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EUROPEAN BARGE UNION (EBU) is the European association of barge owners and barge operators. Established in 2001, EBU meanwhile represents the interests of barge owners and barge operators in eight European countries.

EBU's main objective is to represent the interests of inland shipping at a European and international level and to contribute to the development of a European inland navigation policy. EBU thus promotes the development of inland shipping and of the transport by inland navigation vessels.

# Challenges ahead



The industry still sailed under heavy conditions in the past year. Since the start of the economic crisis IWT has severely suffered from its consequences. This collapsing market situation, which marked the past years, still continues and it will take another couple of years for the sector to recover. To cope with these difficulties different initiatives have been taken to overcome the crisis within the sector, so far without support by the relevant institutions however.

Notwithstanding these difficulties the sector also unfolds 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. The sector is committed to pay a major contribution to the emission reduction in trans-

port. Since the sector has been sailing on sulphur free fuel since 2011 and due to its other characteristics it has already the lowest carbon foot print of all transport modes. Further steps however will be taken to move towards zero emission in the future.

After the release of the new White Paper and a revision of its TEN-T policy the European Commission last year launched a Staff Working Document on the follow up of its inland waterway policy. In the White Paper the Commission recognised that NAIADES has created a momentum for a common European policy and thus undertakes to ensure the continuity of the implementation measures by elaborating a follow up of the existing programme. The appropriate framework aims to cope with the future development of Inland Waterway Transport within the realisation of a sustainable transport policy. The full integration of IWT into the logistic chain requires a number of specific measures that are needed under a follow up programme for which – according to our association – this time also appropriate financial support must be guaranteed.

Inland waterway transport serves huge economies. Examples and best practises are provided in this report. Its natural advantages such as its environmental benefits and cost- and energy efficiency hugely support the overall industry- and

policy demands. Apart from that it disposes over free capacities on the existing waterway system, which can absorb high additional volumes of traffic to relieve the congested roads.

Moving inland navigation higher on the political agenda through establishing the right framework conditions and by continuing the **NAIADES** action program with adequate financial support will be one of the main elements to realise the overall European transport policy goals.

Lubomir Fojtu  
President



# IWT Policy

## TOWARDS NAIADES II

Promoting, greening and integrating inland waterway transport in the single EU transport area

In May 2012 the European Commission presented its Staff Working Document on NAIADES II. Sustainability and greening play an increasingly important role in the European transport policy. Reference to the White Paper and the preparation of a follow up NAIADES program the greening issue is high on the political agenda. Besides, a better integration of inland waterway transport into the entire logistic chain must lead to a higher share of this mode.

The Commission within the preparation of its new IWT policy together with the Central Commission for the Navigation on the Rhine (CCNR) launched the establishment of two Common Expert Groups to focus on 'Professional qualifications and training standards in inland navigation' and 'Emissions'. In the past months the Commission organized several meetings of these expert groups in which member states and stakeholders are represented.

EBU was closely involved in the works and negotiations of these expert groups. The outcomes of these initiatives together with the Impact Assessment will feed into the NAIADES II communication which is expected to be launched in late spring 2013.

### Professional qualifications and training standards

In 2008 the CCNR invited all relevant stakeholders to discuss the labour market and training standards in a Round Table conference. One of the conclusions was that an inventory of required qualifications on board an inland navigation vessel would be needed in order to create a common basis for vocational training curricula and to improve labour market access for career changers. After a common harmonisation strategy had been developed within the PLATINA-project, an international Working Group completed this job in 2012 by delivering concise descriptions of the required competencies, knowledge, understanding and proficiency at management and operational level. Building on this work a Common Expert Group, in which also EU member states and stakeholders participate, is currently elaborating a specific legal framework for professional qualifications

and training standards for crew members on inland waterway vessels. This European legal measure is intended to replace the existing Directive on the harmonisation of boatmasters' certificates and provide training standards for all nautical functions on board. Thus enabling the EU member states to coordinate their issuance of certificates, and by introducing electronic Service Record Books, the current practice of mutual recognition will be enhanced significantly and the mobility of inland navigation professionals throughout the European labour market will be ensured.

