

ROMANIAN INTERMODAL



ASSOCIATION NEWSLETTER



November – December 2011



ROMANIAN INTERMODAL ASSOCIATION TEAM

WISHES YOU A HAPPY AND PROSPEROUS NEW

YEAR FULL OF ACHIEVEMENTS AND JOY!

Please, email any comments or information for inclusion in the monthly newsletter to office@ria.org.ro; Thank you!



THE DANUBE, some facts and remarks....

1. Transportation on the Danube inland waterway is a viable mode for all kind of products/goods, because it operates just in time and we have a lot of free capacity, making sure that we can guarantee you efficient transportation.

2. The Danube offers the shortest route for the cargoes/goods on the corridor Far East Central and Eastern European countries.

3. The Danube connects to an integrated network in the whole of Europe.

4. Transport on the Danube is an interesting and positive transport alternative.

5. There is a significant potential of traffic along Danube, therefore

.....Danube is the way to go!



Barge to Business 2012, (www.bargetobusiness.eu)

Europe's premier inland waterway event, takes place on the 14th and 15th of March 2012 at the Aula der Wissenschaften in Vienna. Barge to Business 2012 will provide the perfect place for businesses to learn about inland waterways transport, and the environmental and cost benefits it offers. Companies can find out how technology and innovation on the waterways are solving transportation challenges, they can speak to industry experts on the specialist services available, and hear first hand the many success stories of water transport in Europe.

Among those taking advantage of Barge to Business 2012 will be:

- Corporate logistics and supply chain managers interested in adding inland waterways to their transport logistics mix, and who therefore want to meet waterways sector experts
- Barge owners, waterway administrators and inland waterway service providers who want to keep abreast of the latest in the field of inland waterway transport
- Politicians and policy makers wishing to participate in the development of sustainable logistics in Europe

- All those who want to take advantage of this unique European networking opportunity for inland waterways.

Barge to Business will consist of two pillars – a business to business pillar, called Danube Business Dating, which offers an opportunity for the inland navigation community and logistics service providers to showcase their network to logistics and supply chain managers wishing to add inland navigation to their transport options.

The second pillar is an information market, consisting of business-orientated presentations and debates covering inland waterways specialised services, new technologies, innovative solutions and learning by example. Barge to Business 2012 will take place in the Aula der Wissenschaften (Wollzeile 27A, 1010 Vienna), a prominent location in the heart of the Austrian capital of Vienna.

In the evening participants can meet each other in a relaxing atmosphere at the Dachfoyer of Hofburg (Josefplatz, 1000 Vienna). This networking evening, hosted by the Austrian Ministry of Transport, Innovation and Technology (bmvit) and via donau, is an excellent opportunity to establish new contacts and to discuss the issues raised at the conference.

For more information and to register for this exciting event, visit www.bargetobusiness.eu. Attendance at the conference is free, but registration is compulsory.

Good Practices in Sustainable Waterway Planning

A groundbreaking workshop in Brussels has seen two traditionally opposing waterways groups come together to discuss how to co-operate for the benefit of Europe's rivers and canals.



Today, more than ever, economy and environment must co-exist. The news is full of stories where economic development is blamed for damaging the natural environment; or where the preservation of our vital ecological assets are seen as holding back job creation and prosperity.

In transportation, Europe's network of rivers and canals is regarded as the most environmentally friendly means of moving goods from A to B. But even in this sector there are sensitivities and arguments to be addressed.

The inland waterway transport industry and the nature conservation groups together attended an interactive conference on 15 November 2011 to discuss how they could work together to ensure that inland waterway projects are planned and implemented in an integrative way.

The event was organised by the International Commission for the Protection of the Danube River (ICPDR) and Inland Navigation Europe (INE), under the EU's Platina project.

Two senior EU officials endorsed the gathering and addressed the conference.

Matthias Ruete, head of the European Commission's directorate general for mobility and transport (DG Move), said that Europe's inland waterways are becoming an increasingly important part of the EU's transport network. Long term environmental sustainability and greater integration with other transport modes through closer co-operation will be essential.

Speaking alongside Matthias Ruete, EU environment head, Karl Falkenberg (DG Environment), stated that the economy and the environment are equally important. Economic progress has to be achieved but only through sensitive development that gives full consideration to the environment at the earliest planning stages.



Head of INE, Karin De Schepper, said: *"At times in the past the two sides have barely been on speaking terms, so the constructive views expressed today and willingness to listen and cooperate are very encouraging. We really look forward to working together in future for the benefit of sustainable waterways and mobility."*

Philip Weller, ICPDR Executive Secretary, said: "We have seen real progress today and we have learnt to talk to each other in a way that will yield results. We are developing tools for use by all who have an interest in Europe's waterways, particularly the recently published sustainable planning manual we elaborated in the EU Platina project."

