



European  
Barge  
Union

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## About EBU

The European Barge Union (EBU) is the European association representing the majority of the inland navigation freight and passenger carrying industry on a Pan-European level. Its members are the national associations of barge owners and barge operators as well as (international) associations in the field of inland navigation and related areas.

### 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 develop the right framework conditions for its members
- to guarantee a well maintained infrastructure without bottlenecks
- to increase the share of the inland waterway freight and passenger transport on the (Pan-) European waterways
- to promote inland waterway transport as safest, sustainable and environmentally friendly mode of transport

To achieve these goals EBU closely cooperates with the European institutions, the River Commissions, the UN ECE as well as the national administrations.



## Foreword

### Year of new Cooperation



In the second year of my presidency EBU succeeded to enforce its cooperation with ESO by establishing the European Inland Waterway Transport Platform. This platform puts an additional layer on the two associations representing the inland navigation industry at Union level and aims to strongly contribute to all areas of importance to the sector. We consider this cooperation as crucial in strengthening the inland waterway transport sector in the future and playing an even more important role in the entire logistics chain.

It will enable the industry to stronger contribute to the different policy areas and to deliver more content to the negotiations.

In the past year the preparations for a new Multi Financial Framework started. EBU in a broad coalition with all parties involved in the entire logistics chain started to prepare the lobby for MoreEUBudget4Transport under the new Multiannual Financial Framework for 2021-2027. Together with the inland navigation and ports stakeholders we released our Vision2030 as contribution to the negotiations of the new Connecting Europe Facility and the preparation of the NAIADES III program.

It was also the year of the adoption of a new directive regarding the Professional Qualifications in Inland Waterway Transport which should contribute to attracting more qualified and young people to the sector. We will continue

to focus on the labour market - a major concern of our sector - and cooperate with educational institutions to train young people.

Our association has been strongly involved in the elaboration of technical standards as observer in the newly established standard setting committee CESNI of the European Commission and the Central Commission of the Navigation on the Rhine as well as at the UNECE level in the area of dangerous goods regulations.

The only recently established River Sea Shipping Committee succeeded in adopting its strategy by defining its focus areas to stimulate the combination of river sea shipping.

In the Year of Multimodality the policy focus is on the promotion of and shift to sustainable modes away from road. IWT is very well prepared to increase its share and contribute to the mitigation of the negative effects of transport. At our annual EBU event we discussed the possibilities and challenges of multimodal transport with EU decision makers emphasising the crucial role IWT plays in this field.

Dr. Gunther Jaegers  
President

## Vision 2030 and Inland Waterway & Ports declaration

In a coalition with our partners from inland navigation and ports we released a declaration highlighting the common vision towards 2030. Green, smart and congestion-free transport and logistics will only be a reality tomorrow if they can build on a solid policy strategy supported by sufficient and effective implementation tools. In this, our focus lies on the need of

coordination, investment, legislation and innovation.

The declaration is supposed to provide input for the discussions regarding the follow up of the NAIADES II Inland Waterway Transport Action Plan and other relevant EU policies and budgets like MFF and CEF.

## Infrastructure – MoreEUBudget4Transport

- 75% of inland waterway transport is cross-border - seamless infrastructure is essential for green & smart services as part of the EU decarbonisation strategy
- public investment plans to create bottleneck-free EU waterways amount to 15 billion.
- this requires a long-term and stable EU investment framework to create good navigation status and boost greening and digitalisation
- EU grants are a vital ingredient to enhance investments with a high EU added value and strong socio-economic return

sector on which huge industries are depending. With its TEN-T concept the Commission succeeded in tackling this problem to a certain extent, however the means dedicated to its financial instrument, the Connecting Europe Facility CEF, are much too low to solve all bottlenecks and missing links of cross border importance.

EBU in a coalition with stakeholders campaigned for MoreEUBudget4Transport under the new MFF which was firstly presented at the TEN-T days in Tallinn and culminated in the **Ljubljana Declaration - More EU budget for transport is the best investment plan for Europe** (See pages 18-19).

Where today congestion costs us 130 billion € a year, with very little investments in waterway infrastructure the problem could be solved to a high extent.

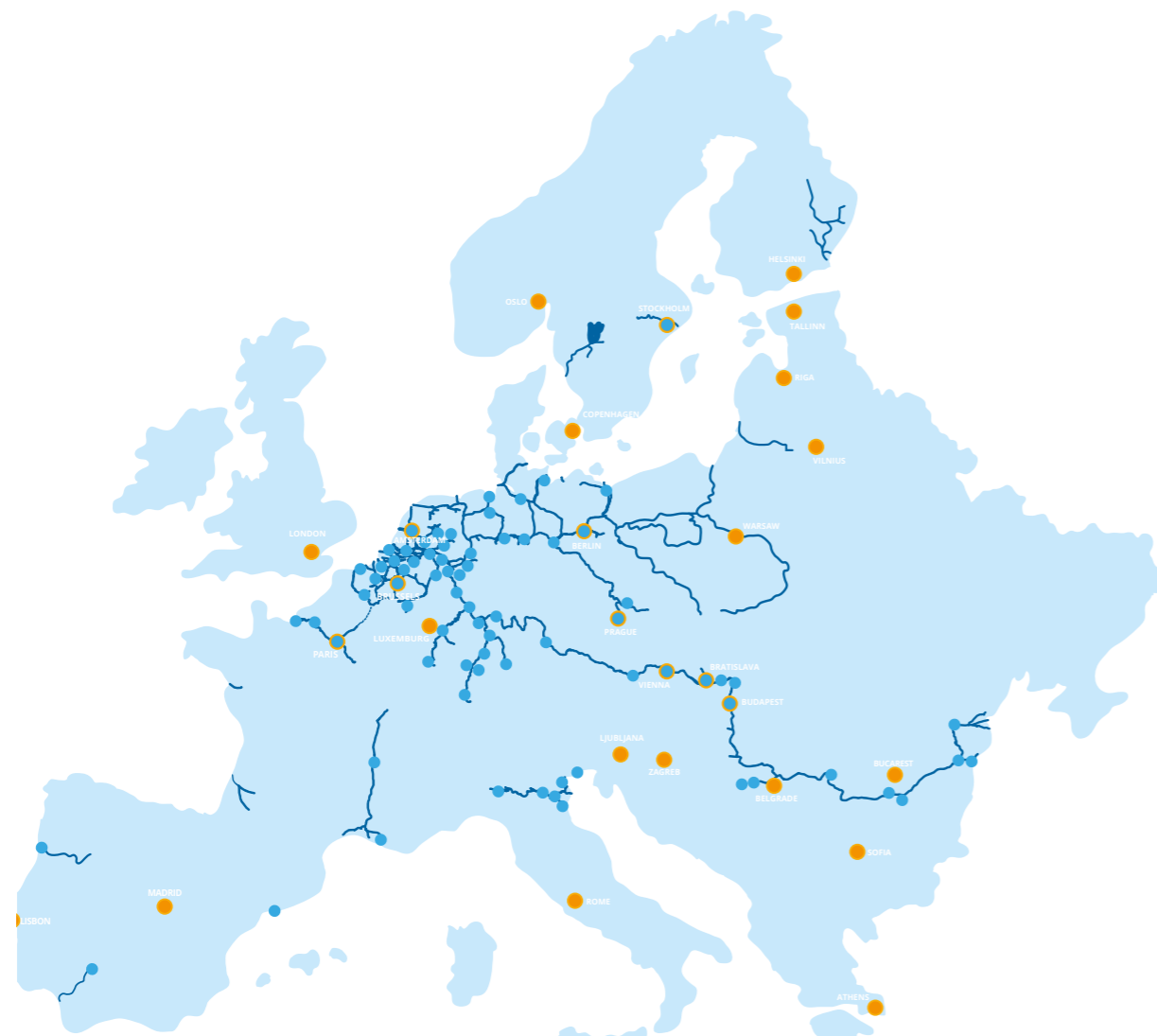
Infrastructure remains the backbone of our industry. Due to budget restraints at Member State level in the past years infrastructure has been neglected in various regions, leading to badly maintained waterways in Europe. Properly maintained infrastructure without bottlenecks and missing links are crucial for the level of service of the

### MFF and CEF

The European Commission in its new long-term budget proposal MFF for the 2021-2027 period recognised **Connecting Europe Facility (CEF)** as delivering European added value. Taking the positive results of CEF into account it proposed **€30.6 billion under the MFF for CEF including a general envelope of €12.8 bn and a cohesion fund allocation of €11.3 bn.** In addition, the Commission proposes that the Union enhance its strategic transport infrastructures to make them fit for military mobility.