### Emissions

The COMMISSION STAFF WORKING DOCUMENT states that contrary to road transporters, barge operators have no strong economic or regulatory incentives to reduce IWT emissions. The Commission services are therefore preparing new measures for IWT to catch up. For the medium term it aims to introduce Stage IV emission limits for new engines used in Inland waterway vessels. According to the Commission, however, a longer term framework for improvement of the environmental performance of the fleet is needed with more stringent measures which are also applicable to the existing fleet. Such a stable framework implemented at both Member State and European level and supported by the MARCO POLO and the future CEF programs would support the modernisa-

EBU strongly encourages promoting and stimulating the introduction of LNG as alternative fuel. It counts on the European Commission and the Member States to provide the appropriate regulatory and financial support for the greening of the fleet in the coming period.

tion of the fleet, reduce its dependency upon increasingly expensive fossil fuels and make it more energy-efficient. The framework may also include flanking measures to help the transition to the new standards.

### Greening Strategy

To contribute to the actual discussion EBU released its **Greening Strategy**. One of the main challenges in the new inland navigation policy in the coming years will be the greening of the fleet. To keep pace with the new technologies and sail towards even more environmental benefits for society the sector is contributing to

the European Strategy 2020 by introducing new technologies. In this respect LNG is considered the most promising future development as regards new vessels. EBU therefore strongly encourages promoting and stimulating the introduction of LNG as an alternative fuel. To allow vessels to sail on LNG the necessary regulatory framework needs to be realized asap at European level. To stimulate the use of LNG by vessels the necessary supply facilities need to be realized along the whole waterway network without delay.

### Revision of the NRMM directive

The European Commission has recently launched a public consultation to gather views on the intended revision on the the Non-Road Mobile Machinery (NRMM) Directive 97/68/EC which covers a.o. inland waterway transport. According to the Commission and despite the limits set by Directive 97/68/EC and its subsequent amendments, the NRMM sector has become an increasingly important source of air pollution, in particular of NOx and particulate matter. In order to reverse this

trend, the European Commission has been exploring different options for revising the above Directive. The overall objective of the revision is to further contribute to the improvement of the air quality in Europe while at the same time to ensure the correct functioning of the internal market.

EBU encourages greening the fleet and replacing the engines with the newest technologies, which are installed according to the newest emissions standards. Meanwhile a good balance between environment and economy should be kept in mind. There are serious technical and commercial challenges at meeting higher European standards by the inland waterway sector which must keep the balance between environmental protection and economic feasibility.

Towards the background of this discussion EBU is therefore pleading for

- a new emission standard for **new vessels and new engines** asap without a sell off period and without any transitional period for replacement of the engine
- As regards existing vessels EBU supports retrofitting technologies accompanied by training of the crew and supporting measures to stimulate a broad deployment.

However, existing IWT engines should not be the only engines subject to new regulation in any mode of transport.



Higher political attention and better framework conditions need to guarantee a higher share and better integration of inland waterway transport within the entire transport chain.

# New Ten-T Policy

## INLAND WATERWAYS – A VITAL PART OF THE CORE NETWORK

EBU, together with numerous European transport organisations, urged EU Member States and the European Parliament to safeguard the 32 billion EUR budget that has been allocated to EU transport infrastructure within the Connecting Europe Facility (CEF) in the 2014-2020 budget. Achieving a complete and integrated resource-efficient and sustainable transport network, covering and interconnecting all modes, Member States and Regions must be seen as essential investments to create growth and jobs in the European Union.



The transport industry directly employs around 10 million people in the EU and accounts for about 5% of the GDP. When related industries (manufacturing, servicing, maintenance, etc.) are included, these figures can be doubled. Besides, transport is one of the sectors in which European companies are world leaders in infrastructure, logistics, traffic management systems and manufacturing of transport equipment.

The European transport industry expressed its concerns that not enough funds will be available to cover investment needs. The 32 billion EUR, earmarked by the European Commission to the Core Network in the Connecting Europe Facility only covers a small share of the investment needs.

