

WATERways

Newsletter **INE**

2005
DECEMBER



"During the Austrian Council Presidency, Austria will play its full part in pushing the promotion of Inland Waterway Transport."

The initiative of the European Commission to launch a European Action Programme for Inland Waterway Transport is a major achievement in the development of inland navigation in Europe. It concentrates on five strategic areas: market, fleet, human resources, image, infrastructure, closely interconnected to a coherent framework. In its footsteps Austria has developed a National Action Plan for the Danube navigation from 2005 to 2015 to fully support a coordinated and comprehensive approach towards stimulating freight transport by water in Europe.

To further promote inland navigation, the Austrian Federal Ministry of Transport, Innovation and Technology (bmvit) organises the European inland navigation conference on 13-15 February 2006 in Vienna. During the industry congress on the first day, hosted by the Austrian Federal Economic Chamber, focus will be on the proposed measures of the European Action Programme from the point of view of industry. During the high-level meeting on the next day, top officials of European Member States as well as of the Danube riparian states will define the next steps required for implementation of the Programme. The conference should result in a joint declaration in preparation of the Transport Council on 8-9 June 2006 in Luxemburg.

I cordially invite you to take part in the congress and look forward to meeting you in Vienna.

Helmut Kukacka

STATE SECRETARY FOR TRANSPORT, INNOVATION AND TECHNOLOGY, AUSTRIA

Editorial

Danube container line unlocks central and eastern Europe by water

Six months after the launch of the first regular Danube container liner service between Belgrade and Constantza, volumes have doubled and demands for extension to other Danube ports are under scrutiny. Easy access to Central Europe is provided by good

Danube plays important role in EU enlargement

- Easy access to Central and Eastern Europe
- Spare capacity no barriers for growth
- Opportunities for Black Sea ports

navigable conditions of the Lower Danube and only four locks between the Black Sea and Budapest.

The river Danube plays a vital role for Constantza Port. Daily, more than 200 barges are operated in Constantza

Port. Inland shipping represents 23% of global traffic within the port, around 11 million tons being recorded in 2004. With a maritime throughput rising over the last 10 years, the port of Constantza has a keen interest in seamless onward distribution of cargo inland.

The container liner service connecting Belgrade with Constantza started in May on a low volume basis with one barge and one journey every fortnight. A second barge in September was introduced, the service now offers weekly departures serving in Giurgiu and Rousse on the way. Repeated inquiries from companies in the areas of Novi Sad and Pancevo will soon result in an extension of the container liner

© Rob de Koter



service towards ports in Serbia. At this moment, the operators Jugoagent, Bulgarian River Shipping Co. and ZIM Lines evaluate cargo flows in order to meet the ports' demands. An extension to the Upper Danube and its ports is the next step.

CONTACT Sasa Jovanovic,
sasa.jovanovic@jugoagent.net
Andreea Nistor,
anistor@constantza-port.ro

The beautiful, blue Danube



© Donau-Park Auen

The Austrian Federal Ministry of Transport, Innovation and Technology (bmvit) and the Austrian Waterways Authority launched the integrated River Engineering project with the double aim to restore its ecological balance and to improve the navigability on the river. An interdisciplinary steering committee bringing together experts in hydrology, ecology, transport and regional economy supervise this ambitious project to ensure the integration of economic, societal and environmental interests, setting a prime example to future win-win projects in sustainable development.

The integrated River Engineering Project, which is part of the Rhine-Main-Danube priority project of the EU trans-European networks, will undoubtedly contribute to a more environmentally and socially compatible transport system in Austria. This comes just in time, knowing that traffic volumes in the Danube

The Danube section between Vienna and the Slovak border leaves both environmentalists and shipping operators in a tight spot. The Danube National Floodplain Park is at risk due to erosion caused by power plants upstream, while variable water levels hinder the reliability of navigation operations. An integrated river engineering project is launched to deal with both problems.

Low fairways depths and water levels on this section increase the risks of accidents and make regular commercial shipping less viable due to limited loading capacity. Difficult navigation is not the only problem. A number of waterpowerstations between Regensburg and Vienna, cause riverbed erosion and reduce the quantity of water flowing into the floodplains of the Danube National Floodplain Park. This represents a serious danger to the



© ICPDR/Stegmüller

“We fully support the aim of the river engineering project east of Vienna in seeking win-win situations for both sustainable transport and environmental conservation. This national project sets a positive example for a dialogue that we hope can be extended to the entire Danube.”

PHILIP WELLER, INTERNATIONAL COMMISSION FOR THE PROTECTION OF THE DANUBE RIVER

rich biodiversity and puts the ecological balance of this unique site under severe pressure. In the long run, the floodplains threaten to dry out.

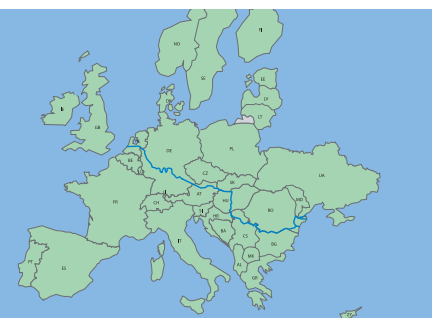
corridor rise even more rapidly than in the busy Brenner corridor.

INFO www.donau.bmvit.gv.at

From the North Sea to the Black Sea over water

The Rhine-Main-Danube waterways cross 10 countries and countries and is home to over 200 million people.