**EBU calls upon the Member States and the European Parliament to support this proposal in the upcoming negotiations.**





**40,000**km  
navigable waterways

over **250**  
inland ports

connect major seaports, cities and industrial centres  
where the majority of the EU population lives

## Our vision towards 2030

## Expected Benefits

### Thriving circular and bio-based economy



Inland waterways are green corridors for transporting renewables and recyclables. Inland ports boost the circular and bio-based economy and are crucial for greening the last mile as multimodal logistics hubs near urban nodes.

- The inland waterways and ports network creates
- logistics network capacity for innovative industrial clusters
  - competitive cross-sector value chains



### Abundant green transport capacity



Waterfront cities, agriculture and industry benefit from uncongested waterways on their doorsteps. People take the water taxi and waterbus. Goods, from bulk and oversized cargo to parcels and waste, will be shipped in and out by green, smart and modular vessels of all sizes.

- Green waterway transport
- solves limited road and rail capacity
  - reduces traffic jams without additional land take



### Smart & connected multi-modal transport



Ship and shore exchange real-time and forecast information with each other, other transport modes and nodes. Digital communication increases safety, reduces fuel consumption, improves load capacity and optimises the use of the transport infrastructure.

- Digitalisation
- saves time and energy
  - makes multi-modal inland waterway logistics solutions as easy-to-use as single mode transport



### Business of people



The inland waterway and port sector is a backbone for the single market by keeping traffic flowing for people and industry and creating jobs in Europe. People on board and on shore enjoy lifelong learning, high social security and job mobility.

- A well developed network of waterways and multi-modal ports creates
- high quality jobs on board and ashore
  - increased workers' mobility
  - career perspectives in the sector and beyond



### Much more than transport



Waterways are EU arteries for sustainable and safe transport and logistics, but not only. They also provide clean energy, secure water supply, conserve wildlife and boost tourism and leisure.

- Cross sectoral cooperation
- fuels cross-regional development
  - creates a socio-economic multiplier for EU investments



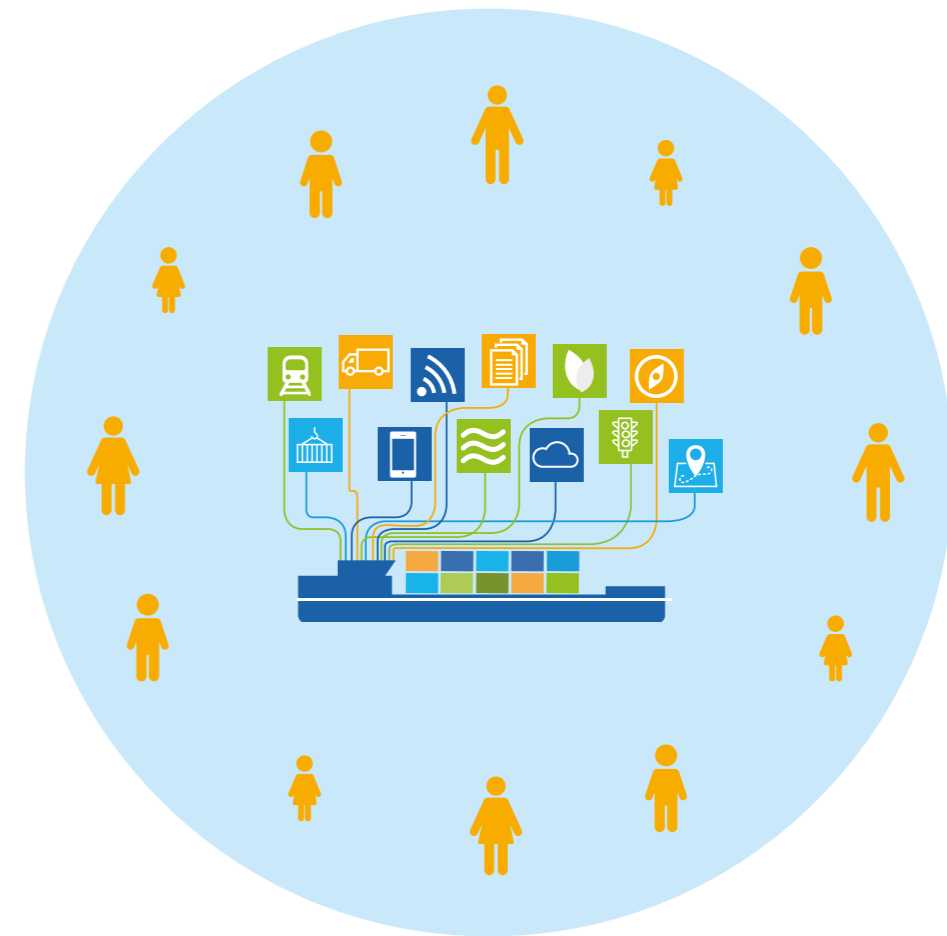
Our common vision of green, smart and congestion-free transport and logistics servicing a circular and bio-based economy will only materialise tomorrow if we build a solid policy strategy and equip our people with effective implementation tools today and tomorrow.

## To turn this vision into reality, we need

 <h3>Investment</h3> <p>75% of inland waterway transport is cross-border - seamless infrastructure is essential for green &amp; smart services as part of the EU decarbonisation strategy</p> <ul style="list-style-type: none"> <li>public investment plans to create bottleneck-free EU waterways amount to 15 billion.</li> <li>this requires a long-term and stable EU investment framework to create good navigation status and boost greening and digitalisation</li> <li>a 3 billion funding scheme for clean vessels would reduce external costs by 22 billion</li> <li>EU grants are a vital ingredient to enhance investments with a high EU added value and strong socio-economic return</li> </ul>	 <h3>Coordination</h3> <p>Inland waterway transport is the fastest grower after road transport. Let's keep it growing with:</p> <ul style="list-style-type: none"> <li>an ambitious Inland Waterways &amp; Ports Agenda for Europe with effective actions towards 2030 as successor to the NAIADES 2014-2020 action plan</li> <li>integration of inland waterways and ports in all relevant EU cross-sectoral policies to maximise various synergies</li> <li>Strong cooperation between inland waterway institutions, creation of a knowledge platform and a permanent basis for CESNI</li> </ul>
 <h3>Legislation</h3> <p>Regulation can facilitate and accelerate decarbonisation and digitalisation with a good mix of high standards and innovation rewards:</p> <ul style="list-style-type: none"> <li>harmonised, non-conflicting EU waste legislation enabling safe use of waste in the EU and its swift transport across borders</li> <li>take RIS to the next stage with a standardisation of information flows and secure data sharing to remove digitalisation barriers such as the use of electronic information exchange across borders and modes</li> <li>eliminate technical and administrative barriers hindering internal market and innovation by withdrawing superfluous legislation and improving access to funding schemes</li> <li>ensure a strong backing of greening and innovation in the CEF Regulation</li> </ul>	 <h3>Innovation</h3> <p>Inland shipping is carbon-efficient and over 95% of commercial vessels are digitally connected - let's take it to the next level:</p> <ul style="list-style-type: none"> <li>explicitly dedicated topics for inland waterways infrastructure, ports and vessels in the next research and innovation programme</li> <li>continued regional innovation facilitation support to improve access to innovation programmes for microsize and small size businesses and promote market uptake</li> <li>an incentive scheme to stimulate shippers to choose for green. Making greening of inland waterway transport a joint responsibility of the entire logistics chain</li> </ul>

Let's connect Europe by water with an ambitious EU policy action plan and continuity in funding!

