ANNUAL REPORT 2013/2014

ebu

EUROPEAN BARGE UNION

Content

Introduction

Inland navigation offers a huge modal shift potential. Due to its positive externalities compared to other modes of transport and its cost efficiency and environmentally friendliness it substantially contributes to the sustainable European transport policy.

The industry in the last year still sailed under difficult economic circumstances. Although the volumes increased to a certain extent, the rates are still under strong pressure. Due to the overcapacity caused by the economic crisis the industry continues to suffer from difficult situations in the various segments. Certain segments, like tankbarging, are more affected than others. This mirrors more or less the overall situation of the European economy. Despite first signs of recovery transport still faces tremendous challenges.

In the past year the European transport policy has been reshaped by introducing the new frame for the Transeuropean Networks and launching a new action programme to support inland navigation, the so called NAIADES II. In preparation of the new policy instruments our association has been actively involved to shape the right preconditions for the future positioning of the sector. The coming period will need to materialise the benefits of inland navigation within the context of the new framework.

We are convinced that inland waterway transport can play a much stronger role as soon as the necessary framework conditions in favour of our sector are set. With the newly elected European Parliament and the new Commission later this year we hope to create the favourable environment to realise these goals.

Didier Leandri
President

New Policy Instruments

In political terms 2013 was characterised by the release of some important policies at European level. Reference is made to the European Union's TEN-T Guidelines and their financial instrument, the Connecting Europe Facility. This policy aims to connect the European regions and to remove bottlenecks that hamper the smooth functioning of transport.
The European Commission launched another NAIADES Communication, which aims to provide the necessary framework conditions to support inland waterway transport in order to remain the quality mode of transport it has always been. In close cooperation with the European Commission the Central Commission for the Navigation on the Rhine (CCNR) released its 'Vision 2018' which intends to contribute to the implementation of NAIADES II in its key areas. By doing so the CCNR aims to contribute to the sustainable development of inland navigation in ecological, social and economic terms.

Over the years EBU has been strongly engaged to contribute to the elaboration of the above and other policy instruments that are of importance to the future development of the sector. EBU is dedicated to keep the sectors leading records and role in terms of environmentally friendliness and to contribute to the development of a sustainable transport system.

This report will focus more in depth on the potential of inland waterway transport in the different areas against the background of these policy instruments.

TEN-T

Guidelines Introduce Multimodal Corridors

EBU welcomes the new European TEN-T guidelines together with the related financial instrument, the Connecting Europe Facility (CEF) and the ambitious plans as set out in them. The aim to remove major bottlenecks and barriers in key areas of transport infrastructure is expected to contribute to quality waterway infrastructure. EBU shares the view that a future approach has to concentrate on projects that benefit the entire transport system in economic and ecological terms. Significantly increasing the share of Inland Waterway Transport (IWT) will contribute to the de-carbonisation goal of the European policy.

Europe features more than 36.000 km of waterways, amongst them huge rivers like the Rhine, the Danube, the Seine and the Elbe. This network is connected by hundreds of inland ports and offers congestion free capacity. Rivers and waterways can absorb much higher volumes of transport. In order to materialize the principles as set out in the guidelines a number of preconditions have to be met:

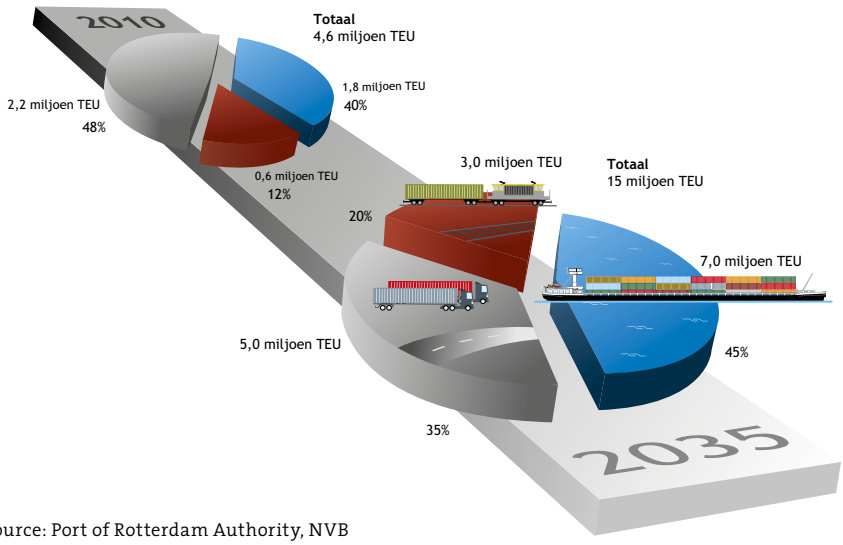
1. Building largely on the existing infrastructure and making use of existing potential will lead to an efficient transport system. Together with prioritisation and rebalance of cargo flows this must lead to better use of the existing resources in a more efficient and effective way. Concentration on projects that benefit the entire transport policy deserves support.
2. The environmental challenges as expressed in the overall European policy can be far better addressed by making full use of environmentally friendly modes like inland waterway transport.
3. The future approach has to concentrate on the interconnectivity of modes within the transport and logistic chain. For a better integration of modes ports are estimated to play a major role in the TEN-T policy. Both seaports and inland ports will increasingly contribute to the distribution of the cargo flows and the interconnectivity.

