



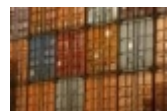
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Coordinator for waterway priority projects to be appointed



The European Union will appoint a coordinator for the two waterway priority projects of the trans-European networks, for Rhine/Meuse-Main-Danube and Seine-Scheldt connections. Karla Peijs, formerly a Dutch transport minister, will, on behalf of the European Commission, work actively with all involved stakeholders to successfully implement the TEN-T priority projects 18 and 30, which are set to ease the congestion on north-south and east-west corridors. [More...](#)

European Commission selects 1 inland waterway project in Marco Polo



In total, 15 projects were selected out of 48 proposals for funding under the Marco Polo Programme. The selected 15 projects are mainly aiming to ensure a modal shift to rail, only one catalyst action and one common learning action have been selected. The catalyst action is an inland waterway project on the Elbe, affected by low water. The project team consisting of the Saxonian inland ports of the Upper Elbe in Germany and the Czech Republic, the Deutsche Binnenreederei, CSPL and the ports of Magdeburg and Rosslau propose a new container system for inland waterway transport. Meanwhile, the European Commission plans to adapt the Marco Polo programme in a way it becomes more attractive for inland shipping companies to apply. [More...](#)

Rhine traffic up in 2006



According to the Central Commission for Navigation on the Rhine, economic growth in the Eurozone has led to an increase of Rhenan traffic by 3% compared to 2005. This growth can be mainly attributed to increases in the transport of metals, coal, sand, gravel and chemical products. Container traffic, however, has decreased by 1%, due to a decline in the transport of empty boxes by 8%, while the number of full containers increased by 3%. [More...](#)

Groceries on the Thames



London's oldest grocer, Sainsbury's, has trialed a more environmentally-friendly way of delivering food to its stores on the Thames, as it did originally in 1869. From its distribution centre in South East London, the day's delivery for the store travels by barge, rather than by road, arriving in close proximity to the west London store. If rolled out to stores in the same area, this could save 350,000 road kilometres every year. Moving freight to the river contributes to Sainsbury's target of reducing CO2 emissions by 25% by 2012. The trial is one of many projects to explore more energy efficient transport and operations, aiming to reduce the distance its fleet and suppliers travel by 5 million kilometres by 2010. This trial tested the potential of the upper river for moving time-sensitive goods and demonstrated freight moves faster on the river than on central London's roads as there is no traffic build-up. Free energy is also available, when using the river the tide helps propel the vessel. [More...](#)

France studies waterway link between Saône and Moselle



Another waterway project to link northern and southern waterways is under study in France. After socioeconomic studies demonstrated the economic value of linking the Lorraine region with the Rhône-Alpes region in the hinterland of the port of Marseille over water, technical-environmental studies have now been launched. These consist in the analysis of the geographic location and the identification of possible stretches for the new waterway, should last some 10 months and will conclude with a technical, environmental, territorial and financial pre-evaluation. [More...](#)

Urban transport is on the rise in Paris



The Port of Paris continues to grow with traffic increasing by 7,1% compared to 2006, marked by innovation efforts and new traffic for the development of waterway deliveries straight into the heart of the city. Port authorities insist on the planning zone issues which mean they are responsible for integrating landscape and environment, in partnership with local municipalities and through dialogue. [More...](#)

Higher bridges in Metz



The port of Metz, the first cereals port in France, shifts some 400,000 containers each year and wants to extend its activities with a regular line service on the Moselle. In order to allow this extension, seven bridges will need to be lifted to allow the passage of 3-layered container vessels. Last year the port handled some 4.06 million tonnes, of which 1.89 million tonnes over inland waterway. [More...](#)

Agroproducts by barge lowers transport costs by 20%



One out of every three trucks in Belgium and the Netherlands carries agroproducts such as timber, tobacco, cereals, malt, potatoes and fodder. This is why the two countries jointly decided, with the support of the EU regional fund, to ship more agroproducts over water in a region representing 25% of the agrosector, involving 94,000 companies which employ 274,000 people. The Flemish waterway manager Waterwegen en Zeekanaal, leading the project, suggests current bottlenecks for shifting to water transport are due to a lack of transshipment facilities and well-adapted ships. But once these are addressed, advantages are huge with a decrease of transport costs by 20%, as well as less road congestion and CO2 emissions. [More...](#)

Clean transport modes work together



In the Netherlands the sector organisations for rail, short sea shipping and inland navigation transport have agreed to cooperate to improve intermodal freight transport. Combining their environmental performance allows them to contribute significantly to a reduction of emissions in freight transport. Joint presentations will be extended to multimodal events, congresses and field visits for shippers to present combined projects. [More...](#)

Dutch couple shows the way forward



Dutch couple has transformed an old vessel to investigate practical and affordable solutions to improve energy consumption and cleaner operations in inland navigation. Its engine is equipped with a hydrogen booster and able to travel on bio-diesel. The vessel also features solar cells and a generator. In September they the vessel will go on a trip to Berezina in Bielo-Russia, travelling via the Rhine, Main-Donau canal, the Danube, will cross over the Black Sea to reach the Dnjepr until the Berezina. [More...](#)