New European transport infrastructure plans: Pay waterways more than lip service, INE tells Commission

INE welcomes the Commission decision finally to include all major waterways and inland ports in the core network of Europe's transport infrastructure.

Important waterway projects have been included in the core corridors, the new TEN-T priority projects for 2014-2020.

But the proof of the pudding will be in the eating. INE wants the new EU transport plans for a cross-border infrastructure network linking road, rail and waterways to pay much more than lip service to waterway transport.

Now real multi-modality must be implemented, so goods can easily be transferred between trains, trucks and inland ships. This will mean a strong break with the past, where a paper commitment to the waterways has not been forthcoming in practice.



It will require equal financing and strong multi-modal governance, with coordinators taking a holistic approach. Otherwise we will simply see a repeat of the waterways being neglected. Only this time, the price will be much higher with land transport grinding to a halt between seaports and their hinterlands.

Shippers have long demanded a network of high quality waterways corridors allowing large volumes to be shipped reliably between North & South and East & West. **Once goods are loaded on board, waterway transport is very cost-efficient. But badly maintained infrastructure and inefficient multi-modal connections push up costs. This transport infrastructure package can and should change this forever.**

The proposals are part of the European Commission's new Transport Infrastructure Package for 2014-2020. It contains new plans for trans-European network guidelines, and the Connecting Europe Facility. In the proposal, EUR31 billion of EU and member state resources will go into moving both people and goods in future in as sustainable way as possible.

The Commission proposals will be debated and finally adopted by the European Parliament and the Council of Ministers to become law by 2014.

Heads down for Danube Regional Strategy work groups

Second session of the Danube Steering Group in Bucharest sets out priority area implementation targets and strategies for developing waterway transport.



Work got well underway in Bucharest in late October on the EU's Danube Regional Strategy. The Steering Group for Priority Area 1a (to improve mobility and multimodality) held its second session in the Romanian capital, while five working groups sat down for the first time. The strategy is being coordinated and led by Austria and Romania.

The working groups, which plan to meet at least twice a year, will each focus on a particular area: waterway infrastructure & management, ports & sustainable freight, modernisation of the fleet, education & jobs and river information services. Parties and stakeholders in any of the groups' interest areas are welcome to contribute, particularly those from the private sector.

The Danube Regional Strategy's priority area implementation targets are:

- To grow cargo transport by 20% between 2010 and 2020
- To solve navigability obstacles on all parts of the Danube and its tributaries by 2015, tailoring each solution to the individual section of waterway concerned
- Tackle the shortage of qualified personnel and harmonise education standards in inland navigation in the Danube region by 2020, taking into account the social dimension of the measures
- To develop by 2020 terminals at ports on the Danube and tributaries that allow for efficient transshipment between water, road and rail
- Introduce harmonised River Information Services (RIS) on the Danube and its tributaries and ensure the international exchange of RIS data, ideally by 2015

During its second session, the Steering Group for Priority Area 1a heard Danube countries present their strategies for developing inland waterway transport.

The Group comprises all 14 Danube countries, three European Commission directorates-general (Regional Policy, Mobility & Transport, Environment), the River Commission (Danube Commission, Sava Commission, International Commission for the Protection of the Danube) and a number of other international organisations.

Parliament's transport committee sets targets for safe and sustainable transport by 2020

The resolution drafted by Mathieu Grosch (EPP, BE) and adopted today calls for the abolition of all remaining barriers and borders in order to complete the creation of a single transport area for goods and passengers which is competitive, co-modal and resource efficient. Today's vote by the transport committee reflects a broad political consensus on the main safety and environmental targets to be reached by 2020.

Concrete 2020 targets to reduce pollutants

- reduce road deaths and the number of severely injured road users by 50 %;
- reduce CO2 emissions from road transport by 20 %;
- reduce CO2 and other pollutant emissions from shipping by 30 %;
- reduce CO2 emissions from aviation by 30 %;
- reduce noise and energy consumption in rail transport by 20 %;
- increase by 40 % the number of secure parking spaces on Trans-European Network (TEN-T) roads;
- increase by 20 % the number of multi-modal platforms for inland waterways, inland ports and rail transport, from 2010 figures.

Overall greenhouse gas emissions from transport should be cut by 20% from 1990 levels, says the resolution.

Parliament approves €40 million for integrated maritime policy

MEPs gave their green light Thursday to allocate a €40 million budget to integrated maritime policy pilot programmes and projects for 2011-2013. They struck an agreement with the Council at the first reading.

"This financial regulation will enable us to create synergies to support economic growth, innovation, employment, social cohesion and environment protection", explained Georgios Koumoutsakos (EPP, EL) in the debate preceding the vote, adding that "this is a first step towards developing genuinely integrated maritime governance, in collaboration with third countries".