## Inland waterways & ports in action



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## Innovation & Greening

Low emission mobility is high on the political agenda and the sector is challenged to investigate into new innovative concepts to further improve its environmental record. A number of front runners from the industry meanwhile invested into new concepts. EBU is promoting innovation in all areas involved and specifically in greening of the fleet. For this reason it advocates a voluntary renewal scheme of the fleet through the establishment of a European Inland Navigation Innovation Fund (EINIF) by combining EU and MS funding in order to avoid a standstill of innovation in the sector. Inland shipping is carbon-efficient.

With the EU goal to shift freight by 30% from road to rail and water by 2030 and by 50% by 2050 to ensure sustainable mobility, the long-term goal is to turn inland waterway transport into a synchro-modal partner in the hinterland of seaports and in continental. It is crucial to improve access to innovation programmes for small

and medium sized business. Greening of inland waterway transport also has to be considered a common responsibility of the entire logistics chain. From Sea-Ports, Sea-Terminal Operators, Port Authorities, Barge Operators, Inland Terminals, Shippers and the industry.

The sustainability goals in various EU policies as well as the agreements reached in the Paris Conference 2015 to reduce CO2 emission is a joint challenge of all players involved in transport. Inland waterway transport as multimodal player can substantially contribute to these goals when the right framework conditions are met.

### Global Logistic Emission Council (GLEC)

In elaborating a new methodological framework to measure greenhouse gasses from inland shipping EBU participated in drafting standards within GLEC.

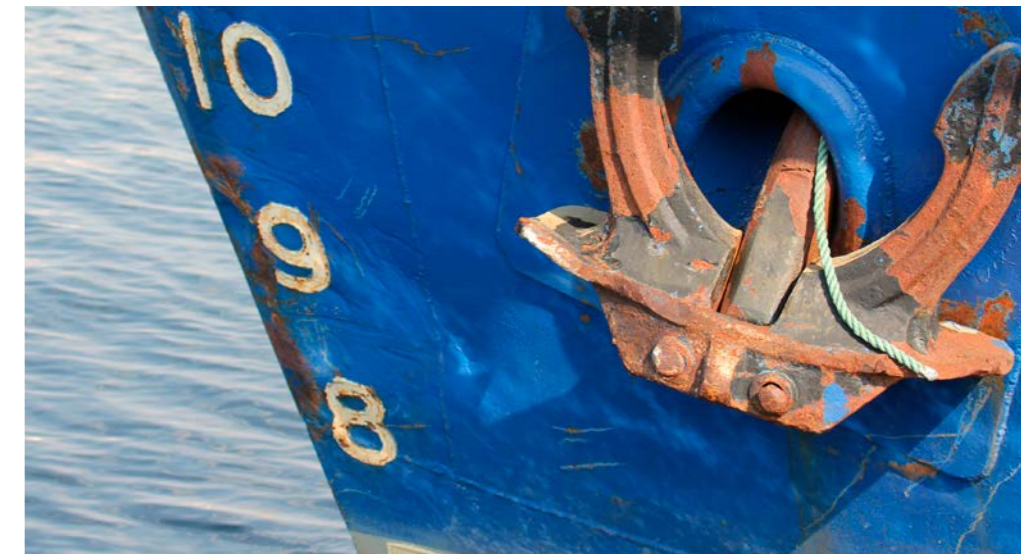
## CESNI – a strong and successful cooperation between administration and industry

EBU since the very beginning was closely involved in both the permanent workgroup and the committee of CESNI, the European Committee for the Establishment of Standards for Inland Navigation.

In 2017 the CESNI-Committee adopted the new European standard laying down technical requirements for inland navigation vessels ES TRIN 2017, which replaces the 2015 edition. The most important amendments are:

1. the emission of gaseous and particulate pollutants from internal combustion engines (adaptation of ES-TRIN to European Union regulations) and
2. new rules for electrical equipment and installations (Chapter 10 of the ES-TRIN). For the time being, the new requirements in Chapter 10 only apply to newbuilding vessels. After an impact assessment, ES-TRIN 2019 will contain transition periods for the existing fleet.

ES-TRIN is not binding per se. The Central Commission for the Navigation of the Rhine (CCNR), the European Union, other international organisations or third countries can apply this standard by referring to it in their respective legal frameworks. The CCNR and EU intend to enact ES-TRIN 2017/1 in a coordinated way, with effect from 07 October 2018, by means of a reference in their respective legislative frameworks.



In 2017, the CESNI / PT working group worked on special provisions applicable to electric vessel propulsion (Chapter 11 of the ES-TRIN). These rules are expected to be included in ES-TRIN 2019. Furthermore the CESNI Committee has decided to set up a temporary working group for electronic systems aboard inland navigation vessels (CESNI/PT/Elec). This group's principal task is to prepare the draft technical requirements for electronic systems (Chapter 12 of the ES-TRIN) as referred to in CESNI's multi-annual work programme.

### Transitional provisions

In 2017 solutions in the context of the framework of the moratorium of certain transitional provisions were negotiated. This moratorium on the transitional provisions has been incorporated in the Rhine Vessel Inspection

Regulations (RVIR) and in the European standard laying down technical requirements for inland navigation vessels (ES-TRIN). The amendments are based on temporary requirements in force that have been extended until 31 December 2019. The most important bottlenecks requiring a solution being maximum noise level for existing vessels, built before 1976, maximum permissible sound pressure in the engine room, sound pressure generated by the vessel at the steering position, noise and vibration in living spaces.

### Passenger shipping committee launched studies to contribute to the CESNI works

In 2017 and 2018, the activities of the passenger shipping committee were focused on two subjects mainly: the transitional provisions and the

EBU promotes acceleration of greening of the fleet by subsidizing additional costs of Stage V engines leading to huge environmental advantages. A 3 billion funding scheme for clean vessels would reduce external costs by 22 billion, a win-win for society and industry.





enforcement actions in the river cruise industry by the authorities in different countries.

EBU started to commission studies into alternatives for three transitional provisions of high relevance for existing ships (alarm systems, escape routes through kitchens, and the second independent propulsion). The research question for each study was: what was the goal of the regulation, and how can we achieve the same goal in a different, less expensive way? In other words: can we achieve a similar safety level by taking different, less expensive measures?

With the results of the studies EBU was able to propose proposals for alternative solutions, were submitted to CESNI which were finally adopted. EBU strongly welcomes the results of

these negotiations leading to alternative measures with a similar safety level at considerably lower costs.

#### Enforcement actions

In 2017 police and labour inspection authorities undertook enforcement actions in the river cruise industry. Unfortunately, these enforcement actions generated much negative media attention.

The EBU-members, however, do not recognize themselves in the image that was created. Where they try to fulfil the regulations as best as they can, they are confronted with a labyrinth of sometimes contradictory national and international regulations. They may meet the requirements in one member state, but may fail in another due to the different interpretations. In several meetings with both

national and international enforcement bodies (like Aquapol) this issue was discussed.