Modal Integration within the Ten-T Corridor Concept

The European Commission has recently (re-)appointed European coordinators for the core network corridors of the trans-European transport network. Inland waterways are part of 6 of the 9 core TEN-T corridors. The core network is intended to transform East–West connections, remove bottlenecks, upgrade infrastructure and streamline cross-border transport operations for passengers and businesses throughout the EU.

EBU expects that in this concept Inland Waterways as major part of the core network which links East and West, old and new Member States will be sufficiently supported to benefit from their positive effects.

Modal split development container transport on the Maasvlakte, the Netherlands



Source: Port of Rotterdam Authority, NVB

TEN-T

Guidelines Introduce Multimodal Corridors

The chosen funding framework, which is considered to boost projects and lead to a huge return in investment, can contribute to coordinating both European and national resources. It must however be based upon solid and fair calculation methods and principles, taking into account the best cost-benefit relations. Properly functioning infrastructure offers a remarkable modal shift potential. Certain areas, such as the Port of Rotterdam, have already recognized this potential and aim to shift much more cargo flows towards inland waterways. EBU strongly encourages other ports to follow this example.

Bottlenecks and missing links

Unfortunately the full development of inland waterway transport is hampered by a number of bottlenecks and missing links. Due to these bottlenecks, missing links and lack of maintenance of the waterways EBU'S members in the past years suffered too long periods of non-reliability and huge losses. Examples are the insufficient navigability conditions on the rivers Danube and Elbe.

This led to a drastic decrease of the transports on the waterways in the past years resulting in negative effects for the entire logistic chain.

At this stage the corridor coordinators are challenged to make the best use of existing infrastructure. In terms of cost-efficiency, investment in waterways means a huge return on investment and is beneficial to the overall transport system and society.

Major bottlenecks and missing links

A number of serious bottlenecks in the European waterway system hampers the full use of inland waterways. The most conspicuous examples of this are the Danube Basin along the joint Bulgarian-Romanian section and along the river Elbe.

Source: PLATINA (2012)

1. Danube

As second largest river in Europe the Danube river offers huge potential for a modal shift and development of the Eastern European economy.

2. Elbe

The river Elbe in the Czech section is characterised by a persisting instability of the water level on the regulated section of the river.

There are huge prospects of IWT in the Czech Republic. Where actually the lack of stability in waterlevel leads to substantial losses for the carriers and non-reliability of the industry the expected removal of the bottlenecks and missing links within the TEN-T planning can contribute to the full deployment of the sector.