Moreover, whilst the transport budget proposal looks ambitious at a first glance, it actually compensates important cuts on the side of the regional funds. There are clear indications that transport funds from the European Regional Development Fund (ERDF), which represented 46.7 billion EUR for the 2007-2013 period, will be greatly reduced and, in some regions, even completely removed by the new ERDF regulation. In this context, the 32 billion EUR (or around 3% of the total Multiannual Financial Framework) allocated to the Trans-European transport core infrastructure in 2014-2020 is a vital minimum and must be guaranteed more than ever. Notwithstanding the budgetary constraints all governments are facing at the moment, it is well known that transport infrastructure investments pay off in the long run.

### First reaction of European Transport Sector to the EU budget deal: a “yes, but...”

On 8 February 2012 European leaders reached an agreement on the EU budget for the next seven years. With a cut of one third in the 32 billion EUR initially foreseen for transport infrastructure projects, transport does not appear to be considered a priority sector in the next budget. However, the resulting budget of 23 billion EUR is a significant step forward compared to the 8 billion EUR that was set

aside for the Trans-European Transport Networks (TEN-T) in the 2007-2013 period, an amount which Member States have fully taken up according to the latest Commission data. But at the same time, the substantial cut of the budget compared to the initial 32 billion will seriously affect the implementation of the transport infrastructure plan the Commission has been developing over the last three years, in close co-operation with Member States and stakeholders.

In a first common reaction to this result, European transport organisations expressed their satisfaction that the transport infrastructure envelope has increased, compared to the current multi-annual budget. It is considered a missed opportunity for European leaders to cut a growth-stimulating sector. If people and goods cannot move efficiently, growth and economic development are constrained. Transport therefore deserves more than a mere 2.4% share of the total budget.

Pending the agreement between the European Parliament and the Council EBU promotes a strong role for inland waterways within this concept.

The Seine-Nord Europe project is one of the priorities listed on the actual TEN-T list. The 105-kilometre-long canal will connect the Seine and Scheldt rivers and inland waterways. When the new Seine Nord connection is ready, it will allow large vessels to transport goods between the Seine river (and the Paris area) and the ports of Dunkerque, Antwerp, and Rotterdam, or further into Europe. The canal

will replace the Canal de Saint-Quentin and the current Canal du Nord, increasing maximum barge capacity from 650 to 4400 tonnes.

In the last year the French government announced an assessment of all major infrastructure projects among which the Seine-Nord canal. Although the project has meanwhile been selected by the French government as a key project apart from the long list of other projects its financing needs to be guaranteed.

EBU called upon the responsible French Ministers to ask for an increase of EU-co-financing as it considers this project of high added value for the development of the European economy.





# Special Reports

## Danube – Straubing Vilshofen: wrong decision by Bavarian government

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

On 23 February 2013 the Bavarian government however took the decision not to solve the major bottlenecks on this river

at the Straubing Vilshofen stretch.

In the past three years a monitoring group assessed the different options that were at discussion. One of EBU's board members contributed to the works of this monitoring group which was intended to feed into the decision process.

EBU strongly criticizes and highly regrets the decision by the Bavarian Ministry which in its motivation hardly takes

notice of the long lasting assessment and its outcome. The decision taken does not solve the existing problem of insufficient draught in the river, for which sustainable and environmentally protecting solutions have been proposed as outcome of the monitoring process.

The solution which has been taken will not be supported by European TEN-T funds as it is not supporting the development of the waterway.

## LNG - MOST PROMISING FUTURE DEVELOPMENT

During the last years the development of LNG (Liquefied Natural Gas) has taken off. The support of single projects which will use LNG has shifted towards standardisation of legislature concerning this type of fuel as well as the introduction of a new dimension, being the possible authorization to ship LNG as cargo in type G (Gas) tankers. A broad scope of activities has been identified and is being addressed in numerous commissions. The potential and expectations of LNG as regards environmental and economic impact of the sector are high.

With the operational deployment of tank vessel Argonon a live test case has assisted in the future development of more vessels that can be equipped with this type of engine for the coming generation of inland vessels. Since then 3 other tank vessels have meanwhile been given permission to be operated and sail on LNG. These permissions had to be obtained for different regulations regarding fueling activities and company regulations which are applicable for terminals. This broad approach for obtaining the necessary permissions has asked tremendous efforts of direct stakeholders. Another 5 vessels, including passenger, dry cargo and push barge concepts, are expected to ask for special permissions shortly. EBU calls upon the competent regulators to shortly introduce regular standards for these vessels.