The integrated maritime policy, launched in 2007, incorporates and combines maritime transport, tourism, fisheries, environment protection and biodiversity policies.

Parliament stressed that all players at international, national, regional and local levels should be involved in shaping this policy, to help develop coastal areas and the EU's ultra-peripheral regions.

MEPs demand that its funding be protected, by including it in the EU's 2014-2020 "financial perspectives" (multi-annual financial framework).



British Waterways to be transferred to charity sector

British Waterways is to be transferred to independent charitable status and merged with waterways leisure and environmental organisation.



British Waterways, the body responsible for the UK's 3500 kilometres of canals and rivers, is to be transferred to independent charitable status and merged with the country's waterways leisure and environmental organisation.

The new body will be renamed the Canal and River Trust. The change will apply to England and Wales only, with Scotland's waterways remaining within the state sector. The transfer is expected to have been carried out by April 2012.

Mixed picture for freight volumes

From January to June 2011 inland waterways transport rises and falls in Flanders, Germany and France

Freight traffic on the Flemish waterways in the first half of 2011 bounced back strongly from the downturn years of 2008-2009, with nearly

37.5 million tonnes of cargo being shipped, representing growth of more than 10% on the previous year. However, optimism for the second half of the year is tempered by new concerns about the parlous state of the European economy, brought on by fears about the state of the Euro.

In the first half of 2011, volumes in Germany, on the other hand, were slightly down (by 1%) on the previous 12 months. The drop in cargo has been blamed on disruption to Rhine traffic after the Waldhof accident effectively closed the river for a month last winter, and also to unusually low water levels across the region.

Despite these challenging conditions, however, German inland waterway transport did see a small rise (1.2%) in the number of containers carried on barges, with the port of Duisburg witnessing a jump in container traffic of 10%.

The trend in container growth continues further west in France, where most inland ports recorded growth in container shipment. The port of Paris saw an impressive 18.3% increase in the number of containers passing through its docks.

Container shipping alliances to join forces

Two of the three big alliances of container shipping lines are to join forces to offer joint services on the



key Asia to Europe route, in the latest sign of how a combination of industry overcapacity and fierce competition are quickening the pace of industry consolidation.

The A6 Alliance will join the Grand Alliance – whose members are Germany's Hapag-Lloyd, Japan's NYK Line and Hong Kong's OOCL – and the New World Alliance – made up of Singapore's Neptune Orient Lines, Korea's Hyundai Merchant Marine and Japan's Mitsui OSK Lines. The alliance will offer seven services weekly from Asian ports to north Europe and two to the Mediterranean.

Another New Office for Multi Modal Short Sea and Container Shipping Services

Unifeeder, the Danish container feeder and short sea shipping specialist which opens its ninth Northern Europe to Russia weekly multi modal service next month, will make its inaugural sailing to the Russian multipurpose deep-water port Ust-Luga on the 29th December.

Constantza-Pendik ferry-boat line became operational

Constantza-Pendik ferry-boat line became operational Friday, 25 November 2011. The Constantza-Pendik ferry-boat line has become operational, the first trial transports beginning on November 20.

On Constantza-Pendik route, the voyages are scheduled on Mondays, Fridays and Sundays, while on the route Pendik-Constantza the departures are on Tuesdays, Thursdays and Saturdays.

The maritime link between the ports of Constantza and Pendik is based on the protocol of cooperation signed on February 2011 by the Minister of Transport from Turkey, Binali Yildirim and the Minister of Transport and Infrastructure, Anca Daniela Boagiu.

The protocol aims to promote the advantages and facilities of the two ports and aims at identifying new partners for cooperation to enhance the commercial relations and increase the cargo traffic.



Cooperation Agreement between Port of Constanta and ports of Poti and Batumi

Constantza Port signed the protocols of cooperation with the Georgian ports of Poti and Batumi Friday, 25 November 2011. On November 24, 2011, General Manager of the National Company Maritime Ports Administration SA Constantza, Aurelian Andrei Popa, signed in Bucharest, the Protocols of Cooperation with Georgian Black Sea ports of Poti and Batumi.

National Seminar WATERMODE - platform for the development and promotion of multimodal transport in the South-Eastern Europe

The Project WATERMODE (Transnational Network for the Promotion of the Water-ground Multimodal Transport) is implemented through the Programme of Transnational Cooperation in the South-Eastern Europe, with the European Regional Development Fund financing under the Ministry of Regional Development and Tourism and from own sources.

The Project is under the priority axis 3: Improving of accessibility, with the final objective of improving the framework-conditions for the multimodal platforms. Project partners are state-owned and private companies from the following countries: Austria (1), Bulgaria (1), Greece (2), Hungary (2), Italy (5), Slovenia (1) Albania (1), Montenegro (1) Serbia (4), Romania (1). The leader of the project is Venice Port Authority (Italy).