EBU pleads for appropriate action against companies that willingly violate the regulations and for harmonised European legal framework providing legal certainty for all parties involved – regardless of the member state or in which part of the river we sail.

#### EBU appointed as member to the Naiades II expert group

This permanent forum is expected to discuss the policy needs of inland navigation. In preparation of its progress report on the state of implementation of the NAIADES II DG MOVE EBU calls for a strong successor of this action plan.

#### Farewell Willem de Zeeuw as chair Passenger Committee since EBU's establishment in 2002

Willem in his capacity of chair of this committee was strongly committed to increase and guarantee the safety of this sector. He participated in numerous meetings at CCNR in order to contribute as sector representative to the various working groups.

In the past years cruising on inland waterways was booming and of increasing importance in Europe.

Willem in all these areas brought in his huge experience and know how to the benefit of the entire sector. His final success was the adoption of proposals from the sector to the CESNI committee based on studies commissioned by his committee and its members.

EBU owes him many thanks and is pleased to welcome Robert Straubhaar as his successor.

## Transport of dangerous goods characterised by highest safety standards

Regulations for the transportation of dangerous goods issued by the Central Commission for the Navigation on the Rhine (CCNR) have a long tradition. The origin goes back to the end of the 19th century when some provisions met the transport of coal tar and similar products. In 1977 for the first time a complete set of rules was elaborated by the CCNR - the ADN (Accord Européen Relatif au Transport International des Marchandises Dangereuses par Voie de Navigation Intérieure Rhin).

To have a standard legal framework for the carriage of dangerous goods on all European inland waterways the European Commission started the process for an amendment of this situation. Since the 1st of January 2011 the ADN is the decisive legal framework for the carriage of dangerous goods on the inland waterways in the European Union. Meanwhile ADN has been ratified by 18 European countries. ADN is monitored and further developed under the auspices of the UNECE at the UN headquarters in Genève. Amending the ADN is a perpetual process which results in a new edition of the ADN every two years (biennium). Experts of EBU are involved in this process as a Non-Governmental organization and as such are contributing to the process of the further development of this set of rules.

When the new ADN 2019 will enter into force a long period of discussion about a new anti-explosion-concept has reached its end. The new provisions will affect several hundred pages of the ADN, both in the liquid cargo

and dry cargo area. The origin of the discussion goes back about 30 years. All involved industries are invoked to occupy themselves with the new provisions – not to be surprised by the effects from the new concept.

#### Flame arrestors

As result of a fault in the ADN Germany proposed different types of flame arrestors for a large number of products. EBU, together with the industry and Class Societies, put a lot of work and lobby efforts into the case of the flame arrestors. Three INF-documents have been prepared and submitted in Geneva. The original proposal would have meant that a lot of ships would have been forced at high costs to replace their flame arrestors in order to be allowed to carry the same products. After a number of products had been tested, it became clear that ships with the present IIB-3 type flame arrestors, should still be able to carry most products that are listed and that there is no safety issue whatsoever. In the august meeting a 2 year transition period was obtained providing the sector the opportunity to determine what kind of flame arrestor is needed for a number of products. EBU aims together with industry stakeholders to prove that these more stringent demands are not necessary for most products. This will save the barging industry approximately 30 million euro.

#### 10% benzene

In the ADN 2017 a number of positions of products with >10% benzene had disappeared as a result of which these products would have to be shipped in gas barges. In cooperation with the



industry and IAG Products in Berlin we managed to repair this provision. Consequently, these products are still allowed to be carried in normal ADN type C ships.

#### Palm Kernel Expeller

On an annual basis, in the sea ports of the ADN member states, over 1 M. tons of Palm Kernel Expeller („PKE“) are transferred from sea ships into inland barges. PKE is classified as dangerous good during the sea leg of the transport. In IWT it was concluded that the provisions of the ADN were not applicable, resulting in a solution within the national regulations. An INF document will be further discussed in Geneva in 2018.

## Social dialogue & labour market Directive on recognition of professional qualifications

In the social field employers are increasingly being governed by legislative measures established at EU level. Recently an extensive regulation regarding the recognition of professional qualifications throughout the inland navigation sector has been adopted.

It is designed to coordinate existing regulations and introduces a uniform competence-based approach, targeting improved labour mobility and thus supporting the development of a European labour market in order to meet the sector's growing demand for qualified personnel.

*The adoption of the present directive brings another step towards legal certainty and establishes a specifically adjusted framework to meet the needs of the sector. It will enhance labour mobility and contribute significantly to the attractiveness of the work on more than 14,000 vessels in European IWT.*

### Modernisation of manning requirements

Following a round table meeting convened by CCNR in 2014 Social Partners at European level (EBU, ESO and ETF) have agreed on a comprehensive joint strategy to establish modernized manning requirements at a European scale. This strategy, which is strongly supported by EBU on behalf of its members, consists of short term as well as long term commitments. As a result some bottlenecks in the Rhine Navigation Personnel (RNP) Regulation have virtually been resolved. For the longer term a comprehensive research project, aiming to assess the impact of technological and non-technological changes on the work of crew members and to identify the building blocks of a future European manning regulation, is ongoing. The result of this project, titled Towards A Sustainable Crewing System (TASCS), is expected early 2019.

## Congestion in containertransport in seaports – EBU calls for intervention

The container sector again faced huge delays and high costs due to the congestion in seaports, mainly in Rotterdam and Antwerp. Since many years this sector has been suffering from the handling policy in seaport terminals which due to priority setting in favour of the seagoing vessel leads to congestion. After years of discussing this problem with the terminal operators



In 2012 EBU, ESO and ETF have concluded a working time agreement, which **has become a cornerstone of the sectorial labour relations** at European level. Currently the social partners are preparing for an evaluation of the sectorial working time directive, which has been implemented by **EU Member States**.

### Social security

Another priority of the social partners is the coordination of national social security systems in international navigation. Together with the CCNR member states the social partners feel that the applicable social security law should be determined by the seat of the vessel operator throughout the European Union. Until now the challenge to establish this rule, which has been applied by CCNR member states for many decades, at EU level has not yet been achieved. Therefore social partners are currently reviewing their joint strategy in this field.

emerged as a structural failure, reason why EBU called upon the Port authorities and national administrations to take a leading role in solving the problem. Authorities are committed to meet environmental targets, which cannot be reached without using the sustainable mode of Inland Waterway Transport.

## CDNI Treaty a good example of a strong cooperation between the industry and governments

The Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways and its implementing regulations contribute to avoid any wastes into the water.

It is an example of a strong cooperation between the industry and governments origination from a voluntary industry initiative. The treaty is based on the polluter pays principle and lead to a revival of salmon in the river Rhine

a couple of years ago.

EBU in the past year contributed to the negotiations regarding amendments and updates of this treaty. Besides it is expected to submit new proposals regarding the waste disposal charges.

### Degassing

In 2017 a lot of effort has been put into the amendments of the CDNI treaty. After years of discussions in

June an agreement has been reached within the CCNR that clearly defines the responsibilities of all parties involved with respect to degassing. The member states still have to ratify the new treaty which is expected to take at least another 1-2 years. A number of FAQ's are now being developed that will provide further explanation to the most important questions.

## River-Sea Shipping Committee released its strategy

The River-Sea Shipping Committee elaborated its Position Paper regarding the development of the European River-Sea and Short Sea Shipping with recommendations for improvement of the conditions for these areas. It is considered the committee's strategy for the coming years.

AND RIVER-SEA-SHIPPING MARKETS" and delivered a presentation. The cooperation with EMMA is expected to increase the role of River-Sea Shipping in the Baltic Sea Region, for example in Sweden, Finland and Poland.

