



# ROMANIAN INTERMODAL ASSOCIATION NEWSLETTER

January - February 2011



## Danube Strategy at the core of the Hungarian EU Presidency

On January 1st 2011 and for the next six months Hungary is taking over the EU Presidency. Under the motto "a strong Europe", the cabinet of Prime Minister Viktor Orban has set high goals among which the concrete realisation of the EU Strategy for the Danube Region will be launched after endorsement by the EU member states.

In the last few months Hungary mostly made negative headlines, the Danube pollution catastrophe in Kolontar near the Austrian border and the poor score of Baa3 on national level in the evaluation made by the Agency Moody's, to mention only a few.

Naturally the country plans to use the opportunity of the EU Presidency to improve its image and settle some important European construction sites. The top priorities would be the EU budget and eventually signing the accession of Croatia to the EU. Another relevant domain in which Hungary wants to excel in is environment and infrastructure. The Danube Region Strategy and its promotion are crucial to the Hungarian government.

Commissioner Etelka Barsi-Pataky has been appointed to coordinate the cooperation efforts.,

The Danube Region Strategy embraces 14 countries, out of which eight are EU members. Currently, only 50 million tons of goods are transported on the Danube, a waterway with 2800 km of navigable waters. In comparison, however, the annual cargo transport on the Rhine – a waterway only 800 km of navigable waters amounts to 330 millions.

The great potential of the Danube has to be utilized and expanded. Until mid-2011, the EU Summit is expected to have accredited the Danube Region Strategy.

This will be followed by roughly 100 billion Euro worth of funding by the Structural Fund which will be invested in the Danube region. These funds will lead to a regional economic boom.

[www.via-donau.org](http://www.via-donau.org)

## Foreword of Mr. Mathias Ruete on this year's challenges concerning the Future of transport

2011 will be an important year to prepare for the medium-term future. Early on, it will see the Commission presenting its White Paper on the Future of Transport that will detail EU's transport policy for the next 10 years, as part of the resource efficiency EU 2020 flagship and provide an outlook beyond.

Later in the year, the discussions concerning the next Multiannual Financial Framework will start, based on the overall framework and more detailed proposals.

The main transport initiatives outlined already in the Commission's 2011 work programme can be subsumed under the following headings:

The single transport area. DG MOVE will continue to work towards market opening and ensuring fair competition in order to sustain the EU economy's growth and recovery.

The Commission will in 2011 focus in particular on modernising legislation covering the airports sector.

To strengthen the competitiveness of the EU maritime industry and increase the quality of jobs, the Commission will present proposals on the human factor in the maritime sector.

The campaign to increase EU citizens' awareness of their rights when travelling will continue. In addition, the Commission will present an assessment of passenger rights in all modes of transport. In the road sector, the discussions to adopt the proposal on Eurovignette will continue and, once adopted, will firmly anchor into EU law the principle of internalising external costs. As demonstrated during various events in 2010, the work on ensuring the security and safety of the single transport area will need to carry on, not least with Commission inspections to ensure aviation and maritime security and safety.



The Commission will also present a comprehensive assessment of transport security and new rules on airport security scanners, licensing of air crew and passenger ship safety.

Infrastructure: 2011 will see intensified discussions on the next generation Trans-European Networks. The objective of the revision is to focus these networks and the funding more on a "core" network of corridors that have clear European added value. As the Trans-European Networks are of significant financial importance, the revision has to follow closely the discussions on next Multiannual Financial Framework.

The Commission will also present a Communication where it outlines its vision on transport relations and improved connections with EU's neighbouring countries. Innovation. To ensure that Europe continues to have the technological edge, DG MOVE will continue to promote future technologies and applications.

It will also prepare the ground for a future EU strategy on transport research and innovation which will focus on key areas where the EU can bring added value. DG MOVE will also work on the future governance structure of the SESAR programme. "

The Commission will present an e-mobility package to increase safety and interoperability within and between different transport modes. It will start preparations for launching the innovation partnership pilot on "smart mobility."

