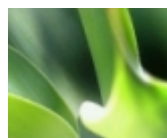




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### **Clean fuel improves air quality and reduces greenhouse gases**



Improve air quality or fight climate change? This is the current dilemma for the EU institutions when you take into account a coherent well-to-wheel policy. Inland waterway transport however can do both. The key solution to eco-innovation is clean fuel. A rapid introduction of ultra-low sulphur fuel enables a smooth switch to new-generation, energy-efficient engines saving between 15-30% CO<sub>2</sub>. An important contribution in the fight against climate change which compensates by far the increased CO<sub>2</sub> emissions due to more sulphur-free fuel production. At the same time, ultra-low sulphur fuel allows the installation of emission reduction devices cutting NO<sub>x</sub> and PM emissions by 85-95%. Meanwhile, inland shipping prepares the next generation engines with research into zero-emission systems such as fuel cells. [More...](#)

### **Inland ports generate jobs**



A study into the socioeconomic impact of the port of Brussels reveals some 5,750 direct and 7,715 indirect jobs can be directly attributed to the port. Half of these are unskilled labour favouring social inclusion. 350 enterprises are active on and around the port sites, an increase compared to 5 years ago, and 87% of these are SMEs. Some 24 million tonnes of freight transit through the port each year, of which 27% via waterway. The direct added value of these enterprises amounts to EUR 569 million (+3.7% compared to 2003), indirect added value being almost the same amount. The port of the EU capital thus confirms its position as a regional economic linchpin, contributing heavily to economic growth in the area. To reinforce its role in sustainable transport, the port of Brussels currently looks for partners to carry domestic waste by water. [More...](#)

### **Flemish waste will travel by water in 2009**



Domestic waste of 62 out of 65 municipalities in Flemish Brabant in Belgium, totalling nearly 140,000 tonnes, will travel over inland waterways to the waste incinerator in Doel (Antwerp) as from 2009. Waste will be collected by truck and taken to transshipment facilities in Wilsele, Grimbergen and Huizingen, located near a canal. The Flemish Region will subsidise start-up costs of this project which will remove some 5,900 trucks from Flanders' congested roads, leading to a reduction of 1,100 tonnes of CO<sub>2</sub>. [More...](#)

### Port of Antwerp presents Masterplan inland shipping



With a share of 42% in the total hinterland traffic of the port of Antwerp, inland shipping is an important partner and the port has presented an integrated Action Plan to strengthen this relation. By 2018, measures will be taken in cooperation with all stakeholders to increase the share of inland shipping in overall hinterland transport to 51% and in container hinterland transport to 43%. The port proposes better administrative and operational procedures for inland shipping, infrastructural improvements where necessary and the implementation of new technologies to improve the efficiency, environmental performance and safety of transport by barge. [More...](#)

### Holcim wins Walloon waterfreight prize



At its annual celebration the Walloon promotion agency OPVN handed out a prize to the company that has realised a commendable growth in freight transported over water. This year, Holcim Granulates Belgium, a subsidiary of the Swiss manufacturer of granulates used to manufacture cement, and located in Gaurain-Ramecroix near Tournai, was rewarded for increasing its water transport by 46% to 408,000 tonnes. It is currently renovating its installations to increase production and its river transports, including preparations for the opening of the Seine-Scheldt link. [More...](#)

### New ideas for small waterways



Facing a shrinking number of small vessels but increasing demand, the Dutch ministry of transport has decided to allocate EUR 900,000 for the period 2007-2010 to its Small Business Innovation Research (SBIR) programme, dedicated to new and alternative concepts in fleet management, freight services, transshipment options, increased ship life cycles, spatial planning, financing. If small waterways are no longer served, more trucks will take the road causing higher social costs. Since May 2007, the programme finances the first 2 stages (feasibility study, research & development), enterprises have to seek financing for the market stage on their own. [More...](#)