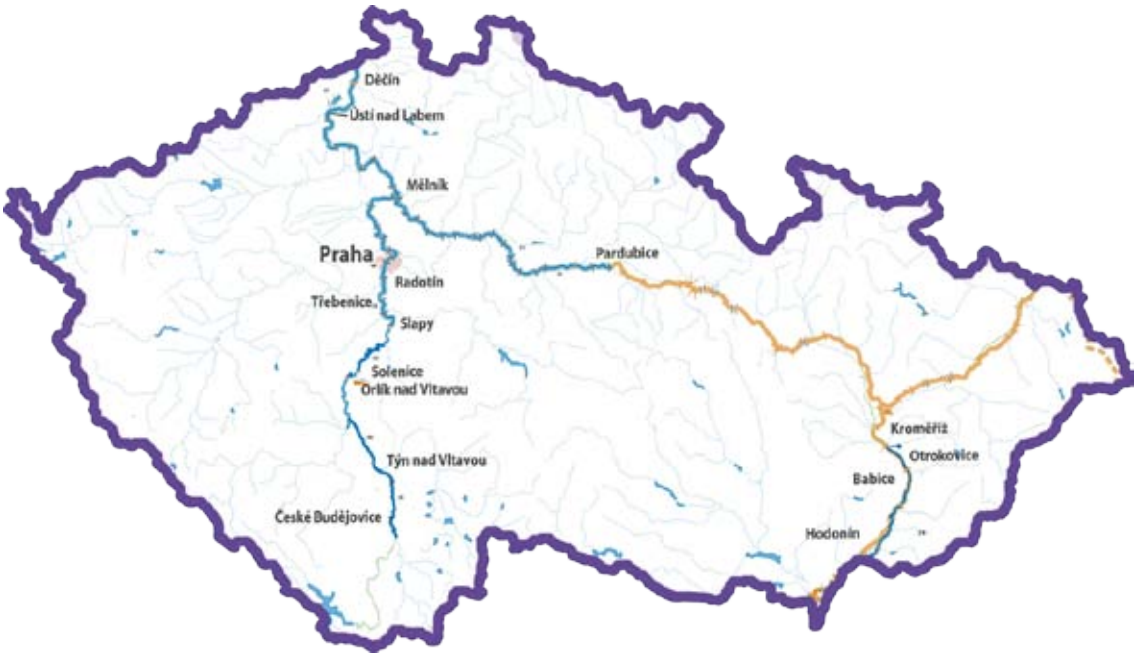
Fast Facts

- Second largest river in Europe (after the Volga), flowing more than 2,800 km from Bavaria's Black Forest in Southern Germany to its delta on the Black Sea in Romania
- Directly linked to the Rhine and North Western Europe by the Rhine-Main-Danube Canal, opened in 1992
- Drains 10% of the entire European continent, covering all or part of 18 countries Serves a region of 100 million people spanned by 126 bridges

DANUBE AND DANUBE STRATEGY TO BOOST THE DEVELOPMENT OF IWT

The JOINT STATEMENT signed by the Minister of Transport of Romania, the Minister of Transport, Information Technology and Communications of the Republic of Bulgaria and the European Coordinator of the Rhine-Danube Core Network Corridor on 19 June 2014 must ensure the conditions for navigation on the Romanian-Bulgarian common sector of the Danube River.

EBU calls upon the responsible actors to carry out the necessary works without delay.



TEN-T

Guidelines Introduce Multimodal Corridors

3. Promising Seine-Scheldt connection – biggest European Canal Project in 30 years - seeks support

The European project canal Seine-Scheldt aims to establish a major economic corridor across Europe between Le Havre, Paris and Amsterdam. It was designed to relieve some of northern Europe's most congested motorways by shifting freight from trucks to barges, e.g. in Belgium, Germany and the Netherlands.

The proposed new corridor was selected in October 2013 by the EU as one of the five major projects of 'interconnection mechanism for Europe' to promote, eligible for European funding in the period 2014-2020. On the occasion of the Informal Council meeting of EU Transport Ministers, in October 2013 in Tallinn (Estonia), a joint declaration was signed by Siim Kallas, European Commissioner for Transport, Frédéric Cuvillier, the French Minister for Transport, and his Belgian and Dutch counterparts. This statement emphasizes their common desire to see the Seine-Nord Europe / Seine-Scheldt project pushed forward. The European Union agreed to fund up to 40 percent of construction costs. EBU strongly encourages the French government to start realising this century project without delay. If the project gets a definitive green light next year, the canal can come into service in 2022.

Technical characteristics of the project:
- link between Oise River and the Canal Dunkerque-Escaut
- river barges carrying up to 4400 tons
- efficient access to 6 ports of the northern range
- 106 km long
- 54 meters wide
- 4.5 meters in depth

Economic Impact:
- Seine-Nord will prevent circulation of more than 600,000 trucks per year.
- Potential of delivery to up to 60 million consumers.
- The economic impact is estimated at more than 8 billion euros.

NAIADES II

inland navigation high on the political agenda

EBU welcomed the Communication on NAIADES II that was launched by the European Commission on 10 September 2013. It shows a high level of ambition in providing the necessary framework conditions to support inland waterway transport in order to remain the quality mode of transport.