To assess the risks of sailing on LNG and carrying LNG as cargo the Dutch Organization for Applied Scientific Research evaluated the HAZID (Hazard Identification) studies of the proposed projects as regards collision calculations, the crashworthiness of the cryogenic tank, submitted CFD calculations, scenario's which take into account an LNG spill on deck, the influence of fire, etc.

Also training requirements have been addressed leading to a standardised training requirement to be introduced in the relevant regulations in due course. EBU's Dangerous Goods Committee assisted a working group at UNECE level to authorize the transport of LNG as bulk cargo.

Inland waterway transport, due to its high safety standard and its other characteristics, is predestinated to carry high volumes of LNG as cargo. EBU calls upon the competent authorities to shortly introduce regular standards for sailing on LNG and carrying LNG as cargo.



## THE DANUBE BASIN





# Special Reports

## CONTAINERISATION - CHALLENGING DEVELOPMENTS

One of the segments in the inland shipping industry that has extensively been in the picture during the last few years is the inland container shipping industry. 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.

As a result, in 2012 many shippers shifted their goods from road to inland waterway.

However, reliability of the total transport chain is key to the success of inland container shipping. Unfortunately, its traditional reliability suffered severely by the serious congestion on deepsea terminals in the sea ports of Rotterdam (and Antwerp).

Therefore, in 2012 the inland container shipping industry continued its serious efforts, together with all relevant stakeholders such as deepsea shipping lines, deepsea terminals, empty depots, and inland terminals, to solve this tough

issue once and for all. Under the name "Nextlogic", a project was initiated by the inland container shipping industry, financed by the Port of Rotterdam and the Dutch Transport Ministry, aimed at consolidation of small container volumes, information exchange, performance monitoring, and dynamic planning. A unique feature of this initiative is, that it is the first of its kind to include all relevant stakeholders. More than 25 market parties are actively involved. In the course of 2013 a new tool for dynamic planning, the so called "brain", will be launched, causing a real system leap into a totally different way of planning terminal slots and barges.

## PASSENGER TRANSPORT – ENORMOUS POTENTIAL

Although the passenger transport segment was hit much later by the economic crisis than the freight transport segment, during 2012 we witnessed an increasing number of passenger shipping companies being confronted by a considerable decrease in turnover.

Notwithstanding the economic dip, the potential of waterways for passenger transport remains enormous. 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.

### Waste treaty: discharge of waste water

On 31st December 2011 the ban on overboard discharge of waste water for passenger ships entered into force. An increasing number of passenger shipping companies have during 2012 been able to realize proper discharge facilities ashore. However, there is still no clarity with regard to the technical specifications for water treatment plants and adequate transitional provisions for existing water treatment plants.



### Transitional provisions

As in the freight transport segment, some of the transitional provisions with regard to technical regulations that will end after 2015, will cause serious technical and financial issues to the passenger shipping industry. The transitional provision that is likely to have a massive impact is the one on the regulation with regard to the second, independent engine room, where the costs involved are in no relation to the potential safety benefits. At the end of 2012 work on this issue started; it will be continued in 2013.

### Passenger Rights

From 18.12.2012 Passenger Rights are applicable also for the cruise ships on inland waterways. First experience shows that most of the regulations are adjusted for scheduled and time-tabled services. Some of them are not appropriate to the situation in the cruise industry or have to be interpreted more distinctively for the cruise business.



# EBU activities

## Change of presidency

On 13 February 2013 EBU's Board of Directors elected the president of the Czech barge owners association, Lubomir Fojtu, as its new President and Didier Leandri, representative of the French Barge Association CAF, as Vice President. Under its newly elected President EBU will focus on the continuation of NAIADES II and the priorities to support inland waterway transport within the European and national transport policies.



## Seminar "Greening the corridors"

To emphasise the importance of this topic EBU will dedicate its annual seminar on **10 April 2013** to the greening of the corridors. The green vessel which already sails on low sulphur since a couple of years will steadily move towards alternative fuels such as LNG in the next years. Vessels will supply industry with green energy on green corridors. While legislation is still lacking behind practice, the first inland vessels are sailing on LNG and are awaiting a broad distribution infrastructure along the waterway corridors. At this occasion **Vice President and Commissioner for Transport Siim KALLAS** will once again deliver a key note speech.

