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Financial green light for more Danube navigation in Austria



The new Austrian State Secretary for infrastructure, Christa Kranzl, announced that the budget for the implementation of the Austrian Action Plan on Inland Navigation has been approved. The Danube corridor is the fastest growing freight corridor in Austria, accounting for an increase of 230% in 1994-2005. Further growing transport demand will lead to a dramatic increase of CO2 emissions. This is why the Austrian government wants a twofold increase of current traffic on the Danube by 2015, to relieve traffic congestion and to annually save some EUR 13 million in external costs. Besides market and fleet incentives, the plan covers works on the Danube east of Vienna to enhance shipping and to protect the floodplains of the Danube National Park suffering from continuous riverbed erosion. An interdisciplinary steering committee bringing together experts in hydrology, ecology, transport and regional economy supervises this ambitious project to ensure the integration of economic, societal and environmental interests, setting a prime example to win-win projects in sustainable development. [More...](#)

Flanders wants a rapid introduction of ultra-low sulphur fuel for inland shipping



Announcing a 5 year impulse programme to accelerate the replacement of older ship engines, the Flemish Minister of Public Works, Energy, Environment and Nature, Kris Peeters, wants the EU to rapidly introduce ultra-low sulphur fuel for inland shipping. Current ship engines are being replaced by energy-sound and low-carbon engines leading up to 30% CO2 reduction. As these engines can only run on ultra-low sulphur fuel, Flanders joins the Netherlands in asking to speed up the current EU timetable for lowering sulphur levels in gasoil, because transport by water is an indispensable link in the logistics position of Flanders. Container transport by barge has grown sixfold since 1998. The engine programme, with a budget of EUR 350,000 a year, will help small businesses in inland waterway transport to accelerate green and clean investments and to contribute to the Kyoto goals. [More...](#)

Belgian transport minister Landuyt stimulates transport by water



The federal mobility minister Renaat Landuyt wants to make inland shipping more attractive in Belgium by lifting some barriers on manning requirements. Belgium follows the example of its neighbour countries. The new measures aim to support the increasing freight demand on small waterways. By allowing small vessels to be manned by only one boatsmaster for certain commodities and transport relations, operations can remain cost-effective without reducing safety. Also, night-time navigation will be facilitated. A second measure aims at making coastal ports more accessible to inland barges. With a set of adaptations to inland ships, they can also navigate on estuary waters to reach coastal ports without river connections. To ensure maximal safety, the measure covers new technical and manning prescriptions for inland barges active in estuary navigation. [More...](#)

Inland waterway transport in Belgium has done well in 2006



In Flanders, inland shipping has realised almost the same number of tkm as in 2006 (4.5 billion tkm, 0.4% less than in 2005), but loadings and offloadings are on the up, demonstrating the success of the government's water transshipment facility programme. The decrease of transit traffic is compensated by an increased number of businesses in Flanders shifting their traffic to the water. Container transport continues its rise but grows less than in previous years due to more efficient handling of empty boxes, and a shift of traffic to shortsea liner and feeder services. Wallonia has seen its best performance since 1996, a slight decrease in tkm traffic of 2005 has been replaced by a 9.2% growth in 2006 (1.9 billion tkm), in tonnage an increase of 1.7% is observed (to 44.456 million tonnes). Import is in decline, while exports continue to grow and internal traffic has realised 5% growth. From 1996 to 2006, an increase of 57% is observed in tkm and 39% in tonnes. Main contributors to this growth are metals, agricultural products and construction material, while minerals and fuels (both solid and liquid) decreased. More on [Flanders](#), and [Wallonia](#)

Port of Brussels signs charter for sustainability



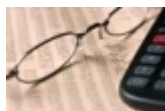
At the end of February the port, public authorities and businesses signed a Charter for Sustainability aiming at a stronger cooperation between different players to favour a harmonious development of port activities in the Brussels Region while respecting the urban environment and its inhabitants. Located along the canal that crosses Brussels, the port allows a large quantity of goods to enter the city by water, thereby relieving the busy roads and reducing greenhouse gas emissions that contribute to climate change. An expert has been appointed to encourage more modal shift towards the waterway, by making better use of current infrastructure and to promote the port internationally. With a lack of expansion room for portuary activities, the total volume transported via the Port of Brussels stabilised in 2006, but the container business (12%) and transport services increased. The acquisition of new sites and refurbishing of existing portuary plots will help to keep goods flowing in the Brussels Region. [More...](#)