In its Communication the European Commission aims to provide support to the industry through an action programme which covers various fields such as infrastructure, innovation, smooth functioning of the market, greening the fleet, skilled workforce and quality jobs as well as integration into multimodal logistics chains. The Commission is committed to taking leadership in various fields regarding e.g. quality infrastructure. EBU counts on the European Commission to reserve sufficient budget for inland waterways to move towards a sustainable transport system in the coming years.

Innovation and green fleet

The sector is expected to take a leading role in the area of innovation. Notwithstanding the economic difficulties in which the sector has been sailing for a couple of years now, it has already unfolded **new initiatives in terms of innovation** and introduction of new solutions to cope with the challenges ahead. Examples are the introduction of the first vessels on the market sailing on LNG and pilots for the broad deployment of LNG both as fuel and as cargo.

Greenstream, first inland vessel fully sailing on LNG

Although EBU has doubts regarding certain assumptions referring to the sector's greening record as referred to in the Communication, e.g. on the methodology of calculating the external costs, EBU is committed to paying a major contribution to the emission reduction in transport and to contributing to the innovative development of the fleet.

Revision of Directive 97/68/EC on NRMM

A sound balance between new emission standards and technical and economic feasibility is vital for inland navigation!

Inland Waterway Transport is the most environmentally friendly mode of transport today. The sector is strongly contributing to the European Strategy 2020 and its climate targets.

Current revision plans are overly ambitious and endanger IWT in EU

Where IWT already has the lowest emission of CO_2 compared to other modes, the sector is committed to achieve a much lower emission standard also in

NAIADES II

inland navigation high on the political agenda

terms of NOx and PM, even if recent studies on behalf of the German ministry of environment showed that TREMOD data on the share of IWT in NOx and PM pollution have been overestimated very much.
A new emission standard needs to be based on realistic possibilities and must guarantee a level playing field compared to other modalities covered by NRMM.

EBU is concerned that overly ambitious emission limits could be detrimental to the viability of inland shipping.
To set ambitious, but viable emission standards, the sector demands the alignment with large market engine standards e.g. with US EPA and IMO rather than introducing isolated standards for inland vessels in Europe.

Applying global standards to new inland vessel engines will lead to

- a remarkable reduction of air pollutants compared to the actual situation - equalling 80 % -, while maintaining the climate, accident and congestion advantages of IWT
- the availability of engines for the industry at affordable prices

EBU strongly opposes the introduction of an isolated standard for inland vessel engines due to the technical impossibility.
This would be contra productive and against the European Commission's aim to boost IWT and increase its share in the overall transport volume as proposed under NAIADES II.

EBU encourages the greening of the fleet by installing new engines with the newest available technologies. However, a sound balance between environmental protection and technical and economic feasibility must be kept in mind as the current NRMM revision is likely to be of highest economic importance for the sector in the next decades.

Jan van 't Verlaat

Inauguration of the 'Eiger-Nordwand', the first inland waterway vessel to be retrofitted with pollution-reducing Liquefied Natural Gas (LNG) engines. This pilot vessel represents one of the milestones of the EU-supported 'LNG Masterplan Rhine-Main-Danube' project, which is a series of studies and trials to assess the use of Liquefied Natural Gas (LNG) as a shipping fuel in the European inland waterway sector. It is a great technical accomplishment that paves the way for more clean fuels to be deployed on the entire transport supply chain along the inland waterway networks.

Labour market and professional qualifications – a major issue asking for engagement and leadership by EBU

EBU shares the vision of many employers in the inland navigation sector that ageing is becoming a major threat to the availability of qualified personnel on the European labour market. Demand for adequately qualified crew members is expected to increase in the near future due to economic recovery. Therefore we strongly support initiatives to facilitate the functioning of the sectoral labour market focusing on the European river basins. EBU participates in the Common Expert Group which is developing a legal framework for multilateral recognition of professional qualifications and various related issues, such as the introduction of electronic Logbooks and Service Record Books as well as the use of simulators for training and examination purposes.

Within the sectoral Social Dialogue Committee EBU represents the employers' interests at European level on behalf of its member organisations. In 2012 the social partners concluded a working time agreement and requested the EC to propose a sectoral Directive to the Counsel. Furthermore the Social Dialogue is currently investigating the issues of on-board working and living conditions, social dumping/unfair competition and modernisation and harmonisation of manning requirements.

DIRECTIVE CONCERNING THE IMPLEMENTATION OF THE AGREEMENT ON WORKING TIME IN THE INLAND WATERWAY SECTOR ADOPTED BY THE COMMISSION

After many years of negotiating with our social partners the Commission adopted the proposal for a Directive concerning the implementation of our agreement on working time in the inland waterway sector.