The committee was involved in the EMMA Project (Enhancing freight Mobility and logistics in the BSR by strengthening inland waterway and river sea transport and proMoting new internAtional shipping services) and provided support to the Policy Paper "STRENGTHEN INLAND WATERWAY TRANSPORT IN EUROPE AND THE BALTIC SEA REGION" by information and recommendations for the development of River-Sea Shipping in the Baltic Sea Region.

The Committee participated in the KEO/EMMA Conference 2018 "PERSPECTIVES FOR INLAND NAVIGATION





## EBU events and participation at conferences and initiatives

### Inland Waterway Transport (IWT) and ports ask Europe for an ambitious policy action plan and continuity in funding



On 15 November 2017 a coalition of inland waterway transport (IWT) and ports has handed over a declaration with its vision towards 2030 to Wim van de Camp, member of the European Parliament and Violeta Bulc, EU Commissioner for Transport. The handing over of the declaration took place during a high-level IWT and

Ports event, hosted by the Port Autonome de Strasbourg.

The joint declaration of the coalition explains the common vision of the inland waterway transport and ports sector towards 2030. Its representatives are convinced that green, smart and congestion-free transport and

logistics serving a circular and bio-based economy, will only be a reality tomorrow if they can build on a solid policy strategy supported by sufficient and effective implementation tools. In this, their focus lies on the need of coordination, investment, legislation and innovation.

### High-level Conference on European Multimodal Freight Transport – for Better Transport Connectivity



On 20 March 2018 EBU participated at the conference organised by **the European Commission** and **the Bulgarian Presidency** will organise this event as part of the 2018 Year of Multimodality which Commissioner Bulc. On invitation by Commissioner Bulc, Mr. MAELISSA, Chief Executive Officer of Danser Group, represented EBU in a workshop and together with Mr. STOAN, TTS in a panel.

### Digital Transport Days 8-10 November Tallinn

EBU's Secretary General participated in a panel dedicated to electronic transport documents. Digitalisation is supposed to significantly improve efficiency, reliability and cost-effectiveness in transport and logistics. In particular, replacing paper with electronic documents is expected to bring important benefits as a result of simplified administration and cost savings. It was also one of the first areas where the (DTLF), an expert group formed of more than 100 public and private stakeholders of which EBU is part as well. Following up on DTLF's recommendation, the European Commission is currently assessing options for a policy initiative. Based on a preliminary analysis, the Commission decided to focus the initiative on the documents which serve as contract of carriage, the documents also most

commonly referred to as "transport documents". Depending on the transport mode concerned, they take the form of consignment notes, waybills or bills of lading, and are governed by specific international conventions. Currently, most transport operations within the EU still involve paper transport documents, in spite of various efforts to digitalise these documents in all modes.

EBU in the panel stressed the need of acceptance of electronic information by public authorities, mainly in the field of container transport where currently a pilot in the Netherlands will be started regarding "paperless sailing". In addition EBU called for a better integration of IWT in the data supply chain and to make the different systems interoperable.

### CCNR RIS workshop and RIS COMEX 17.11.2017

On November 17, 2017, the CCNR organized a RIS workshop to assess the activities of RIS. Furthermore CCNR decided in 2017 that from 1 December 2018 the electronic reporting obligation will also apply to tankers.

EBU Board member Heinz Amacker represented EBU at this workshop and voiced the sector's future demands regarding RIS. This initiative is closely linked to the RIS COMEX project which intends to further establish the RIS services and to increase the interoperability of the different authorities within the RIS structure.

According to its vision the project aims to define and realise seamless RIS Services on Corridor / European level and transfer them into sustainable operation in order to

- enable reliable Route Planning by supplying dynamic and static fairway- and infrastructure information (level 1)
- enable reliable Voyage Planning and Traffic Management, by providing traffic information (level 2)
- support Transport Management of the logistic partners (level 3)

The project will shortly initiate a sector consultation at national and European level and expects to deliver first results in 2019.



### DTLF & DIGITAL TRANSPORT

EBU in the past two years contributed to the **Digital Transport & Logistics Forum DTLF**. As a result of the discussions the Commission recently has published a **Proposal for a regulation of the European Parliament and of the Council** on electronic freight transport information.

EBU welcomes this proposal **which primarily focusses on the obligation for Member States authorities to accept regulatory cargo and waste transport information on an electronic way, guaranteeing data protection and confidentiality of information and thus is in line with EBU's input to the negotiations and public consultation.**

## TEN-T days 2018 Ljubljana

EBU participated at the TEN-days organised by the European Commission on 25-27 April in Ljubljana, Slovenia.

At this event, which gathered numerous transport experts and decision-makers, the Transport coalition presented its **Ljubljana Declaration - More EU budget for transport is the best investment plan for Europe to Commissioner for Budget, Günther Oettinger.**

### Ljubljana Declaration by the Stakeholders of the MFF Transport Campaign [www.moreEUbudget4transport.org](http://www.moreEUbudget4transport.org)

The undersigned European associations representing transport, infrastructure managers, operators, contractors, local and regional authorities, logistics service providers, shippers, users and equipment suppliers in the maritime, inland waterways, railways, road, cycling, aviation and intermodal sectors, as well as supporting industries and companies, endorse the below declaration, and:

#### **Underline that there can be no Single European Market without transport**

Transport addresses the mobility needs of more than 500 million European citizens and ensures the flow of goods from more than 11 million EU industries to their customers. It keeps business and trade up and running, enables the completion of the internal market, and enhances tourism. Transport bridges the gap between the different regions of Europe, links the islands with the mainland, and Europe with its neighbours. Urban nodes in particular are an integral part of the Trans-European Transport (TEN-T) core network and their development can

contribute to providing sustainable and clean mobility solutions. If transport investment stops, the economy stops.

#### **Reaffirm our belief that transport adds value to the daily life of each citizen as a worker, student, traveller and consumer**

A modern and fully integrated transport network, with easy accessibility and high quality services for all customers, is essential for ensuring a good quality of life for all citizens. This is especially important for persons with reduced mobility and, in an ageing society, the elderly.

#### **Recall that transport is an enabler of economic growth and jobs, and EU economic and social cohesion**

1 in 10 Europeans work in the wider transport sector. Investing in transport infrastructure will lead to long term growth and jobs. Every billion invested in the TEN-T core network will create up to 20,000 new jobs, which represents 10 to 15 million extra-jobs by 2030. The IMF estimates that investing 1% of GDP in transport infrastructure will lead to a 1.5% - 2.6% increase in GDP over four years. Transport connectivity can greatly contribute to cohesion, and reduce development disparities between EU countries and regions.

#### **Emphasize that investing in environmentally sustainable mobility and infrastructure is a European priority**

The ambitious decarbonisation and Paris agreement targets can only be met if all transport modes implement sustainable projects and continue investing in green innovative solutions, enabling a progression toward low-carbon and low-energy transport systems. Particularly on the freight side, there is a need to invest in a more efficient and smart logistics chain, and to allow for greater efficiencies through increased connectivity between modes. Moreover, sustainable transport infrastructures need to be more resilient to climate change, and provide added value to society, the economy and the ecology.

#### **Recognise that transport needs to take full advantage of the opportunities offered by digital and innovate technologies**

In the new era of digitalization, the transport and logistics sector needs to develop smart technologies in order to be able to continue delivering rapid and efficient services to its customers. The digitalization and innovation of transport will improve transport management throughout the entire supply chain, leading to savings in terms of time, cost and emissions. It

will also lead to a better use of existing capacity and can be used to monitor the condition of transport infrastructures and other transport assets to prevent failure, leading to further cost reductions. Digitalisation is also an important enabler for multimodality and mitigates the impact of transport on society, in particular improving the transport safety.