[www.ec.europa.eu](http://www.ec.europa.eu)

## Full steam ahead for inland waterways

**Barge to Business, an exciting European event about logistics and supply chain management, focussed on inland waterway transport, took place on the 30th of November and the 1st of December at Square in Brussels. More than 600 delegates from 22 countries attended Barge to Business.**

**However, there were still many more people who wanted to attend and were unable to do so as the conference was fully booked two weeks before it started. Now the organisers have made available all presentations and speeches in podcast format on <http://bargetobusiness.eu/information-market>. You can re-experience Barge to Business online and free of charge.**



"This was the first time inland navigation has showcased itself to the public in such a way," said Hilde Bollen, of Promotie Binnenvaart Vlaanderen, who led the Barge to Business conference organising team of European partners involved in PLATINA (the platform for the implementation of NAIADES). "Inland waterway transportation provides integrated solutions – and this conference was just such an integrated solution. The expert presentations all show that inland navigation is the perfect mode for all kind of products and goods, offers cutting edge technology, is cost efficient and plays an effective role in integrated logistics networks and supply chains.

The unique event brought together some of the leading opinion makers in Europe – both on the supply and demand side – to lead more than 30 presentations and panel discussion showcasing all that inland waterway transport has to offer logistics and supply chain managers. Topics covered were wide ranging and visionary, including innovative logistics techniques, green fuels and vessels, population, commerce and culture, climate change, achieving sustainable logistics chains and information technology.

"Emphasis was placed on the practical, with existing waterway users sharing their experiences, challenges and successes on the hot topics of logistics and green innovation.

These recommendations from the field provide indispensable input to inland navigation development policy in Europe and will ensure our success." said Karin De Schepper, General Secretary of Inland Navigation Europe, organiser of the information market pillar.

## Joint manifesto for the use of inland waterways



**Inland Navigation Europe (INE), the European Barge Union (EBU) and the European Skippers Organisation (ESO) have issued a joint manifesto calling on the European Commission, the European Parliament and Member states to join them in partnership to double the overall share of inland waterway transport in the EU by 2020.**

The European Commission is preparing a white paper on transport that will detail Europe's transport policy for the next 10 years and beyond. INE (Inland Navigation Europe), EBU (the European Barge Union) and ESO (the European Skippers Organisation) urge the EU to lift all barriers to make full use of its existing asset - the inland waterways which connect the core economic centres in Europe.

In a joint manifesto, INE, EBU and ESO outline their vision for the future: "By 2020, 80% of EU citizens will live in congested urban areas. Particularly in the densely populated areas of Europe, road transport will be at a standstill.

Cities along waterways will have turned this advantage to their favour. Inbound and outbound goods will be shipped using smart, clean and modular barges along the existing waterways.

Multimodal terminals at strategic points of the network will have been modernised and equipped with intelligent logistics systems.

The traffic of major seaports will continue to grow in a sustainable way, thus securing the supplies of hundreds of millions of citizens in important urban centres such as Rhein-Ruhr, Paris, Budapest and Vienna without adding to congestion or pollution, since there is still free space on rivers and canals".

To overcome the current barriers to a better use of inland waterways, the manifesto spells out a set of priority measures:

- Mobilize investment in order to achieve a waterway network of high-quality corridors integrated via ports and terminals with other transport modalities
- Lift all barriers for sustainable multi-modal logistics and prepare the deployment of the next generation of River Information Services integrated with a single window environment across modes
- Facilitate the creation of high-quality and fast-track education
- Set-up a tailor-made innovation package for the multiplication of smart vessel design, green propulsion and smart logistics

Inland waterway transport has a huge potential which can substantially contribute to the future mobility in Europe. Now is the ideal moment to ensure the long-term and successful implementation of a European inland waterway transport policy within the overall EU transport strategy, and this beyond 2013, The end of the current NAIADES programme.

[Joint manifesto \(INE, EBU and ESO\)](#)

[www.naiades.info](http://www.naiades.info)

## Commission launches consultation on "Europe 2020 Project Bonds" to fund infrastructure

The European Commission launches a public consultation on the "Europe 2020 Project Bond Initiative" which aims at boosting the funding of projects with long-term revenue potential in line with the Europe 2020 policy priorities.