Stimulating innovation in inland shipping



In the Netherlands, SenterNovem, the government's state aid organisation (subsidieloket) will award a grant of 50,000 euro each to 16 companies to execute innovation projects for inland navigation, focusing on the reduction of fuel consumption, the emission of greenhouse gases and an increase in security. Holland Marine Equipment will execute this so-called Innovation Performance Contract, and 20% of the grant will have to be spent on cooperation with participating members. [More...](#)

More and more ships in Rotterdam burn sulphur-free fuel



The number of ships in the port of Rotterdam that burn sulphur-free oil is expanding. Several transport companies have joined in the Rotterdam sulphur-free fuel pool by signing a covenant, promising to have their ships run on sulphur-free fuel within the foreseeable future. In the meantime, the Pilot vessels as well as Port Authority vessels are now using this fuel. That is EN 590, truck diesel fuel with less than 10 ppm (parts per million) of sulphur. Currently, 2000 ppm is the legal limit for fuel used by inland waterway vessels. The European Commission will make the usage of sulphur-free fuel compulsory only in 2012. [More...](#)

More German youngsters attracted by inland navigation



In 2006, a record number of young people in Germany were trained to become inland waterway skipper, an increase of 16% compared to 2005. The number of apprenticeship contracts rose by a whopping 26% to 137 units. These numbers indicate a renewed interest for a career on the water, and are the direct result of renewed promotion efforts by the German federal government and the industry, the intake of trainees in crew tables of the commercial inland waterway craft travel and cooperation between enterprises and training initiatives launched by the sector. [More...](#)

More berthing spaces in Germany



In the coming years the German federal Ministry of Transport wants to invest 10 million euro in the extension of available berthing locations on the upper and middle Rhine (Baden-Württemberg, Rheinland-Pfalz and Hessen), as rising traffic, larger ship dimensions and the loss of mooring space to residential use and leisure activities had created a structural problem in the area. The investments will allow ships up to 135 m length and larger coupled vessels to adhere more easily to the legally prescribed rest periods, making crew changes possible and improve social contacts. The BDB appeals to regions, municipalities and ports to follow the example of the federation with their own building zoning plans. [More...](#)

EC approves regional aid for containers



The European Commission has approved subsidies to be allocated by the Brussels Region to enterprises located in Brussels for setting up new or existing container lines to Rotterdam and Antwerp to compensate for price differences with road transport. The aim is to obtain a modal shift from road to inland waterway leading to reduction in emissions and ensuring sustainable development. Maximum 450,000 euro (150,000 euro per year) can be granted from 2007 to 2009 to companies operating line services in terminals along the Brussels waterway. Individual subsidies involve 24 euro for a 40 feet container, and 18 euro for a 30-feet container. [More...](#)

Austrian combined transport scheme extended



The European Commission has decided to authorise the extension of an aid scheme operated by the Austrian State Fund ERP for combined transport infrastructure and equipment. This decision is aimed at shifting freight transport from the roads on to other, less congested and more environmentally-friendly modes of transport. The State Fund ERP grants transport firms loans at interest rates that are better than market rates. The loans can be granted for combined transport activities such as investment in specific transport infrastructure and equipment and the use of new technologies. The maximum amount of loans that can be granted until this scheme expires at the end of 2011 is EUR 35 million. This scheme extends a similar programme which was approved by the Commission in 2002 and expired in 2006. [More...](#)

Danube waterways - an asset for a prospering Europe



Upon invitation of the Austrian State Secretary, the Danube riparian states signed at a Danube symposium on 13-14 September 2007 in Ybbs-Persenbeug a declaration to give their full support to a sustainable development of inland waterway transport on the Danube in a move against climate change and rising congestion. The responsible Secretaries of State and high-level representatives from all Danube riparian states, discussed and defined the next steps in the implementation of NAIADES with the European Commission. The focus of the symposium consisted of a series of keynote speeches by the Austrian chancellor Gusenbauer, EC director general Ruete and the new TEN-T coordinator Karla Peijs. [More...](#)

World's largest river expedition in 2007 on the Danube



The „Joint Danube Survey 2“ is the second common Danube expedition and the biggest worldwide enterprise of this kind for 2007. On 14 August, 3 vessels, the Argus, the Piscius and the Szechenyi, launched a 2375 Kilometre expedition on the Danube and its tributaries, sailing through ten Danube countries. to reach the Delta at the end of September. Collecting data on water quality and pollution factors of the entire Danube and a large part of its tributaries, the main goal of the expedition is to obtain an overview on the chemical and ecological state of the river and estuaries of its main tributaries. The progress of the expedition will be monitored and coordinated by the Secretariat of the International Commission for the Protection of the Danube River (ICPDR). The Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management will contribute with scientific and financial aid to the project. [More...](#)

Record numbers attained in Liège



The port of Liège is having an excellent first semester in 2007: inland traffic is on the rise by 7.8%, to reach 7.71 million tonnes. Principal reason for this success is the heavy contribution by the booming steel market (+16% minerals, +12% coal and +9% metal products), while building materials soared by 37% and petrol products by 21%. [More...](#)

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