#### **Highlight that transport is a key facilitator for trade with third countries**

Moving goods from one country to another relies on global transport and logistics networks. The TEN-T network is a key tool to ensure fast and reliable transport of products from all regions of Europe to the world and vice versa. The TEN-T network needs to be completed and its connectivity with third countries should be enhanced. The EU is the world's largest exporter and biggest trader of goods. However, it is estimated that in the next 10 to 15 years, 90% of the world's growth will come from outside of the EU, so the EU has an interest in making sure that companies remain competitive and have access to new markets.

#### **Acknowledge that the real EU added value of investing in the TEN-T network can only be fully realised once it has been completed, starting with the core network by 2030**

The transport sector is committed to continue modernising and digitalising transport, improving safety and efficiency, enhancing interoperability and multimodality, and reducing transport CO2 emissions, for the benefit of Europe's citizens and economy. In order to be successful, we call upon European policy makers to:

- Increase the EU budget for the Connecting Europe Facility (CEF) under the next MFF to facilitate the completion of the core network, requiring 500 billion euro between 2021 and 2030. The TEN-T network sets the right priorities in terms of



sustainability and cohesion, and can contribute to facing the current transport challenges. Investing in the TEN-T projects has a particularly high European added-value: e.g. the removal of bottlenecks, cross-border projects, European nodes and the harmonisation of technical requirements are unlikely to be financed at national level alone.

- Invest in better and more innovative transport. For the years to come, Europe faces enormous challenges to remain a competitive, mobile and attractive place to live, and an attractive marketplace for investors. Investments in digital, innovative and sustainable transport projects must be accelerated in order to move towards a greener, truly integrated, modern, accessible-to-all, safer, more secure and efficient transport system.
- Continue providing grants as the conventional tool for funding transport projects on the TEN-T core and comprehensive networks.

Grants are essential to complete the network: most transport projects with a high socio-economic value do not generate sufficient revenues to cover total investment costs. After three years, the current CEF Transport budget has been fully utilised. The CEF Calls were on average 2.5 times oversubscribed with high quality and eligible projects.

#### **Believe that the Connecting Europe Facility offers the best guarantee to deliver high EU added value in the transport sector under the next MFF, and provides an opportunity to finance the actual deployment of sustainable transport projects**

A strong CEF with responsible grant management is essential for completing the TEN-T network and greening transport, which will benefit all Europeans. An insufficient budget for transport will put the completion of the TEN-T core network at risk. More EU budget for transport is the best investment plan for Europe.

## EBU-Event 2018 IWT as key player in the multimodal transport chain

The newly elected President Paul Goris welcomed many participants and high level speakers, amongst them the Minister of Transport of the State of North Rhine-Westphalia, the President of the Central Commission of the Navigation on the Rhine (CCNR) as well as the Director General of DG MOVE of the European Commission.

In the Year of Multimodality the policy focus is on the promotion of and shift to sustainable modes away from road. IWT is very well prepared to increase its share and contribute to the mitigation of the negative effects of transport. At the event EBU discussed the possibilities and challenges of multimodal transport with EU decision makers emphasising the crucial role IWT plays in this field.

Disposing over 40.000 km of navigable waterways and over 250 inland ports Inland Waterway Transport IWT carries some 550 million t of goods a year and is of increasing importance in the field of cruising and passenger transport. Contrary to the congested roads the

network of European waterways still disposes over free capacity, offering a huge modal shift potential. As such IWT is a crucial player in the multimodal transport chain. As environmentally friendly mode of transport it substantially contributes to the European and global sustainability goals.

EBU welcomes the Commission's initiative to amend the **Combined Transport Directive** which is the only legal instrument at Union level to incentivise the shift from road freight to lower emission transport modes such as inland waterway transport. The objective of the initiative is to further increase the competitiveness of combined transport compared to long-distance road freight transport which should reduce the share of transport externalities from freight transport and thus directly contribute to sustainability goals as laid down in EU policies as well as COP 21. It is addressing mainly the container sector which is of increasing importance in the field of Inland Waterway Transport.



### Change of Presidency

At its Meeting of the Board of Directors on 12 April 2018 Paul Goris, President of the Dutch member association CBRB and President of the European IWT platform was elected President of EBU. He succeeded Dr. Gunther Jaegers who presided the organisation during the past two years Dr. Philippe Grulois, representative of the Belgian member association Unie der Continentale Vaart, was elected Vice-President.

## The association EBU members

### Austria



#### Berufsgruppe Schifffahrt / Wirtschaftskammer Österreich

Wiedner Hauptstr. 63  
1040 Wien

#### Die 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.

### Czech Republic



#### Avp-Cz Czech Barge Union

K. Capka 211/1  
CZ-40591 Decin 1



The Czech River-Barge Union was established in 2003 and represents ca 95 % of the Czech river fleet.

The mission of the Association is to establish the conditions for the development of inland navigation in the Czech Republic, to represent, formulate, support and promote justified and common interests of its members with the goal to support inland navigation.

### Belgium



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

Axeldreef 9  
B-9810 Nazareth (Belgium)

UCV is an association of Shipowners (companies) and Freight Forwarders, in charge of the interests of the members in all matters of inland waterway transport, representing the members in Belgium and Europe at all levels.

UCV is also a representative association of employers recognized by the Belgian government. UCV is a founding member of the European Barge Union.

#### Algemeen Aktiecomité der Belgische Binnenscheepvaart-organisaties

Ankerrui 42 bus 9,  
2000 Antwerpen

#### Association de Maitres Bateliers des Regions de Liege, Limbourg et Charleroi

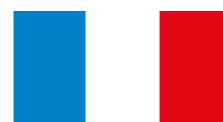
4, Quai de Coronmeuse B-4000 Liege

A.M.B. was officially founded on 7 February 1927. It is an association recognized by the Belgian and Walloon authorities where it is duly represented in several committees, institutions and organizations. Its aim is the promotion, protection and defense of all navigational and professionals interests of its members.

The members are mainly single barge owners, registered mostly in the southern part of Belgium. Some are owners of more than one vessel.

A.M.B. is a founding member of the European Barge Union.

### France



#### Comité des Armateurs Fluviaux (CAF)

8, rue Saint Florentin  
D-75001 Paris



The Comité des Armateurs Fluviaux (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, consortia of single barge owners and some fleets for the sector of industrial transport. These enterprises realize more than half of the inland traffic in ton-kilometers on the national waterways. 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.

CAF is a founding member of the European Barge Union.

## The association EBU members

### Germany



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

Dammstrasse 15-17  
D-47119 Duisburg



The German Association of Inland Navigation, founded in 1974, is a national professional organisation representing the majority of the German inland navigation fleet. It was formed by the merger of regional associations. BDB is headquartered in Duisburg, (a few steps from) Europe's most important inland port. In addition, a permanent representation is located in Berlin which enables an active

substantial exchange on national 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



#### FEDIL - The Voice of Luxembourg's Industry

7, rue Alcide de Gasperi  
Luxembourg-Kirchberg



Founded in 1918, FEDIL - The Voice of Luxembourg's Industry is today a multi-sectoral business federation representing the industry, construction and business services sectors. As regards the Luxembourg economy, the FEDIL member companies represent 25% of added value, 30% of domestic employment and 8 billion EUR

per year in exports. At national level, FEDIL's main objective is to defend the professional interests of its members and analyse all economic, social and industrial issues relating thereto. Furthermore, FEDIL endeavours to develop the spirit and links of solidarity between Luxembourg employers.

At Community level, FEDIL is affiliated to BusinessEurope and has a representative office in Brussels. As an organisation representing Luxembourg employers, it participates in the activities of the International Labour Conference (ILO) in Geneva. It is also a member of the International Organisation of Employers (IOE) and the Business and Industry Advisory Committee to the OECD (BIAC).

