

# WaterWays

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## Foreword

*As new Vice-President of the European Commission responsible for Transport, I would like to reaffirm the Commission's objectives on European inland navigation. This transport mode, environment-friendly and with plenty of capacity, forms an integral part of the strategy of the European Union to reinstate a balance among the different transport modes.*

*Under my tenure, the Commission will continue its efforts to develop the under-exploited potential of waterways transportation.*

*This will be accomplished first of all by the development of river infrastructure. I will appoint coordinators to ensure solid progress of the different projects, and I will endeavour to obtain the required budgets in the Community plan. For example, the large gauge canal between the basins of the Seine and the Scheldt, connecting the Paris region with the northern ports of Europe, which will reduce road traffic congestion on this overloaded axis, appears on the priority projects list of the TEN-T network, and I intend to make an example of its realisation.*

*Secondly, it will be necessary to pursue the development of interfaces with other means of transport, in particular maritime and road transport, to allow economic stakeholders to benefit from an effective chain of movement of goods.*

*Finally, I am convinced that harmonising the conditions of competition, establishing a set of common rules and creating a truly harmonised European market for inland navigation, will increase the competitiveness of waterways transportation.*

*Jacques Barrot  
Vice-President European Commission*

## Mustard grains in forgotten freight canals

The Burgundy canal used to be an important freight transportation route until the 19th century, but has since then been mainly used for recreational purposes. Thanks to the cooperation between Européenne de Condiments (EDC), a French condiment manufacturer and Dijon Céréales, the canal's freight option becomes viable again.

A transport chain of 8 small freycinet barges ensures the transport 2,000 tonnes of mustard grains from Ghent to Dijon taking 17 days. EDC, the second largest mustard manufacturer in Europe, requires some 8,000 to 10,000 tonnes of mustard grains a year for its production of mustard. Since the cultivation of mustard grains in France has almost disappeared, imports from Canada have become the norm.

The mustard grains arrive by seagoing ship in the port in Ghent, and used to be transported by truck to the plant of Couchey. The trade was shifted to inland waterways because the transport by 30 to 40 barges proves to be cheaper, reliable, traceable, and meeting all clients' strict conditions regarding storage and transport. A revival of the Canal de Bourgogne is important for the region. It has led



to the creation of local jobs through a partnership with Dijon Céréales. Not to forget the societal benefit of 300-400 truck movements less a year on the roads as one 240 tonne vessel replaces 10 trucks.

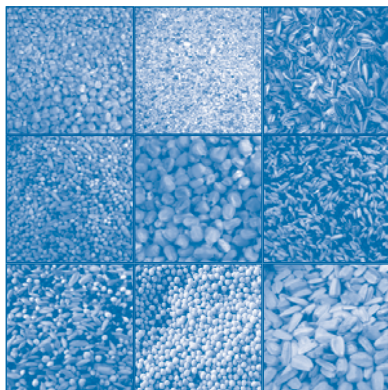
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# CARLine transports French "plaisirs de la table" by water

Soufflet started as a small family cereals business in the Champagne region. The company evolved throughout the years into a multinational agro-nutrition group operating in 20 countries, and is active in the business of grain, malt, vine, rice, maize, oil-seeds and peas. With its head office in Nogent-sur-Seine, Soufflet recently set up a partnership with the barge operator SCAT and the road transport company STTI, to initiate a combined road/water service to the port of Le Havre, called Champagne Atlantique River Line or "CARLine".

The new line provides a regular service between Le Havre and Nogent-sur-Seine, with possible calls at the ports of Gennevilliers and Rouen, and includes a closed-off terminal on site. All types of cereals and different materials (not temperature-controlled, nor hazardous) are transported, such as malt and wheat, essentials for craft bakers and brewers.



The cargo is completed with consumer products such as small furniture, toys, and other commodities like tyres, rubber, charcoal, etc., transported in containers.

The service was mainly set up to deal with the lack of capacity and regularity due to repeated strikes of the national railway operator in France. Road transport proved to be too expensive, and to stay in line with the Kyoto protocol, the decision

was made to move to a more environmentally sound way of transport. Waterway transportation was a logic option because Nogent sur Seine is located near the waterway.

The CarLine ships offer a regular service twice a week upstream and downstream covering a distance of 512km in 3 days, replacing some 50 truck movements a week.

CarLine is planning to increase the capacity on this line by more than 50% by mid-2005 with the introduction of a new motor barge measuring 105x9.2m, and which can accommodate 84 teus compared to the current 52 teus barge.

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## Water adds value to milk

Campina, the international co-operative dairy venture, with its head office in the Netherlands and employing some 7000 people in the world, is active in more than 100 countries. Nonetheless, in the Netherlands, Campina is using inland shipping for milk transport, which is unique in Europe. Products transported between the Veghel and 's-Hertogenbosch production locations in the Netherlands go by water. The choice for this environmental-friendly transport mode is part of Campina's active work on standardising environmental practices in its different production entities and business processes.



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In the Netherlands, the company uses two tank ships each transporting approximately 380,000 litres of milk. Small ships commute between Den Bosch, where the butter manufacturing plant is located,

and where some ingredients of the milk (fats and cream) are separated from the milk, and the milk powder factory in Veghel, a distance of approximately 20 km. Campina owns one tank ship, and rents the other.