Total budget of the project is: Euro 3,193,500 of which Euro 2,461,600 are ERDF funds. The WATERMODE project aimed at promoting better coordination between actors making-decisions in the field of transport and the companies involved in multimodal transport in order to improve the competitiveness of alternatives to road transport, especially by exploiting the potential of cooperation in the field of logistics.

Constantza Port had an important role in this project, being the main Black Sea port from the partnership.

At the same time, the advantage of being connected to the Danube, the main inland waterway in the South-Eastern Europe, was a very important aspect for the project's objective.



Among the most important activities carried out under the project it was to be mentioned : data collection regarding logistic infrastructure in Romania, with the aim of achieving a common database, an analysis on the competitiveness of Europe's navigable routes as a sustainable alternative to land transport, defining the minimum standards and procedures for employees safety training in ports, the opportunity to attract the political interest of the project and the visibility of partnership through dissemination activities.

Final Event of Rising and IRIS Europe II

Over 120 participants answered the invitation of the two project teams, and attended on 1 December 2011 to the common final event of RISING and IRIS Europe II in Duisburg, Germany.



Among the long list of prominent guests and speakers were Astrid Schlewing, EU project coordinator for IRIS Europe II and RISING, as well as her successor in RIS affairs Marc Vanderhaegen, RISING project coordinator Frank Arendt from ISL and IRIS-Europe Chairman Cor Venema. Bernd Birkhuber, Chairman of the Inland ECDIS expert group highlighted the functionalities and goals of RIS while via donau experts Mario Sattler (IRIS Europe II) and Lukas Seemann (RISING) who have been substantially involved in the success of the projects were among the large panel of presenters.

IRIS Europe II dealt among others with the international exchange of operational data and ship data as well as its extension with the identification of quality aspects of RIS. RISING in turn, has been working on the development of new, system-independent services and the adaptation of existing services for commercial users.

The final event itself took place in the "Landschaftspark Duisburg-Nord", a former steel mill turned into an impressive venue. The atmosphere created by the backdrop of the blast furnaces and the piping systems gave the event an extravagant visual charm.

Live demonstration sessions for new services, presentation of results with video content and lively panel discussions were further features of the event. A Master of Ceremony who led through the program was another of the many highlights of this joint event. For those in the audience who were not fully familiar with the projects, detailed results were shown in the exhibition room of the venue.



A networking programme with an exciting tour at the Museum of German Inland Navigation and a boat trip through the impressive port of Duisburg, the largest inland port in Europe added an extra touch of sparkle to this highly successful event.

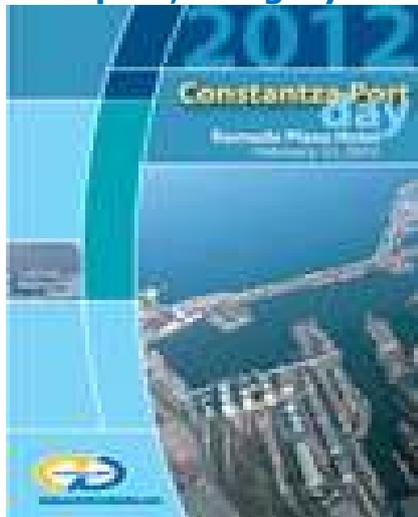
RISING is co-financed by the European Commission (DG-MOVE) within the 7th Framework Programme for Research and Technological Development.



RISING
River Information Services for Transport & Logistics

EVENTS

Port of Constantza Day 23rd of February, 2012 Budapest, Hungary



Barge 2 Business 14th - 15th of March 2012, Vienna



TransRussia 2012



24th April – 27th April 2012, Moscow, Russia



2nd May – 4th May 2012 Leipzig, Germany



About PLATINA

The **NAIADES Action Plan** is a Commission initiative to enhance the use of inland navigation as part of intermodal freight solutions, in order to create a sustainable, competitive and environmentally friendly European wide transport network.

This objective was embraced by the inland navigation sector, who, together with the Commission have created PLATINA, an FP7 project consisting of 23 partners from nine different countries, in order to accelerate the achievement of the NAIADES aims.

This multi-disciplinary knowledge network will allow PLATINA to create the momentum necessary to achieve the NAIADES objectives.

The core consortium is formed by via donau (Austria) as coordinator, Voies navigables de France (France), Bundesverband der Deutschen Binnenschifffahrt (Germany), Promotie Binnenvaart Vlaanderen (Belgium) and the Rijkswaterstaat Centre for Transport and Navigation (The Netherlands).

RIA is part of the PLATINA consortium.

For more info –
www.naiades.info/platina

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