Enlargement leads to a spectacular rise in trade exchanges between western and eastern Europe. Freight traffic is to grow by 44% in the period 2005-2015. A competitive and environmentally friendly transport solution by water will be of strategic importance to keep goods flowing on the continent. The Rhine-Main-Danube connection is a priority project of the trans-European networks of the European Union.



Inland shipping seduces wholesale and retail business

Interview with Christine Marlet of Eurocommerce

At a time the European Commission is to reconsider Europe's transport policy, the European retail and wholesale sector sends a strong signal to the Brussels' decision makers. Heavily dependent on the continuity of product availability, the industry pleads for pragmatic solutions and praises the many advantages of waterways in intermodal transport.

Inland waterway transport is commonly known as a carrier for cheap bulk commodities over long distances. What brings a highly competitive sector such as yours, working with fast moving consumer goods, to inland shipping?



Inland waterways transport has many advantages for non-food products such as textiles. Navigation can often take place 24 hours a day, 7 days a week and inland waterway container ships can take from 200 to 470

containers on board. If low transshipment costs and efficiency are present at all times, the commerce sector will certainly exploit the possibilities of transporting food products with a longer best before date. As end users cannot always make a cost-efficient use of this mode due to lack of ships, the commerce sector encourages entrepreneurs to invest in new ships.

EuroCommerce in figures

The retail, international trade and wholesale business to the EU is represented by EuroCommerce in Brussels. The commerce sector is the interface between the manufacturing sector and 450 million consumers across Europe. It is a large and dynamic sector in the EU, representing 13% of EU GDP, 5.5 million enterprises and providing jobs to over 27 million people from all parts of society.
www.eurocommerce.be

A growing number of companies commit themselves to more sustainable development and reducing CO2 emissions. How can inland waterway transport help to achieve these targets?

European commerce is indeed very much committed to sustainable development. Using all modes of transport brings added value to this commitment. Inland waterway transport will help to achieve the overall targets of reducing CO2 emissions by making better use of the unexploited capacity on the waterways. A big retailer calculated he saves more than 30%

Particular advantages of inland waterway transport

- Navigation can often take place 24 hours a day, 7 days a week
- The number of accidents is extremely low
- Low fuel consumption per ton-kilometre and great potential to reduce CO2 emissions

CO2 emissions by shipping goods by river. Freight transport by inland waterways accounts for only 7 percent of total inland transport in the EU. This could be improved if waterborne traffic beyond the busy waterway corridors in the Benelux, Ruhr and northern France becomes more attractive and thus raises the green image of the sector.

Transport by barge is rarely a door-to-door service, and therefore intermodal by excellence.

© Tim Pohl



What policy measures would be required to make the use of inland shipping more attractive in corporate supply chains?

The main issue here is that the competitiveness of inland waterways

strongly depends on the costs of transshipment in addition to pre-haulage and post-haulage, which often account for more than 50 percent of all transport costs in the transport supply chain. Therefore, cost reductions in this field should be sought through further harmonisation of intermodal loading units and the development of intermodal terminals.

Inland Navigation Congress in Vienna, 14–15 February 2006



During the Austrian EU Presidency, the Ministry of Transport, Innovation and Technology will organise an Inland navigation congress to agree on a European Action Programme to promote inland waterway transport.

Contact and information:

via donau – Österreichische Wasserstraßen Gesellschaft mbH - Phone +43 1 595 48 96 - events@via-donau.org

Online registration:

<http://www.via-donau.org/eu2006/index.htm>

Important Danube bottleneck in Novi Sad cleared

Five and a half years after the destruction of the bridge on the Danube at Novi Sad, the Danube is fully navigable again in Serbia. The river bottom has been cleared, the wrecks removed and the bridges reconstructed. The last reconstructed "Sloboda" ("Freedom") bridge was opened in October by the Authorities of the City of Novi Sad. The temporary pontoon bridge is still in place but does not hamper navigation.



Austrian port developments



End September, a new container terminal with a capacity of 150,000 TEU was inaugurated in the port of Enns, Upper Austria. In October, a 7,000 m² large storage terminal went in operation in Krems. In Vienna, there are plans to promote the port to a logistics hub for the Eastern region and new EU member states. The most important project is the extension of the intermodal terminal and the corresponding road- and rail infrastructure. Additionally, flood defense works are carried out in the port of Freudenau.

More information on www.hafen.co.at

Plan your waterway trip on the web

Are you considering transporting goods by waterway? Check on BoRIS which waterways and vessel are your best choice, and how long the trip will take. The web-based route-planner will calculate the most suitable route and type of vessel. The test platform has been developed within the COMPRIS project. Its use is entirely free: all you have to do is register.

http://www.ldpris.info/index_uk.html



Waterway managers and industry cooperate to shift freight in Flanders



The Flemish employers organisations and Chambers of Commerce jointly signed cooperation agreements with the Flemish waterway managers to set up an action programme to encourage businesses to use inland navigation for freight transport. An expert will be appointed to analyse freight transport requirements of enterprises. Concrete measures will be taken to promote the use of waterways and quarterly concertation will take place for status evaluation.

Water is the way to go!

INE - Inland Navigation Europe

Office 6G65 • Koning Albert II-laan 20 • B - 1000 Brussels

Tel. +32 2 553 62 70 • Fax +32 2 553 62 72

info@inlandnavigation.org • www.inlandnavigation.org