In the transport area, the assessment of the investment plans of the Member States reveals that around € 21.5 billion per year is needed in the post-2013 period to remove significant bottlenecks, construct missing cross-border links, and interconnect transport modes.

Over the next decade, record investment volumes in Europe's transport, energy, information and communication networks will be needed in order to underpin the Europe 2020 flagship actions. Developing smart, upgraded and fully interconnected infrastructures will foster the completion of the internal market.

Preliminary estimates point to investment needs of €1.5 to 2 trillion for Trans-European Transport Networks, the energy sector and information and communication technologies.

These needs, combined with the fact that government budgets face severe constraints, make it crucial to foster the participation of the private sector in the financing of infrastructure projects.

[www.ec.europa.eu](http://www.ec.europa.eu)

## EFIP President Hoerner: Inland ports can play an important role in overcoming the problems in cross border sections of the TEN-T network



Brussels, 12 January 2011 "Looking at Strasbourg, Lille, Basel, Liège, Dresden, Děčín, Ruse,... these are all inland ports very near their national borders which could play a role in solving the interoperability problems EU railways are still nowadays facing. Looking at the cross border cooperation some of these inland ports have developed or are in the process of developing. I believe they could perfectly fit in the top down approach of the TEN-T core network. Interesting examples are: the cooperation between Basel-Weil am Rhein-Mulhouse, between Metz and Trier, the Dresden- Děčín cluster. But more examples could follow with some European and political support. A cross border cooperation with inland ports on each side of a national border could contribute to solve the problems which often exist in these "transport-no-man's-land".

This was one of the main messages EFIP President Roland Hoerner launched at the Ferrmed Manifesto Conference in the European Parliament on 12 January.

In his speech Mr Hoerner expressed its support for the activities of Ferrmed "which very rightly take the railways out of there isolation.

This "isolation" or let's call it the lack of interoperability exists at two levels, first the lack of interoperability between the railways in the member states and second, the isolated one-mode way railways have been dealt with in the past."

[www.inlandports.eu](http://www.inlandports.eu)

## Notice on state-of-play with Marco Polo Work Programme and Call 2011

The procedure of adoption of the Marco Polo Work Programme 2011 is expected to be completed by the end of the first quarter of 2011. However, due to the planned changes to be introduced in the Call for Proposals 2011, the actual Call text laying down detailed rules for submission and selection of specific actions to be funded under the programme in 2011 will be adopted separately from the Work Programme 2011 and is expected to be published in the second quarter of 2011.



### Facts & forecasts

With a small share in the overall freight traffic in the EU, inland shipping is highly significant in regions with navigable waterways and set to become even more important.

### Inspiring Innovations

The oldest means of transport is reinventing itself with the newest technologies to become leaner and greener.

### Transport & policy developments

Climate change, dwindling natural resources and traffic jams all point to the necessity of creating different and more sustainable ways of transport in Europe.

## Kombiverkehr offers new route to Romania and Greece

In response to the increasing interest shown by forwarders and transport companies in intermodal trail services between Germany and eastern and southeastern Europe, Frankfurt-based Frankfurter Kombiverkehr KG is now for the first time offering connections from Rostock, Neuss, Duisburg and Ludwigshafen to Romania and Greece.

Swap bodies, semitrailers and containers heading for or leaving Germany will be reloaded onto trains serving the specific destination.

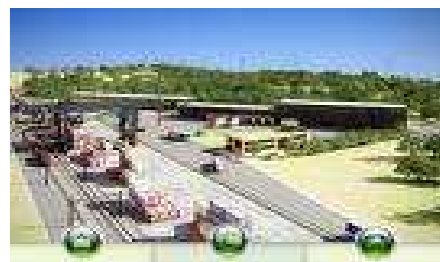
A direct train will run once a week in each direction between Wels and Railport Arad, located in Curtici on the Romanian-Hungarian border.