### Dutch website invites youngsters on virtual visit onboard



The objective of this newly set up website is to interest young people in training and employment aboard an inland vessel. A film is currently being made which presents two youngsters in their search for information on inland waterway transport. They go aboard vessels to talk to ship operators and to get a hands-on experience in performing onboard duties. All of this will present viewers with a realistic portrait of the profession. Once interest has been raised, the website surfers can consult the different training options available and start with their personal search. [More...](#)

### Inland ports not to be sacrificed to housing and recreation, says Dutch State Secretary



Tineke Huizinga, Dutch State Secretary, assured inland shipping entrepreneurs that the government considers meeting the backlog in infrastructure works as a priority. Inland waterway transport takes a lion share in land transport in the Netherlands. More than 40% of all goods go over water. She called upon provinces and local communities to take up the same commitment for the waterways under their competence, warning that if inland ports are sacrificed to housing and recreation, traffic will grind to a halt. Efficient transshipment facilities are paramount for multi-modal transport. Land use planning decisions should take account of the long term impact. [More...](#)

### German inland shipping sector wants to be climate frontrunner



Gunther Jaegers, chairman of the association of German inland shipping companies confirmed at a parliamentary evening in May the ambition of the sector to stay ahead in terms of environmental performance. Instead of waiting for governmental initiatives in the framework of the climate debate, he pointed at the sector's pro-active attitude in the shift to double hull tankers and its urgent request to introduce cleaner, low-sulphur fuel at once instead of taking a two-stage approach as proposed by the European Commission. The transport minister of Nordrhein-Westphalia appealed to give more weight to inland ports and to react against the ongoing redesignation of port areas into housing projects. [More...](#)

### German State Secretary baptises new low-emission vessel



Astrid Klug, German Environmental State Secretary was the honoured guest at the presentation of the newly built FUTURA tanker ship. The construction of the Futura carrier has been co-financed to the amount of EUR 1.6 million by the environment ministry. The Futura ship causes less waves thanks to enhanced manoeuvrability. Equipped with a diesel particulate filter and a deNOx installation, harmful emissions are reduced between 70 and 95%. The Futura runs on clean, low-sulphur fuel, contributing to a better air quality in port and urban areas. [More...](#)

### Decrease of inland shipping volumes in German inland ports



In spite of the fact that German inland ports for the 3rd year in row strongly benefit from increasing freight growth, the throughput of inland shipping volumes has slightly decreased to 116 million tonnes. At the origin of this development are the continuous capacity bottlenecks in seaports which lead to considerable delays and reduce service reliability for inland shipping. Ports like Rotterdam and Antwerp have recognised that infrastructure investments will not solve all problems and work on advanced ICT systems and a better cooperation among all stakeholders to optimise traffic flows and to reduce congestion. Meanwhile, inland ports in Germany increasingly develop into trimodal transport hubs and railfreight transshipment has increased by 5.5% to 66 million tonnes. [More...](#)

### Danube countries joined forces at large transport logistics fair



At the Transport Logistics Fair in Munich, Danube countries teamed up to present cross-border transport solutions in one single booth, aiming at a one-stop-shop for all questions about Danube infrastructure, shipping and logistics. An expert group of ship operators, forwarders and agencies has been organised as contact point to assist all interested customers. With this joint initiative, via donau and its partners want to promote the Danube as a truly trans-European transport corridor with great potential. Presentations and round tables on River Information Services, container lines and success stories completed the programme. [More...](#)

### Water levels by text message in Austria



With the SMS-service „water levels“, via donau offers a new user-friendly service to skippers navigating on the Austrian Danube: all water level data published on the DoRIS [website](#), can now also be retrieved via mobile phone by sending a text message to the Service-number +43 676 800 505 065. This service is free of charge and can be accessed from Austria as well as from abroad. [More info](#)

### EU Life projects in Austria restore Danube's natural aspect



After a construction period of a year and a half, via donau and its project partners successfully completed the riverbank restoration in the area of Thurnhaufen, across from the National Danube Wetland Park, combining benefits for ecology, navigation and flood protection. Another LIFE project in the Wachau region reconnects cut-off side-arms relicts and pools to the Danube. The construction works lasted from fall 2005 until April 2007 and were performed in times of low water levels in order to preserve flora and fauna. The works are in accordance with the nature protection goals set by Natura 2000. Experts have already identified 26 types of fish which populate the newly created side arm system. [More...](#)