### Netherlands



#### Central Bureau for Inland Barging (CBRB)

Vasteland 78  
3011 BN ROTTERDAM



The Central Bureau for Inland Barging (CBRB) is an employers' organisation for companies operating on the river Rhine and other inland waterways. It represents the interests of its (250) members in national and international organisations and governments, and participates in the various consultation platforms in the world of business.

The Bureau takes an interest in the fields of transport policy, labour issues, legal matters, the environment and nautical affairs. Its members are drawn from inland transport enterprises from all market segments – from the tanker and dry-cargo industries to container and roll-on-roll-off transport, from towage and push-towing to passenger transportation. CBRB is a founding member of the European Barge Union.

### Switzerland



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

Südquaistrasse 14  
CH-4019 Basel



The Swiss Association of inland navigation and ports (SVS) represents the interests of the inland navigation industry and its stakeholders towards authorities and other associations. The association is a member of various national and international organisations and holds the secretariat of the 'Inland Navigation' parliamentary group. By the end of 2016 SVS counted some 200 members in the categories individual members (90), companies (50), partners of the inland navigation (45) as well as authorities, associations and organisations (15).

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

## The association EBU members

### Romania



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

St. Albatrosului 2,  
RO-800029 Galati



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

The original name was 'Romanian Association of Inland Ship Owners', but the

membership was extended to include port operators, shipping companies, brokers, insurance companies etc that are acting in the Romanian inland navigation field.

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

The main objective of the association is to promote, nationally and internationally, the interest of their members.

AAOPFR has been an observer member of EBU since 2007 and in 2008 applied for full membership.

### Corresponding Members

#### European River-Sea-Transport Union e.V.

c/o Rhenus Port Logistics GmbH & Co. KG  
August-Hirsch-Straße 3  
D-47119 Duisburg  
Germany



The association ERSTU, with its seat in Berlin, represents the pan-European interests of inland navigation, international river-sea transport, ports, maritime providers and their federations, including industrial customers, forwarders, logistics, trade and transport.

ERSTU was established in 1997 and unites

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

### Corresponding Members

#### IG RiverCruise

Nauenstraße 63A, Postfach,  
CH-4002 Basel



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

As a non-governmental organization it meanwhile is established as the voice for the European river cruise industry, representing common interests for the river cruise industry and matters of its members towards third parties.

Duties and responsibilities of the IG RiverCruise are maintaining contact with organizations, institutions, umbrella associations and regulatory bodies engaged in the river cruise industry. Lobbying at European and national levels as well as spreading operational information are other tasks. Above all, developing and promoting the image of the river cruise industry as one of the fastest growing sectors of tourism is another main target.

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

Brouwersvliet 33 Bus 1  
2000 Antwerpen



The BFTB-FBOTF is the sole Professional Union of transport organizers (freight forwarders and brokers) in inland navigation recognized by the Belgian National and Regional Authorities.

Its aim is to :

- defend the professional interests of her Members in general,
- study and promote all economical and social questions concerning inland navigation in general and the activities of the transport organizers in particular,
- intervene with regional, national and international authorities.

The BFTB-FBOTF was founded in march 1955.

## Structure (as per june 2018)

### EBU-Officials

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

### Executive Committee

- Paul Goris (President), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- Dr. Ph. Grulois, (Vice-President) Unie der Continentale Vaart, Gent
- Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg
- D. Leandri, Comité des Armateurs Fluviaux, Paris
- S. Plüss, SVS, Basel
- L. Cotiga, AAOPF, Galati
- J. Vogelaar, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### Board of Management

#### Austria

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

#### Belgium

- Dr. Ph. Grulois (Vice-President), Unie der Continentale Vaart, Nazareth
- G. van Overloop, De Grave Antverpia, Antwerpen
- S. Kegels, Aktiecomité-Comité d'Action, Antwerpen (alternate member)
- E. Straatman, Orinoco NV, Hoboken (alternate member)

#### Czech Republic

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

#### France

- Francois Boriot, Comité des Armateurs Fluviaux Paris
- D. Leandri, Comité des Armateurs Fluviaux, Paris

#### Germany

- Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg
- J. Schwanen, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
- M. Staats, MSG eG, Würzburg (alternate member)

#### Luxembourg

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

#### Netherlands

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

#### Romania

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

#### Switzerland

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

### Committees

#### Nautical-Technical Committee

#### EBU/ESO

- Chair: J. Zöllner, VBD, Duisburg
- Vice-chair: G. Kester, Koninklijke BLN Schuttevaer-Nederland, Zwijndrecht
- Secretary: L.M.E. Pater de Groot, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

#### Austria

- Herbert Waxhofer, Donau-Tankschiffahrtsgesellschaft mbH, Wien

#### Belgium

- J. Van Duynslaeger, VBR, Edegem
- Don Strauven, Unie der Continentale Vaart VZW, Nazareth
- Alain Blanckaert, Unie der Continentale Vaart VZW, Nazareth
- P. Roland, Association des Maîtres Bateliers, Bodegnée-Verlaine

#### Czech Republic

- S. Tlustos, Ceskepristavy, Praha

#### France

- R. Becart, Compagnie Fuviale de Transport, Le Havre
- B. Cossiaux, Chambre Nationale de la Batellerie Nationale, PARIS
- S. Labeylie, Compagnie Fuviale de Transport, Le Havre
- H. Lacour, Chambre Nationale de la Batellerie Nationale, PARIS
- M. Le Goff, Compagnie Fuviale de Transport, Le Havre
- L. Wootton, Chambre Nationale de la Batellerie Nationale, PARIS

#### Germany

- A. Brahms, MSG eG, Würzburg
- H.G. Heidenstecker, Heidenstecker Schifffahrt, Wesseling
- N. Hohenbild, MS "Catharina", Emmerich
- K. Nandelstaedt, Reederei Schwaben GmbH, Stuttgart
- F. Spiess, Bundesverband der Deutschen Binnenschifffahrt
- V. Westedt, MS "LUV", Bremen
- J. Zöllner (Chair), VBD, Duisburg

#### Netherlands

- B.E. Boneschansker, Thyssenkrupp-Veerhaven BV., Brielle
- A. van Dijk- Volker, Koninklijke BLN Schuttevaer -Nederland, Zwijndrecht

- R. van Doesburg, BLN/KSV-Nederland, Zwijndrecht
- M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- G. Kester (Vice-Chair), BLN/KSV-Nederland, Rotterdam
- S. Oudakker, BLN/KSV-Nederland, Zwijndrecht
- L.M.E. Pater-De Groot (Secretary), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- E. Schultz, Koninklijke BLN Schuttevaer -Nederland, Zwijndrecht

#### Romania

- S. Rodenau, CFNR Navrom, Galati

#### Switzerland

- H. Amacker, Danser Switzerland AG, Basel

### Tankbarging Committee

- Chair: Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg
- Secretary: Robert Kasteel, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

#### Austria

- N. Baumann, Danu Transport GmbH, Wien

#### Belgium

- Dr. Ph. Grulois, Unie der Continentale Vaart, Nazareth

#### France

- B. Grosjean, Compagnie Fluviale de Transport, Le Havre
- S. Fortrye, Compagnie Fluviale de Transport, Le Havre
- J.-M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg

#### Germany

- Dr. G. Jaegers (Chair), Reederei Jaegers GmbH, Duisburg

## Structure (as per june 2018)

### Netherlands

- C. De Graaf, Zwaans Delta Barging BV, Rotterdam
- Robert Kasteel (Secretary), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### Switzerland

- S. Plüss, SVS, Basel

### Dangerous Goods Committee EBU/ESO

- Chair: R. Overveld, Interstream Barging B.V., Geertruidenberg
- Vice-Chair: F.M. Pruyn, Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten
- Secretary: E. Spitzer, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