## CCNR and UNECE Working groups

EBU participated at several meetings of the Central Commission for the Navigation on the Rhine (CCNR) and the UNECE to defend the industry's position at working group and plenary level. It a.o. repeatedly voiced the concern of the industry regarding the decrease of the guaranteed depth of locks in France.

## Safety

After some incidents on German waterways with smouldering coal in 2012, EBU presented a proposal to amend the ADN. This proposal has been coordinated with the coal importing industry. Due to EBU's proposal the transportation of coal has not to comply with the ADN regulations as long as

- the loading temperature is below 60 ° Celsius
- the journey is not longer than 20 days
- the crew gets an instruction list how to act in case of heating

If the journey lasts longer than 20 days the temperature of the coal has to be monitored.

These elements are expected to be covered by a multilateral agreement for the transportation of coal which shall be valid until the 31st of December 2014. After that a regular amendment of the ADN 2015 will follow.



# The Association EBU Members



## Austria

**Berufsgruppe Schifffahrt / Wirtschaftskammer Österreich**  
Wiedner Hauptstr. 63  
1040 WIEN



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

Dokseinde 14  
B-2930 BRASSCHAAT

## 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 mostly 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



# The Association EBU Members



## 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. Today some eighty enterprises represent the industry in the following way:

- Nearly the total of the inland shipping companies, a consortium of single barge owners and some small fleets for the sector of industrial transport. These enterprises realize some 40 % of the inland traffic in ton-kilometers on the national waterways. They are also active internationally.
- Some forty 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.



## 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 - Business Federation Luxembourg

7, rue Alcide de Gasperi  
Luxembourg-Kirchberg



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).



# The Association EBU Members



## 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.



## 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 april 2013)

## EBU-Officials

- President, Lubomir Fojtu (CZ)
- Vice-President, Didier Leandri (F)
- 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

- W. Pierre, De Grave Antverpia, Herstal (A.M.B.)
- G. van Overloop, De Grave Antverpia, Antwerpen (alternate member)
- Dr. Ph. Grulois, Unie der Continentale Vaart, Gent
- M. Parmentier (alternate member), Aktiecomité-Comité d'Action, Antwerpen

### Czech Republic

- L. Fojtu (President), A.V.P-CZ, Decin

### France

- D. Leandri (Vice-President), 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

### Luxembourg

- T. Hermes, 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

### Switzerland

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

## Committees

### NAUTICAL-TECHNICAL COMMITTEE

#### Chair

- J. Kruisinga, CBOB, Rotterdam

#### Vice-Chair

- J. Zöllner, DST, Duisburg

#### Secretary

- J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

### Belgium

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

### Czech Republic

- S. Tlustos, Ceskepristavy, Praha

### France

- H. Lacour, Chambre Nationale de la Batellerie Artisanale (CNBA), Paris
- M. Leleu, Chambre Nationale de la Batellerie Artisanale (CNBA), Paris
- J.-M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg

### Germany

- N. Hohenbild, MS "Catharina", Emmerich
- W. Schröder, Deutsche Binnenreederei AG, Berlin
- J. Zöllner, (vice-chair) DST, Duisburg

### Netherlands

- B.E. Boneschansker, ThyssenKrupp-Veerhaven B.V., Brielle
- M. van Helvoirt, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- G. Kester, Binnenvaart Branche Unie, Rotterdam
- J. Kruisinga, (chair) CBOB, Rotterdam
- N. Lurkin, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- L.M.E. Pater-de Groot, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam
- R. Tieman, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### Romania

- S. Rodenau, CFNR Navrom, Galati

### Switzerland

- H. Amacker, Danser Switzerland AG, Basel

### TANKBARGING COMMITTEE

#### Chair

- Dr. G. Jaegers, Reederei Jaegers GmbH, Duisburg

#### Secretary

- R. Tieman, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### Austria

- N. Baumann, Avanti Schiffführt und Lager GmbH, Korneuburg

### Belgium

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

### France

- J.-M. Meyer, Compagnie Française de la Navigation Rhénane, Strasbourg
- H. Thébaud, CFT, Le Havre Cedex