### New French canal will save greenhouse gas emissions



The construction of the Seine-Nord Europe canal in France will allow a yearly emission reduction of 220,000 tonnes CO2 by 2020, and 550,000 tonnes CO2 by 2050. This will result in annual energy savings of 65,000 tonnes of oil-equivalent as of 2020 and nearly 170,000 tonnes as of 2050. This in case of freight quantities progressing at normal growth level. Should the canal function at full capacity, the reduction of CO2 emissions would reach 940,000 tonnes a year. All of these calculations have been prudently based on a reduction of 20% of CO2 emissions by 2020 and 35% by 2050, while ship owners have already started now with replacing older engines by more efficient ones. By 2015 the first fuel cell ships (0% emissions) are expected to appear on the waterways. [More...](#)

### More car parts travel over water in France



The Renault plant of Grand-Couronne near Rouen, managing and transporting automobile parts to and from Europe and the world, has decided to shift 12,500 containers from the A13 motorway to the Seine, to reach the port of Le Havre, 70km away. Because of this transfer, every year some 25,000 truck movements will be avoided, CO2 emissions will be reduced by 1,500 tonnes and fuel consumption will be reduced by half. On top of these environmental benefits, the plant will also increase its flexibility, as its container barges carrying 2 x 99 boxes will be able to operate 7/7. [More...](#)

### French fleet - average capacity and increased productivity



1,400 active vessels operate on the French waterways, with a total capacity of over 1 million tonnes, and on average 792 tonnes, which is an increase of 20% compared to 2000. The majority of these 900 vessels are self-propelled. In 2006 an increase of 7.8% in waterway freight transport can be observed, to reach a total of 31.5 million tonnes, and a rise of 2.9% to 5.1 billion tkm. These numbers approach the 4.7% increase in total traffic numbers realised in France in 2006. The national fleet thus improves in market share. [More...](#)

### Sea and water surveys UK businesses on their waterfreight attitude



70% of the surveyed organisations in the UK had a positive attitude towards waterfreight transport as an environmentally sustainable alternative to road. Reliability was more important than cost in the choice of mode. The greatest opportunity for water was perceived to be in the movements of containers, recyclable materials, waste and aggregates. Pollution and safety were low-ranking in the decision-making process for transport mode. According to freight users the most important barrier to water freight was speed of delivery and its effect on just-in-time practices. [More...](#)

### EC supports construction lightweight vessels



The European Commission authorised a Dutch subsidy supporting the development of a lightweight inland barge. The new "CompoCaNord" has a smaller draught due to its low weight, resulting in lower fuel consumption, while it can navigate at low water levels. The result of the research will be available to the industry in general. The Commission approved Dutch state aid for this project as the objective is fully in line with the message of the EU Naiades programme to strengthen the competitive position of inland waterway transport, in particular by enhancing its integration into multi-modal supply chains. [More...](#)

### CREATING project closes with final conference on 14 June 2007



Creating, the European project aiming at stimulating waterborne transport within logistics chains from an economic, environmental and safety point of view, organized its closing conference "Pushing innovation forward" on 14 June 2007 in Rotterdam to report and discuss achievements, the opportunities for waterfreight clients and how results can be shared with other waterway corridors. Further information can be found in the latest newsletters on the CREATING website. [More...](#)

### Ports and Waterways Conference in Croatia



The universities of Zagreb, Osijek and Vukovar organise the second international conference POWA 2007 "Inland waterway transport interoperability within the European transport system" in Vukovar, on 5-6 October 2007. During the conference, the management, operation and planning of ports and waterways will be discussed, with special emphasis on new areas of research as the incorporation of new technologies into a better concept of port and waterways development and management is essential for the industry to improve its competitiveness. [More...](#)

INE ■ Inland Navigation Europe

Koning Albert II-laan 20 ■ office 6G65 ■ B-1000 Brussels

info@inlandnavigation.org ■ www.inlandnavigation.org