The agreement sets minimum rules on working time for passenger or cargo transport ships in inland navigation across the EU.

These rules would apply to crew members and shipboard personnel and would complement the general working time Directive (2003/88/EC), which does not cover inland waterway workers.

In the field of social security the social partners have actively contributed to the establishment of an agreement on the basis of EU-Directive 883/2004 which states that the applicable law is determined on the basis of the registered office or place of business of the operator of the ship. Until now this principle has only been adopted with regard to the navigation of the Rhine, but the social partners jointly support the roll-out of it to all European waterways.

Special Reports

INLAND CONTAINER TRANSPORT ON THE RISE

Container transport is the inland shipping segment that has received by far the most attention during the last few years. The developments with regard to the Second Maasvlakte ('Maasvlakte 2') in the Port of Rotterdam, the obligation the Port of Rotterdam imposed on its customers to have 45% of all hinterland container transport carried out by inland waterways, and the green image of inland waterway transport, all constitute a great incentive to the inland waterway container market.

EBU is in favour of enlarging these kinds of obligations to all maritime ports.

Nextlogic

In order to cope with the challenges of the future, in 2012 the inland container shipping industry initiated a project, called Nextlogic, financed by the Port of Rotterdam and the Dutch Transport Ministry. In 2013, over 40 employees of over 25 market parties, from container barge operators, deepsea shipping lines, deepsea terminals, empty depots and inland terminals continued their hard work to accomplish the targets of Nextlogic:

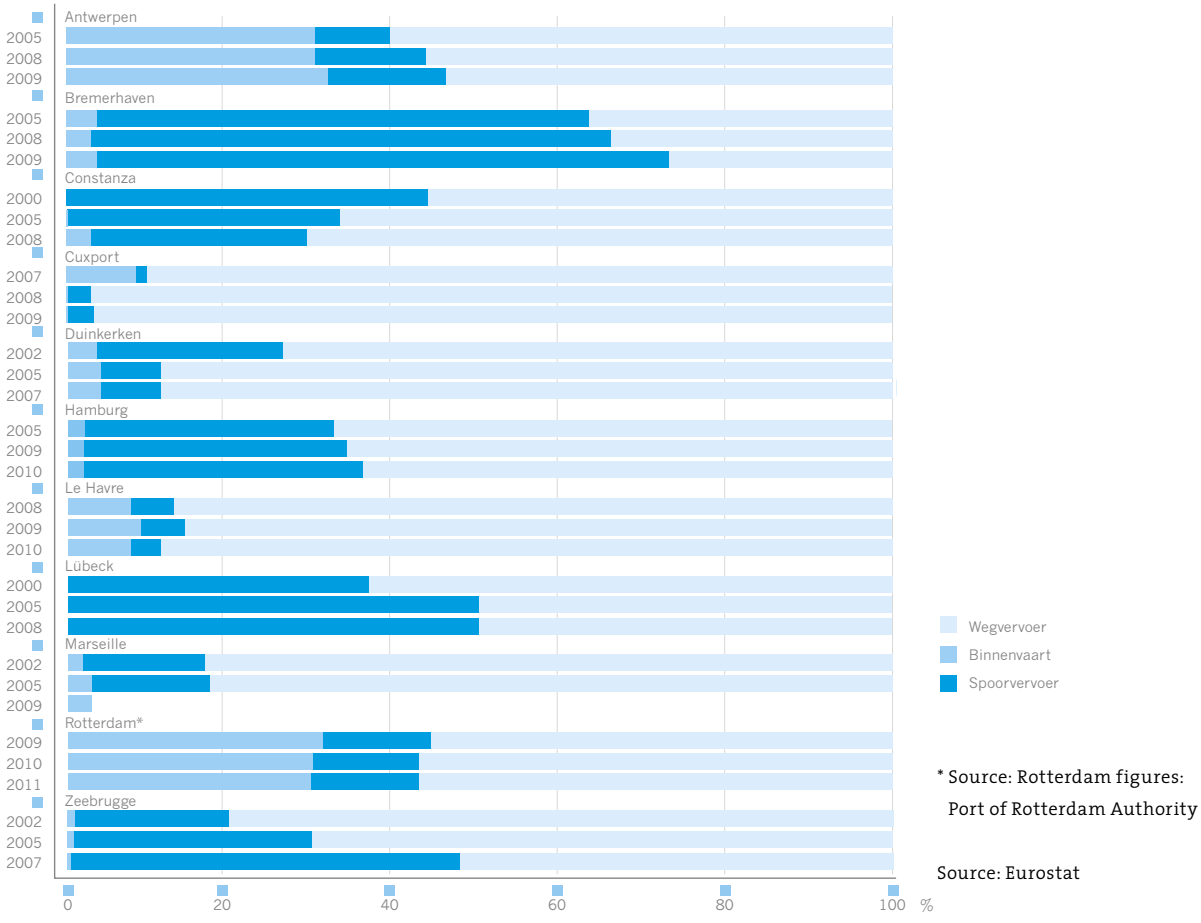
1. Call size optimization: bundling container volumes, both in the hinterland and in the seaport, in order to call at less terminals with more volume.
2. The development of an intelligent, neutral, central planning tool to allocate terminal and depot slots to inland ships (the so-called 'brain'), to reduce waiting times and to improve the utilization of barges, cranes, quays and other equipment. This 'brain' will lead to a true system leap into a totally different way of planning terminal and depot slots and barges.
3. Monitoring and data exchange.