There will also be direct trains between Wels and Thessalonica in northern Greece, initially running once a week.

## Sofia - Yana Intermodal Terminal

Sofia-Yana intermodal terminal is the first large goods terminal and, at the same time, the first railway terminal especially developed for intermodal and container transport in Bulgaria.

Operators will have the opportunity to supply services and at the same time consolidate intermodal transport from and for external markets, such as Turkey, Iran, Caspian countries, Russia (south), Ukraine (south), Greece, Germany and Western Europe



## EU Regional Commissioner announced which countries and regions will lead thematic priority areas of the EU DANUBE STRATEGY

Austria, represented by the Austrian transport ministry and INE member via donau, and Romania will lead the priority area "to improve mobility and intermodality – inland waterway transport".

The Priority Area Coordinators will drive the implementation of the Strategy in this area by agreeing on a work programme and identifying sources of finance with other countries involved and partners like non-governmental organisations.

The Strategy aims at a strong cooperation between countries, making a more optimal use of all EU funding available, without reserving new funds, setting new rules or creating new institutions. After the appointment of the priority coordinators, the European Council has to approve the Strategy in June.

For inland waterway transport, the Danube strategy proposes a number specific actions such as:

- Investment in the waterway infrastructure of the Danube and its tributaries
- Modernisation of the Danube fleet
- Coordination of the national inland waterway transport policies
- Implementation of harmonized River Information Services
- Investment in education and jobs in the Danube navigation sector
- Development of efficient multi-modal terminals to connect inland waterways with rail and road transport.

## EU grants €170 million to vital infrastructure projects across Europe

The European Commission announced the projects selected to receive a total of €170 million of trans-European transport network (TEN-T) funds to build and upgrade vital transport infrastructure across the European Union. The grants, which stem from the 2010 TEN-T annual and multi-annual calls published on 19 May, will help Member States to build missing transport links, remove bottlenecks and increase the safety and security of transport, with a special focus on making transport more sustainable, promoting the interconnection of different transport modes, accelerating and facilitating the implementation of projects and providing support for public-private partnerships.

All projects were evaluated on the basis of their relevance to TEN-T priorities and policy objectives: their maturity, their impact (particularly socio-economic and environmental) and their quality in terms of completeness, clarity, soundness and coherence.

The awarded funding helps to attract substantial public and private financing, with the leverage effect being almost five times the level of EU assistance (see MEMO/11/101).

The 2010 multi-annual work programme (€112.4 million in total funding) aimed to finance the highest priorities of the TEN-T network, and focused on three fields:

- Motorways of the Sea (MoS ), providing viable alternatives for congested roads by shifting freight to sea routes – eight projects selected, €84.9 million in funding.
- River Information Services (RIS), involving traffic management infrastructure on the inland waterway network – five projects selected, €7.1million in funding.

Air traffic management systems and functional airspace blocks (ATM/FABs) – four projects selected, €20.5 million in funding, which was allocated in a separate call published on 16 February.

The 2010 annual work programme (€78.2 million in total funding) complements the efforts developed under the multi-annual work programme with a view to better utilise scarce EU funds and maximise the impact in priority areas. It is focused on three priorities:

Priority 1: Promoting the development of an integrated and environmentally friendly transport system as well as studies for the preparation of deployment projects contributing to the addressing of climate change – 13 projects selected, €32.1 million in funding.

Priority 2: Accelerating/facilitating the implementation of TEN-T projects (studies for all modes, works for mature projects, notably in the rail and inland waterways sectors), as well as projects supporting the Single European Sky policy – 18 projects selected, €41.1 million in funding.

Priority 3: Studies to support Public-Private Partnerships (PPPs) – three projects selected, €4.9 million in funding.

The projects will be managed by the TEN-T Executive Agency, under the auspices of the Directorate-General for Mobility and Transport of the European Commission.

### UPCOMING EVENTS

- 13 April 2011, [EC conference on future transport fuels](#), Brussels
- 12 April 2011, [CO2 emissions and inland waterway transport](#), Strasbourg