### Belgium

- Alain Blanckaert, Somtrans N.V.
- A. Devos, CITBO, Brussels
- P. Roland, Association des Maîtres Bateliers, Bodegnée-Verlaine

### France

- E. Gloanec, Compagnie Fluviale de Transport, Le Havre

### Germany

- H. Lorenz, Reederei Jaegers GmbH, Duisburg
- K.M. Meier, Guspaf GmbH, Xanten
- T. Speermann, B. Dettmer Reederei GmbH & Co. KG, Lauenburg
- H. Stöhr, Reederei Deymann Management GmbH & Co KG, Haren

### Netherlands

- Robert van den Bor, SNITS B.V. Stolt Tankers
- D. van Kempen, Chemgas B.V., Rotterdam
- E. Knol, Wijgula B.V., Druten
- S. Oudakker, BLN/KSV-Nederland, Zwijndrecht

- R. Overveld (Chair), Interstream Barging B.V., Geertruidenberg
  - F.M. Pruyn (Vice-Chair), Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten
  - W. van Putten, Verenigde Tankrederij, Rotterdam
  - E. Thijssen, BLN/KSV-Nederland, Zwijndrecht
  - M. Zevenbergen, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- ### Switzerland
- G. Baumgartner, Stetrag AG, Basel
  - M. Maier, Stetrag AG, Basel

### Passenger Transport Committee

- Chair: Robert Straubhaar, River Advice AG, Basel
- Secretary: M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### Austria

- W. Hanreich, DDSG GmbH, Wien

### Belgium

- Mr. Olijslager, Rederij Seastar, Nieuwpoort

### France

- Frank Fiorillo, CroisiEurope, Strasbourg
- Patrick Schmitter, CroisiEurope, Strasbourg

### Germany

- A. Nauheimer, Primus-Linie, Frankfurt am Main
- W. Thie, Neckar Personenschifffahrt Berta Epfle GmbH & Co. KG, Stuttgart
- Fabian Spiess, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

### Netherlands

- N. Arnts, Feenstra Rijn Lijn BV, Arnhem
- H. Heijmen, Constant in Beweging Varende Locaties, Nijmegen
- M. van Helvoirt (Secretary), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

- L. Schuller, Rondvaartbedrijf Zilvermeeuw, Drimmelen
  - H. Teerlink, Rederij Eureka BV, Deventer
- ### Switzerland
- Robert Straubhaar, River Advice AG, Basel
  - D. Buchmüller, River Advice, AG, Basel

### Social Committee

- Chair & Secretary: M. Koning, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### Austria

- P. Blachnik, WKO, Wien

### Belgium

- S. Kegels, Actiecomité, Antwerpen

### Czech Republic

- L. Hradsky, AVP-CZ, Decin

### Germany

- A. Stommel, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
- V. Schumacher, Dettmer Gruppe, Duisburg

### France

- D. Leandri, Comité des Armateurs Fluviaux, Paris
- J.P. Rous, SOGESTRAN, Le Havre

### Netherlands

- M. Koning (Chair and Secretary), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- J. Naaborgh, Chemgas Shipping, Rotterdam

### Romania

- L. Cotiga, AAOFP, Galati

- S. Cucu, AAOFP, Galati

### Pushbarging Committee

- Chair: vacancy
- Secretary: J. Vogelaar, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### France

- F. Szilagyi, Compagnie Fluviale de Transport, Le Havre

### Germany Vacancy

### Netherlands

- Z. Brasser, Eurobulk Transportmaatschappij, Dordrecht
- J. Davidse, Thyssen-Krupp-Veerhaven B.V., Brielle

### River-Seashipping Committee

- Chair: Mr. Werner Plenkmann, ARKON Shipping GmbH & Co. KG, Haren/Ems
- Secretary: Dr. Wolfgang Hebenstreit

### Germany

- Wolfgang Nowak –Imperial Shipping Services GmbH, Duisburg,
- Ralf Uebachs, Rhenus Maritime Services GmbH, Duisburg,
- Markus Nölke, SPC Short Sea Shipping Inland Waterway Promotion Center, Bonn,
- Torsten Westphal; ARKON Shipping GmbH & Co. KG, Haren/Ems,
- Gerd Wessels, Wessels Reederei GmbH & Co.KG, Haren/Ems,

### Norway

- Jostein Bjørgo, Wilson Euro Carriers AS, Bergen

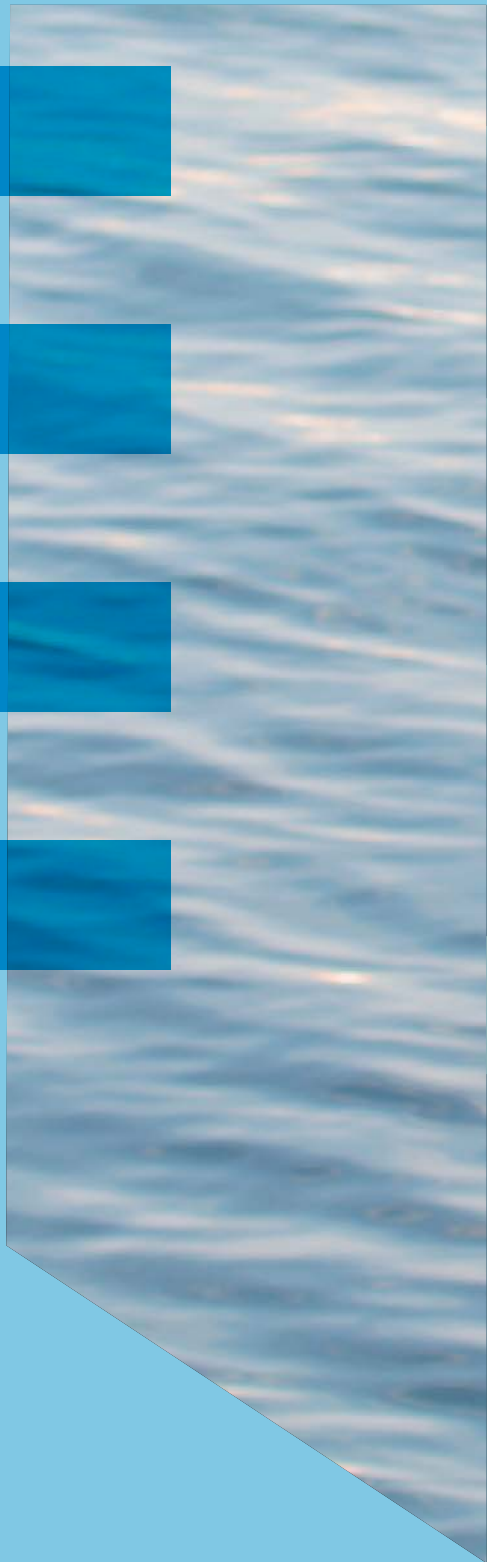
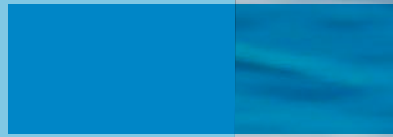
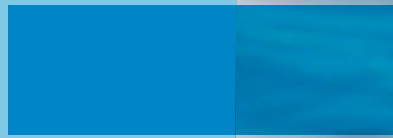
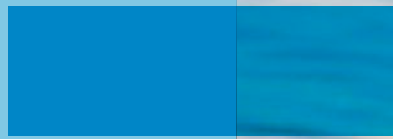
### Russia

- Alexey Klyavin, Russian Chamber of Shipping, Moscow
- Captain Evgeny I. Sipirin, Russian Chamber of Shipping (maritime safety and shipping), Moscow

### Environmental Coordinator

- J. Vogelaar, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam





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