A number of possibilities for call size optimization have been explored, and the so called 'pull-concept' was elaborated and tested; in 2014 an extended pilot will be implemented. Furthermore, a quarterly monitoring report has been introduced, whereby the performance of the inland container sector will be measured on the basis of 9 KPI's. Last but certainly not least, an extensive functional requirements document for the development of the 'brain' has been developed that combines all state-of-the-art knowledge in this particular field.
The development of the project was rather laborious. After all, considerable interests are involved, and it is difficult for stakeholders to release the control of their own process. Therefore, it was decided not to go for a 'big bang', but instead to choose a more step-by-step approach, where by means of a small scale practical pilot the effects of the new planning procedure will be monitored, prior to developing the 'brain'. This will make the road longer, but the end goal (an integral, neutral planning of terminal and depot slots in the port of Rotterdam) remains unchanged.

Container shipping – a dynamic industry

The container shipping industry is a dynamic and constantly evolving industry with many different types of containers being developed and customised to suit the various needs of the market/trade, some global, some regional and some local.
To accommodate the loading of Euro pallets, a new container type called the Pallet Wide (PW) Container was created. Externally it does not differ from a normal ISO standard container.
The 45' pallet wide container type is more and more used in international trading but its dimensions are not completely optimized for inland shipping. This is the reason why standardization organizations such as CEN and ISO are in the process of evoluating technical specifications.

Modal split hinterland container transport of EU seaports



* Source: Rotterdam figures: Port of Rotterdam Authority

Source: Eurostat

Special Reports

INLAND PASSENGER SHIPPING: RIVER CRUISES AND DAY TRIPS IN EUROPE INCREASINGLY POPULAR

Paris is the first passenger inland port with an annual apacity of 7,5 mio passengers

Passenger transport on the European inland waterways not only plays an important role in the wide range of touristic and leisure services, with various sightseeing, day trip and river cruise ships, but also in respect to (regional) mobility, with several ferry services providing swift, efficient and reliable mobility to numerous commuters. Moreover, the passenger shipping sector in combination with freight transport significantly contributes to the inland value chain.

Although the last few years have shown a decline in turnover for a considerable part of the passenger shipping companies, the number of shipbuilding projects is still high, especially in the hotel cruise segment, thus adding substantial new capacity to this particular market.

Waste Treaty

The waste Treaty, or rather the ban on overboard discharge of waste water for passenger ships, remains an issue. During 2013 it became clear, that many waste water treatment plants which are already in operation on board of passenger ships, cannot comply with the technical requirements.

Many shipping companies invested in these treatment plants prior to the entry into force of the Waste Treaty, when the technical specifications had yet to be further elaborated. Dozens of hotel cruise ships are involved, and an adequate solution will have to be found.

Technical regulations

The transitional provisions with regard to technical regulations were another much discussed issue in 2013. Intensive lobby by the EBU proved successful: the CCNR decided in its plenary 2014 spring meeting to postpone the most burdensome transitional provisions. For passenger shipping, the most important provision is the one with regard to the second, independent engine room, where the costs involved are in no relation to the potential safety benefits. Postponement of these transitional provisions buys us time to work out proper alternatives.

