

WATERways

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Freight transport in Europe will continue to grow significantly in the next two decades. To handle this ever-increasing freight flow in a sustainable and safe manner, goods will need to be shifted from congested roads to other modes of transport.

Inland shipping is one of the most environmentally friendly and safe modes of transport due to its comparatively low external costs and high energy efficiency. The boom in container traffic and the development of new niche markets such as the waste & recycling industry demonstrate the attractiveness of waterway transport to new customers. Moreover, inland waterways create jobs, have capacity to spare and an expanding terminal network that enhances intermodal door-to-door distribution.

The European Commission has discovered the potential of inland navigation to achieve its policy goals to both relieve the traffic gridlock and to obtain efficient and sustainable mobility. A communication planned for the end of this year will set a supportive framework in an overall strategy to overcome existing obstacles for growth and facilitate development. In my role as chairman of INE I wholeheartedly support this initiative.

Jean-Paul Delevoye
INE CHAIRMAN

Editorial

Barges reduce the number of dustcarts on London's already congested roads

Today, London's waterways are primarily used as a leisure resource. However, significant capacity on the Thames and canal system helps to put projects into practice that revive canal freight. Waste is an excellent example.

Waste on water

- Some 200,000 lorry journeys less on London's roads
- Economic benefits of considerable fuel and congestion charge savings
- Environmental benefits of reduction in pollution, noise and vibration

Cory Environmental, one of the UK's leading recycling and waste management companies, transports London's waste on barges taking 400 heavy goods vehicle movements off London's crowded streets each day, some 100,000 a year. In March,

Cory Environmental was granted planning permission to build a new state-of-the-art materials recycling facility (MRF) at Wandsworth. This could handle 84,000 tonnes of recyclables, including paper, cardboard, glass bottles, cans and plastics.

Another new state-of-the-art recycling centre will be built by Powerday plc in West London. The centre will process 1.6 million tonnes of waste each year, recycling 88% of materials.

The combined road, rail and canal access to the new recycling centre means a shift of over a million tonnes of refuse off the roads each year. The equivalent of 100,000 lorry journeys will be replaced by only 25 barge movements a day. Dozens



Photo: Port of London Authority

of waterside collection and distribution points will be created to also serve other non-time sensitive cargoes such as construction materials, which do not need to be carried by road.

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Inland shipping facilitates commerce

The transposition of the Biofuel Directive into national law heralds the onset of the biofuel era



Photo: BIORO

Belgium's first biodiesel plant in port of Ghent to enhance sustainable distribution

The first biodiesel manufacturing plant in Belgium will be built by BIORO in the port of Ghent (Belgium). On this site colza and colza oil will be transformed into biodiesel. For the first year of operations (2007) capacity will amount to 75 million litres, to be increased to 150 million litres a year by 2010. This should be sufficient to cover demand in Belgium.

The port of Ghent was chosen for its location and extended choice of logistic solutions. Supply and delivery of raw material (from the Belgian and European hinterland) will mainly be shipped via inland navigation. Delivery will also use the waterways besides road and rail. Some 45 new jobs will be created within the plant, some 80 jobs in the port itself, and total investment will amount to around 30 million euro.

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Biomass & biofuel

Biomass is the biodegradable fraction of products and residues from agriculture, forestry & related industries, industrial and municipal waste. The three most common types of biofuels are ethanol, biodiesel and pure vegetable oil. Ethanol is an alcohol, biodiesel is a combination of alcohol with vegetable oil, animal fat, or recycled cooking greases used as an additive or in its pure form. Pure vegetable oil is manufactured from oil plants through pressing, extraction or comparable procedures, and used in its crude or refined form.

Austria plans two new industrial plants for the production of biofuels

It is estimated some 300,000 tonnes of biodiesel will be required annually in Austria, to increase to 415,000 tonnes as more and more drivers shift to diesel engines. Fuels with a biofuel-share of more than 4.4% will be granted tax concessions, but up to now biodiesel can only be imported, as there is no local production site. To cope with the demand, one plant started trial

Commercial take-off biofuels across Europe

operations and plans exist for two new plants in Austria. These are located close to the Danube to facilitate reliable, environmentally sound and safe transport.

In 2004, CN Neckermann bio Diesel GmbH established in the port of Halle, on the Saale river, a first plant for the annual production of 57,000 tons (75 million litres). It is currently in trial operation and 35 new jobs were created. This year Neckermann will establish a new production site for biodiesel made from rapeseed in the river port of Enns, in partnership with Raiffeisenlandesbank Upper Austria.



