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### Creating new ships



Creating is an EU project set up to test innovative solutions in logistics and technology. With 27 partners representing 9 countries it combines research with hands-on projects. Its ultimate aim is to assist new concepts to find their way onto the market. In its last news report, CREATING presents its findings on business cases for new barge concepts such as automatic loading/unloading of pellets in Finland, new generation roll-on/roll-off on the Danube, small double hull tankers on short distances and banana transport. The project is co-financed by the 6th Framework Programme R&D of the EU. Final results will be presented at an international conference to take place in Rotterdam on 14 June 2007. [More...](#)

### Dutch crane ship copied



A study is currently underway to determine the feasibility of a crane-ship for Flemish waterways. The first inland crane ship, the AMSbarge, is operating in the Amsterdam region, enabling enterprises located along the waterway to move goods by waterways without investing in transshipment infrastructure as the ship is capable of loading and unloading containers independently. The objective of this new project would be to tap into new markets rather than shift existing traffic. The study comprises 4 stages : analyse the Amsterdam practice, determine which Flemish waterways are accessible to the 1,350 tonnes crane ship which is 86m long and 9.5m wide, study the potential freight flows and elaborate the logistic concept. The results of the study are expected by June 2007. According to the shipbuilder Mercurius convincing companies of an innovative freight concept remains the largest challenge. [More...](#)

### via donau trains the inland navigation experts of tomorrow



In order to ensure active knowledge transfer, traineeships are again proposed by via donau for the academic year 2007-2008. These traineeships provide students in technology or transport and logistics with the opportunity to write their masters' theses on the subjects of inland navigation-related topics or telematics, while being tutored by via donau's experts, or to complete an academically required internship within its facilities. Contact Elke Aenspeck on +43 50 4321 1102 or click [here](#)

### New Dutch government will give impulse to inland waterway transport



The newly formed cabinet in the Netherlands has confirmed its support for inland shipping through its government programme. The port of Rotterdam is extremely important for the Dutch economy, in which good hinterland connections naturally play a significant part. To stimulate freight transport over the waterways and innovation of inland shipping supplementary funds will be made available. Also, an additional 500 million EUR will be dedicated to investments in road and waterway infrastructure and improvement of accessibility, the split between road and waterway to be decided later. The cabinet also confirms the past policy of catching up on backlog maintenance and the solution of bottlenecks.

### Seaport Zeebrugge accesses hinterland via estuary



In November last year the European Commission approved the Flemish government's subsidy of EUR 6.2 million to financially support estuary traffic to and from the maritime ports of Zeebrugge and Ostend, which have no optimal access to their hinterland via inland waterways. Coping with rising transport volumes, the ports want to bypass the existing restricted canals which cannot absorb the forecasted additional traffic growth by estuary barging as more road transport would only add to the gridlock. The grants will be used to build estuary vessels or to convert inland barges into estuary barges, capable of travelling along the short sea-route between the seaports and the Scheldt estuary and to continue by waterway further on the inland waterways. First contracts are under negotiation and the system will be launched in the course of 2007. In the longer term some 790,000 TEU a year would be transported to the hinterland and the Rhine area by this transport. This is equivalent to some 500,000 trucks, or 9,000 traditional inland vessels passages via the Bruges ring canal annually. Meanwhile, Zeebrugge hopes in the longer run to be connected to the Seine-Scheldt connection by an upgrade of existing canals. [More...](#)

### Antwerp smoothens container handling with Barge Traffic System (BTS)



The port of Antwerp decided to introduce an online platform for the reservation of barge slots at the ports' container terminals. The initiative follows repeated complaints of inland ship operators about long waiting hours for container handling. Maritime shipping enjoys priority, but as the delays for barge handling affected the reliability of the business, a solution was required. BTS is a web application allowing easy and swift data information transfer on container barge transport between transport operators, users, terminals and public authorities. The system allows the integration of existing ICT applications and can also help with a more rational management of traffic in the port. The port of Rotterdam already uses Barge Infolink. [More...](#)