This survey is also necessary in the field of fair and non-discriminatory competition between operators.

On a broader view it is of utmost importance to make it clear to stakeholders that the passenger shipping sector should be considered as highly important and strategic as freight transport. This leads to an alignment of some regulations, especially in the field of supporting measures i.e annual calls for interconnection in Europe.

News

CHANGE OF PRESIDENCY

EBU at its board meeting on 7 April 2014 nominated Didier Leandri, representative of the French member association CAF as its new president. Dr. Gunther Jaegers, representing the German member association BDB, was elected as vice-president.

EBU SEMINAR 2014

EU-policies to support inland waterway transport

In the premises of the Dutch Permanent Representation to the EU the representatives of the inland navigation industry together with their guests and partners discussed the 'Modal integration of inland waterways within the TEN-T multimodal corridor concept'.

In his opening speech Didier Leandri, newly elected president of EBU, emphasized the potential of inland waterway transport against the background of the challenges of the European transport policies. Given the benefits of this sector it offers enormous opportunities to meet the economic and ecological EU-targets.

Olivier Onidi, Director of the European mobility network at DG MOVE, stressed in his key note speech the importance of inland waterway transport for the EU and the key areas to support the sector.

More information on www.ebu-uenf.org

Modal Integration within the Ten-T Corridor Concept

In the panel discussion EBU's secretary general, Theresia Hacksteiner, discussed with a number of high level panel members, how to organize the corridor in order

to meet the expectations of the industry by focusing on the potential of Inland Waterway Transport within the multimodal transport chain. The European Commission has recently appointed European coordinators for the core network corridors of the trans-European transport network (or TEN-T). Inland waterways are part of seven of the nine core TEN-T corridors.

The seminar led to the conclusion that the full integration of inland waterway transport into the corridors requires

- guaranteeing quality infrastructure and the reliability of the waterways
- providing reliable waterway conditions in order to act as a reliable partner towards its clients
- deployment of alternative fuels infrastructure in the Union in order to minimise the oil dependence and mitigate the environmental impact of transport.

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.

Belgium

Unie der Continentale Vaart v.z.w.
Kleindokkai 3-5
B-9000 GENT

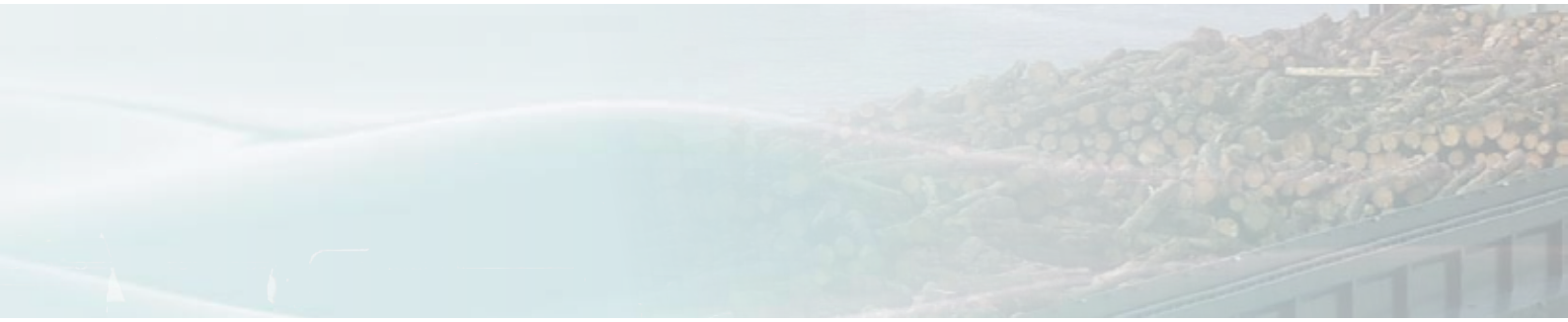
UCV is an association of Shipowners (companies) and Freight Forwarders, in charge of the interests of the members in all matters of inland waterway transport, representing the members in Belgium and Europe at all levels.
UCV is also a representative association of employers recognized by the Belgian government.
UCV is a founding member of the European Barge Union.

Algemeen Aktiecomité der Belgische Binnenscheepvaartorganisaties
Ankerrui 42 bus 9,
2000 ANTWERPEN

Association De Maitres Bateliers Des Regions De Liege, Limbourg Et Charleroi
24, 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.