Photo: OMV

The project will lead to considerable transport volumes on the Danube (rapeseed inbound, biodiesel outbound). The location is perfect as it lies between the two OMV (the Austrian mineral oil company) refineries of Schwechat and Burghausen. Transport of the oil between these plants will be executed by ship and by rail. This large-scale installation will produce approximately 100,000 tonnes of rapeseed oil per year, from summer 2006 onwards. OMV will purchase the biodiesel to add to their fuels. Some 250,000 tonnes of rapeseed will be required for the operation, corresponding to a cultivated area from 80,000 to 100,000 hectares, partly from Austria, partly from imports until Austrian farmers will have shifted to this new crop.

In May the go-ahead for the construction of a bio-ethanol production at the premises of Donau-Chemie in Pischelsdorf, Lower Austria was given. As of 2007, the plant will convert 550,000 tonnes of raw materials into 200,000 cbm bioethanol and 170,000 tonnes



Photo: Agrana



Photo: H. Dez/Bar Floreal/CEJUS

animal feed (a byproduct). This decision was motivated by a good location on the Danube, proximity to customers and the vicinity of the sugar plant in Tulln. 74.9% of the site will be owned by Agrana, and 25.1% by the Association of sugar beet farmers. It creates significant transport potential for the Danube navigation, in the delivery of raw materials as well as in the distribution of bioethanol.

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Other countries to follow

While France is at the forefront of biofuel producers in Europe, the French Government announced a plan to increase its production rate sevenfold by 2007. As the main production sites for biodiesel are located in the North and North West, and bioethanol is mainly manufactured along the Rhône corridor and in the North West, inland navigation is set to play an important role in the transport of raw materials and delivery of end-products. Major increases of capacity and the building of new sites will result in the creation of some 25,000 new jobs by 2010.

In the UK, the movement of liquid biomass fuel in barges has commenced to two power stations in Yorkshire. Opportunities to move solid biomass fuel by barge to various power stations in the region are also being investigated.

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EU & renewable energy

The European Union has decided that by the end of 2005, 2% of total petrol and diesel consumption should derive from biofuels, increased to 5.75% by 2010. The use of biodiesel helps to attain the objectives of the Kyoto protocol as it leads to a significant reduction in CO₂ emissions. It is also biodegradable and non-toxic.

Directive 2003/30/EC of the European Parliament and of the Council of 8 May 2003 on the promotion of the use of biofuels or other renewable fuels for transport is transposed into the national law of EU Member States.

Updated manual on Danube navigation out

via donau - Österreichische Wasserstrassen-Gesellschaft mbH edited a 320 page-manual on Danube Navigation, its characteristics, data and importance as an alternative transport mode. Inland navigation as a system, the inland navigation sector, River Information Services and electronic navigation charts, cost management, price policy and legal aspects are the main topics of this informative reference book. The publication is available at a cost of 24.90 EUR (VAT incl.) and can be ordered on www.viadonau.org. Phone +43 595 48 93 11.



Special prize to world leading lime group at 10th anniversary of OPVN



Photo: OPVN

The Belgian Lhoist group has received a special anniversary prize for its policy of shifting a substantial amount of traffic to the waterways. Lhoist, world leader in the production of lime and dolomite, has 79 production sites in 17 countries and employs 7,000 people. They mainly supply the steel, construction and engineering industry, as well as the agriculture, paper industry and environmental treatment sectors. In Belgium, Lhoist transported 220,000 tonnes in 1999 over the short distance of 33 km on the Meuse between two production plants. At present, 1 million tonnes a year take to the river. If one adds the deliveries to clients, over 2 million tonnes are now shifted from the road to waterways each year. This results in 85,000 truck movements less a year, a reduction of 4,100 tonnes CO₂ emissions.

1st Special Sustainable Development Award for innovative logistics goes to French retailer

The SITL (Semaine Internationale du Transport et de la Logistique), in partnership with ADEME, has presented its first Sustainable Development Award. This award rewards an enterprise in the transport and logistics sector having made a significant contribution to sustainable development through its freight transport policy. The prize has been awarded to Auchan, the first company in France to use river transport for its maritime containers originating from all over the world. Some 60% of its imported container transport travels by inland waterway.

Germany supports development of combined transport

The European Commission has approved a new German aid scheme aiming at relieving the heavy burden on the roads by promoting combined transport on rail and waterway. Beneficiaries are private companies that, in order to be eligible, have to take into account strict environmental requirements for the use of transport means. Support has the form of start-up grant allowances for new services of up to 30% of the operational and related training costs and of capital investment grants of up to 30% for special transshipment equipment and information technology. The aid scheme entered into force in May.

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Water is the way to go!

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