For the past 30 years these vessels have been carrying the equivalent of 11 truckloads of milk twice a week. On an annual basis this amounts to around 5,000 truck movements less on the roads, corresponding to 70km of traffic congestion.

The reasons for using this transport method are manifold. Congestion between Den Bosch and Veghel, and in Veghel itself, has made transport difficult and delivery times unreliable.

Also, the advantageous location of both milk plants close to the waterways allows easy loading and unloading directly from the inland vessel. Finally, Campina, conscious of environmental issues, has decided to play its part by choosing a low-emission means of transport.

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## Antwerp's congested ring road relieved by water

Boost Nutrition, manufacturer of Bosto rice among others, annually brings in between 1,250 and 1,500 bulk containers of rice from the Far East in containers. These were previously transported by truck from the port of Antwerp to its plant in Merksem, via the ring road around Antwerp, a stretch of some 15 km. Since April 2004, the rice is being shipped in containers by barge from the seaport via the Albert Canal to its destination.

Because of the increasing congestion around the port of Antwerp, and especially due to the major road works on the Antwerp ring, which will take around two years to complete, Boost was eager to find a new transport solution, which would not suffer from increasing lead times. In cooperation with International Distribution Partners (IDP), a new concept was elaborated.

IDP built 4 specifically created tipping chassis for unloading the containers. These are electrical rather than

diesel-operated to be able to run in all weather conditions and to avoid petrol emissions in the factory. Despite the short distance, inland shipping has proven to be a reliable and fast alternative to road transport.

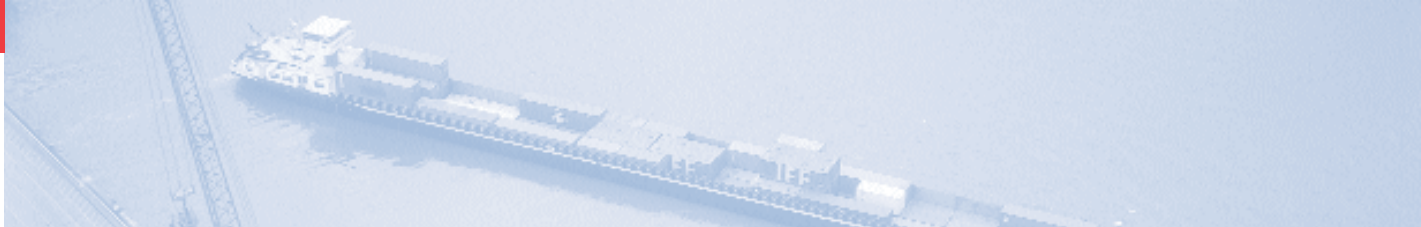
The first positive effect is improved mobility in the Antwerp region. On a yearly basis, approximately 1,250 to 1,500 fewer truck movements are required. Secondly, productivity at Boost Nutrition has increased, as delivery schedules are now more

reliable (no waiting times due to trucks being stuck in traffic jams). Finally, improved planning entails a saving of between EUR 50 to 80 per shipment. The cost price compared to road transport is also much lower. Boost hence has no intention to return to the roads!

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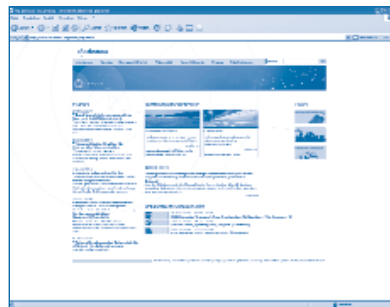
## Short news ...

Via donau becomes waterway manager in Austria

End 2004, the Austrian government decided to set up a modern waterway managing structure by creating the new organisation via donau-Österreichische Wasser-straßen-Gesellschaft mbH.

New websites :  
Promotie Binnenvaart Vlaanderen via donau

[www.via-donau.org](http://www.via-donau.org)



[www.binnenvaart.be](http://www.binnenvaart.be)



## News on extended grants

### Austria

The European Commission authorised the extension of the Austrian "Development programme for combined transport in the road, rail and waterway transport". Subsidies will be granted for all acquisitions or leasing of equipment for combined/intermodal transport, innovative technologies and systems, the realisation of feasibility studies for specific implementing measures as well as for external training costs in computer systems or technologies.

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### France

The European Commission authorised a French aid scheme co-financing inland shipping operators for the modernization of their fleet, vocational training and the set-up of undertakings in order to prepare the waterways transportation business for new needs on the market.

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### Belgium

#### Wallonia

The European Commission approves the continuation of Walloon aid plan for inland navigation. This aid scheme aims at the modernisation of vessels, transshipment equipment and canals in the Walloon Region to shift freight to the waterways. It also supports the start-up of regular river container services to and from Wallonia

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#### Flanders

The European Commission authorised the extension until 2010 of the Flemish Public-Private Partnerships programme co-financing the infrastructure of transshipment facilities enhancing a modal shift from road to waterways

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# WATER IS THE WAY TO GO!