Link to Seine-Scheldt for port Zeebrugge studied



The Flemish government started a feasibility study on how to link the coastal seaport of Zeebrugge to the waterway link Seine-Scheldt, which is a priority under the trans-European transport network. The study will extensively examine the economic, societal and environmental impact of the upgrade of an existing canal. The results of the feasibility study are expected in the spring of 2008. At the same time, a mirror group has been created to represent all possible stakeholders and to discuss all aspects related in order to enable a balanced and well-informed decision. [More...](#)

German inland shipping grows again



Inland shipping grows with the German economy. After a relative standstill in the past years, transport by barge profited in 2006 from increased German imports and exports and grew by 2.7% to 243.1 million tonnes, the highest level since reunification. Container traffic reached over 2 million TEU. Other booming markets are construction materials (+11.2%), solid mineral fuels (+6.7%) and metal products (+4.4%). All transport modalities have gained from the economic upswing, carrying 5.7% more volumes. Road transport still has the greatest share in German transport (77%). [More...](#)

German inland waterways clear trees toppled by hurricane Kyrill



When hurricane Kyrill badly hit the German forests last February, especially in Nordrhein-Westphalen, the total wood damage was estimated by experts to be up to 25-30 million cubic metres. To clean up this enormous amount of downed trees in time to avert further harm to the forests, 1,000 trucks should make 3 trips a day until the end of the year. The German Short Sea Inland shipping Promotion Centre worked out a logistics scheme for Nordrhein-Westphalen in cooperation with the inland shipping and port business as they have the capacity to deal with these large amounts, so that only short hauls need to be done by road. [More...](#)

Innovative tankbarge company wins German Dangerous Goods Prize



Günther Jaegers, director of Chemgas, co-owner of Reederei Jaegers and chairman of the German inland navigation association BDB, received the 2007 Dangerous Goods prize in Germany. This honor is distributed each year for best accomplishments in the area of hazardous goods, and it is the first time that it goes to the inland shipping industry. Dr Jaegers was given this award for his continued efforts in advocating safer, double-hull tankers, thus making sure tanker barging, already known for its excellent safety record, is even more prepared for the future. [More...](#)

Rising volumes in Austrian and German Danube ports



Despite weather-related restrictions, Bavarian port traffic increased to 24 million tonnes in 2006, 4.6% more than in 2005, with its six locations continuing to grow and play a role as logistics turntables between West and South-East Europe. With a volume of 11.3 million tonnes Nuremberg had the largest share, an increase of 10.4%. Aschaffenburg increased by 0.6% to 2.8 million tonnes. Bamberg registered a 5.2% increase to 2.5 million tonnes, and in Passau 596,000 tonnes were transhipped, an increase of 20.9%. In Regensburg however a 3.6% decrease to 6.8 million tonnes was observed. In Austria, Vienna generated an overall transshipment volume of 10.8 million tonnes, an increase of 3%, after its facilities were expanded and improved (for biodiesel and woodchips). In Krems, overall transshipment volume reached 3.5 million tonnes, +27 %. Water handling – about half of which generated from the transshipment of gravel – rose by 71%, reaching a total of 840,000 tonnes. Enns recorded a boost in container transport with a 2% increase in transshipment volume, reaching 5.7 million tonnes. Linz saw a total performance of 9.2 million tonnes (+ 8 %) with 42% share for container transshipment. More details for [Germany](#) and [Austria](#)

Cereals increasingly take the waterway in France



Voies Navigables de France (VNF) and the French Bureau of Agricultural Products (ONIGC) have an agreement to jointly develop the access infrastructure to waterways and to enhance the transshipment as well as the handling of cereals. Part of this agreement is a support scheme "CEREO" to encourage investments with an annual call for projects. The 2006 call resulted in 12 new projects selected on quantitative and qualitative criteria which are expected to annually generate 80 million tonkilometres on the French waterways. [More...](#)

A second container terminal in Lyon



The second container terminal at the Port of Lyon was inaugurated by the French Minister of Transport, Dominique Perben. This new terminal was necessary to cope with a forecasted 100,000 boxes a year. Public investment amounted to 40% of the total cost price. The terminal is located 500m away from the first terminal and has a 200m long quay allowing 4 barges or 2 push convoys to load/unload at the same time with a crane handling 25 operations per hour. The rising volumes in Lyon follow a more intensive use of barge transport by the port of Marseille to serve its hinterland. [More...](#)

International Navigation Association attracts young professionals



Since 1885, PIANC acts as an international cooperation network bringing together government organisations, private companies, universities and professional individuals in all fields of maritime and inland water transport with a particular attention to environmental issues, both in industrialised states and countries in transition. PIANC offers young professionals opportunities for training and development, technical and scientific debate in an international arena and opportunities to meet with key players in the waterborne sector. [More...](#)

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