### Less ships but more goods on Moselle and Saar in 2006



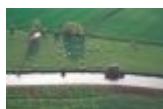
Since the opening of the Saar to large vessels in 2006, the highest transit transport volumes (16.2 million tonnes) have been shipped. Despite the high transport volume the number of vessels stagnates, where larger amounts are carried by larger vessels. On the Moselle for example the number of longer barges has increased. Because of this vessels often have to be individually channeled as locks can only take one vessel at a time, lock capacity is no longer being optimally used, leading to a shipping bottleneck on the river. The building of a larger lock in Zeltingen and Fankel will deal with this issue by the end of 2009. In order to optimally use the capacity of the Moselle in the future, the construction of another lock between Koblenz and Trier is on the drawing table. [More...](#)

### Transport on French waterways continues to grow



2006 was once again a good year for inland waterway transport in France (+2.3%). Together with sea-river transport some 6.5 million tonnes (+8,5%) were shipped over the water, amounting to 8.4 billion tkm (+2,3%). Inland shipping alone increased by 4.7% to 62.3 million tonnes and by 1.2% in tkm nearly 8 billion tkm. The container market specifically boomed, with a growth of 5%, in the Seine basin alone this is +18%. Between 1997 and 2006, traffic increased from 5.7 to 7.95 billion tkm, an increase of 3.3% on average per year. This compares to a mere growth of 1.4% in road transport in the same period, while rail transport decreased by 1.7%. [More...](#)

### Promotion of small waterways successful in Belgium



While traffic in 2006 on the maritime canal between Antwerp and Brussels slightly fell by 1.39% in comparison to 2005, small canals in Flanders registered robust increases between 30% and 50%. The increased use of small waterways shows that infrastructure improvements and dedicated promotion efforts are able to seduce industry located along the waterside to use the waterway for moving freight. Unlocking this potential puts in practice the findings of a Flemish study stating that freight transport on small waterways generates sufficient societal benefits to completely cover the costs of maintenance and operation of the infrastructure. There are additional opportunities to maximise the benefit for society by including recreational shipping and sustainable tourism in integrated plans for regional regeneration. [More...](#)

### Commission postpones introduction ultra-low sulphur fuel



Environment Commissioner Stavros Dimas has issued a new proposal on transport fuel standards to reduce air pollution. The European Commission's new directive finally recognises that inland barges should not run on heavy marine fuels, but the two-stage approach proposed in the directive to bring down the sulphur levels to road fuel equivalent, from 1000ppm to 300ppm from 2010, and to 10ppm only later is surprising. Last year, the EU research consortium CREATING concluded that the very first step leading to cleaner vessels is a fast introduction of 10ppm sulphur fuel. The Commission's proposal is therefore likely to delay the introduction of more advanced engines and emission control equipment. [More...](#)

### Towards low-sulphur fuel in inland shipping



The Central Commission for Navigation on the Rhine (CCNR) will organise on 3 May 2007 in Strasbourg a Round Table on the introduction of low-sulphur fuel in inland waterway transport. The objective of the meeting is to clarify the new proposal of the European Commission on transport fuel standards and the positions of all involved stakeholders. The Round Table aims at professionals in inland waterways transport, engine manufacturers, the oil industry, the ship-building industry, ports, bunker services, classification societies, research institutions, international organisations and river commissions, and the competent national authorities in the CCNR's Member States and Observer States. [More...](#)

### Commission ready to cut red tape in logistics

DG TREN of the European Commission has initiated a Europe-wide exercise to identify bottlenecks that hamper the development of freight transport logistics. Contributions are invited from all stakeholders involved, including industry, social partners and authorities. Interested parties are invited to participate in this exercise by providing details of specific bottlenecks and, if possible, suggesting solutions. The background to the exercise and details on how to participate are contained in the letter sent to stakeholders. The exercise will be ongoing and new bottlenecks can be added at any time, however a deadline of 15 February 2007 has been set for collection of the 'first round' of bottlenecks. [More...](#)

### New INE WaterWays online



In INE's latest newsletter on best practices German Minister of transport Wolfgang Tiefensee reports on the priorities of the German EU presidency, including safety, innovation, energy and environmental efficiency. These items are focused on in articles dedicated to new tanker barges, innovative transshipment techniques and green transport for energy supply. Finally, the Naiades programme of the European Commission is explained, its objectives and first results clearly set out in a comprehensive overview. [More...](#)

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