### 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
- R. Versloot, Vof Commander, Zwijndrecht

### Switzerland

- R. van Westenbrugge, Schweiz. Ver. Für Schifffahrt & Hafenwirtschaft, Basel



# Structure (as per april 2013)

## **DANGEROUS GOODS COMMITTEE**

### *Chair*

- R. Overveld, Interstream Barging Europe B.V., Dordrecht

### *Vice-Chair*

- F.M. Pruyn, Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten

### *Secretary*

- E. Spitzer, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

### **Belgium**

- A. Bauwens, Schoten
- D. Mertens, Unie der Continentale Vaart VZW, Mechelen
- P. Roland, Association des Maîtres Bateliers, Bodegnée-Verlaine

### **France**

- J.H. Meyer, Compagnie Française de Navigation Rhénane, Strasbourg
- G. Piechowski, Compagnie Fluviale de Transport, Le Havre
- N. Rousseau, Compagnie Fluviale de Transport, Le Havre

### **Germany**

- W. Fanter, Lehnkering Reederei GmbH, Duisburg
- D. Gerstenkorn, B. Dettmer Reederei GmbH & Co. KG, Lauenburg
- K.M. Meier, Reederei Jaegers GmbH, Duisburg
- K. Pöttmann, Stolt-Nielsen Switzerland AG, Zug
- T. Speermann, B. Dettmer Reederei GmbH & Co. KG, Lauenburg

### **Netherlands**

- R. Overveld, (chair) Interstream Barging Europe B.V., Dordrecht
- F.M. Pruyn, (vice-chair) Wijgula-Wijnhoff & Van Gulpen & Larsen B.V., Druten
- D. van Kempen, Chemgas B.V., Rotterdam
- R. Tieman, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### **Switzerland**

- G. Baumgartner, Stetrag AG, Basel
- M. Maier, Stetrag AG, Basel

## **PASSENGER TRANSPORT COMMITTEE**

### *Chair*

- W.B. de Zeeuw, De Zeeuw Reederei Management, 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**

- A. Bour, CroisiEurope, Strasbourg

### **Germany**

- F. Heim, Köln-Düsseldorfer Deutsche Rheinschifffahrt AG, Köln
- W. Thie, Neckar Personenschifffahrt Berta Eple GmbH & Co. KG, Stuttgart
- J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg

### **Netherlands**

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

### **Switzerland**

- R. Reitsma, Scylla Tours AG, Basel
- W.B. de Zeeuw, (chair) De Zeeuw Reederei Management, Basel

## **SOCIAL COMMITTEE**

### *Chair*

- M. Koning, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam

### **Austria**

- P. Blachnik, WKO, Wien

### **Belgium**

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

### **Czech Republic**

- L. Hradsky, AVP-CZ, Decin

### **Germany**

- J. Rusche, Bundesverband der Deutschen Binnenschifffahrt e.V., Duisburg
- V. Schumacher, Dettmer Gruppe, Duisburg

### **France**

- D. Leandri, Comité des Armateurs Fluviaux, Paris

### **Netherlands**

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

### **Romania**

- L. Cotiga, AAOPF, Galati

## **PUSHBARGING COMMITTEE**

### *Chair*

- G. Hötte, Rhenus PartnerShip GmbH & Co. KG, Duisburg

### *Secretary*

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

### **France**

- B. Grosjean, Compagnie Fluviale de Transport, Le Havre

### **Germany**

- G. Hötte, (chair) Rhenus PartnerShip GmbH & Co. KG, Duisburg
- Dr. R. Pütz, Imperial Shipping GmbH, Duisburg
- J. Steinebach, Lehnkering Redereë GmbH, Duisburg

### **Netherlands**

- Z. Brasser, Eurobulk Transportmaatschappij, Dordrecht
- J. Davidse, Thyssen-Krupp-Veerhaven B.V., Brielle
- J.M.T. Valk, Provaart Logistic, Hendrik-Ido-Ambacht

## **Environmental Coordinator**

- R. Tieman, Centraal Bureau voor de Rijn- en Binnenvaart, Rotterdam





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