Czech Republic

AVP-CZ Czech Barge Union
K. Capka 211/1
CZ-40591 DECIN 1

The Czech River-Barge Union was established in 2003 and represents ca 95 % of the Czech river fleet. The mission of the Association is to establish the conditions for the development of inland navigation in the Czech Republic, to represent, formulate, support and promote justified and common interests of its members with the goal to support inland navigation.

France

Comité des Armateurs Fluviaux (CAF)
8, rue Saint Florentin
D-75001 PARIS

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

Bundesverband der Deutschen Binnenschiffahrt e.V. (BDB)

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 - Business Federation Luxembourg
7, rue Alcide de Gasperi
Luxembourg-Kirchberg

Fedil
Business Federation
Luxembourg

Founded in 1918, Fedil – Business Federation Luxembourg is today a multisectoral 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 12 E
3011 BL 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 (400) 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 2011 SVS counted some 255 members in the categories individual members (120), companies (74), partners of the inland navigation (32) as well as authorities, associations and organisations (29). 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.

Structure (as per August 2014)

EBU-OFFICIALS

- President, Didier Leandri (F)
- Vice-President, Dr. Gunther Jaegers (G)
- Secretary General, Theresia Hacksteiner

BOARD OF DIRECTORS

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

Czech Republic

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

France

- D. Leandri (President), Comité des Armateurs Fluviaux, Paris

Germany

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

Luxembourg

- R. Winkin, Fedil-Business Federation Luxembourg, Luxembourg
- R. Tadsen, Imperial Shipping GmbH, Wasserbillig

Netherlands

- Ir. T. Muller, 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

- A. Auderset, SVS, Basel
- B. Heydrich, Ultra-Brag AG, Basel

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- *Vice-Chair:* J. Zöllner, VBD, Duisburg
- *Secretary:* J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

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- J. van Duynslaeger, VBR, Edegem
- D. Mertens, Unie der Continentale Vaart VZW, Mechelen
- P. Roland, Association des Maîtres Bateliers, Bodegnée-Verlaine

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- S. Tlustos, Ceskeprístavy, Praha

France

- M. Le Goff, Compagnie Fuviale de Transport , Le Havre
- J.-M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg

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- N. Hohenbild, MS "Catharina", Emmerich
- V. Westedt, MS „ LUV", Bremen
- J. Zöllner (vice-chair), VBD, Duisburg

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- B.E. Boneschansker, ThyssenKrupp-Veerhaven B.V., Brielle
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- G. Kester, Binnenvaart Branche Unie, Rotterdam
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Romania

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Switzerland

- H. Amacker, Danser Switzerland AG, Basel

Structure (as per August 2014)

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- *Secretary:* Jan Vogelaar, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

Austria

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

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- J.-M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg

Germany

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

Netherlands

- C. De Graaf, Zwaans v.d. Heuvel Tankvaart B.V., Rotterdam
- R. Overveld, Interstream Barging Europe B.V., Dordrecht

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- R. van Westenbrugge, SVS, Basel

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- *Chair:* R. Overveld, Interstream Barging Europe B.V., Dordrecht
- *Vice-Chair:* F.M. Pruyn, Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten
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- D. Mertens, Unie der Continentale Vaart VZW, Mechelen
- P. Roland, Association des Maîtres Bateliers, Bodegnée-Verlaine

France

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- K. Pöttmann, Stolt-Nielsen Switzerland AG, Zug
- T. Speermann, B. Dettmer Reederei GmbH & Co. KG, Lauenburg
- H. Stöhr, Reederei Deymann Management GmbH & Co KG, Haren

Netherlands

- D. van Kempen, Chemgas B.V., Rotterdam
- R. Overveld (chair), Interstream Barging Europe B.V., Dordrecht
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- F.M. Pruyn (vice-chair), Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten
- W. van Putten, Verenigde Tankrederij, Rotterdam

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- M. Maier, Stetrag AG, Basel

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- *Secretary:* M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

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- W. Thie, Neckar Personenschiffahrt Berta Eplle GmbH & Co. KG, Stuttgart

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- L. Hradsky, AVP-CZ, Decin

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- D. Leandri, Comité des Armateurs Fluviaux, Paris

Netherlands

- M. Koning (chair), Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
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Romania

- S. Cucu, AAOPF, Galati

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

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- J. Davidse, Thyssen-Krupp-Veerhaven B.V., Brielle
- W.G.A. Nuy, Provaart Logistic, Hendrik-Ido-Ambacht

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