

News

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Â 09th ofÂ February 2012

Â Constantza Port DAY in Budapest, Hungary, February 23rd 2012

On February 23rd , 2012, NC Maritime Ports Administration SA Constantza will organise, in capital of Hungary, the sixth edition of the event Constantza Port Day in Budapest.

Constantza Port Day in Budapest is an event dedicated to promote the benefits and services Constantza Port offers to its customers and the establishment of new business opportunities to attract freight traffic on the Danube, and establish new contacts and collaborations in this regard. The participants in the event are companies operating in the economic, transport, logistics and trade fields, in Central and Western Europe, but also from Romania.

The previous edition of the event enjoyed a large participation of 120 representatives from Hungarian companies, together with representatives of Romanian companies interested in developing business relations of cooperation in transport. The event is part of NC MPA SA strategy of Constantza Port to promote the facilities and services in order to attract cargo traffic and reinforce the role of regional hub and distribution center. For further information, please contact: Laszlo Erdelyi phone: + 36 30 210.18.29, e-mail: erdelyi.laszlo@portofconstantza.huÂ

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19th ofÂ December 2011Â Â

Joint Final Event for RISING und IRIS Europe II on 1 December 2011

During the RISING/IRIS Europe II final event, the focus was especially on projects relating transport management, interconnectivity and data exchange of cross bordering services, i.e. calamity abatement and event management. Technological developments were illustrated and logistical and legal limitations to full blown RIS operation throughout Europe identified.

During the EC identified RIS as essential for more inclusion of inland waterways transport into the overall supply chain.Â RIS will continue to play an important role in the EC transport policy. Various EC funds are available for supporting RIS projects. Within the context of the EC e-Freight policy, RIS has been included in an overall policy concept, i.e. connecting RIS with the EC eMaritime, Single Window policy goals and the EC secure supply chain security and compliance strategy.Â

Recently, the EC TEN-T Agency identified IRIS Europe II as one of the top ten best performing TEN-T projects. The IRIS Europe II will end on 1 January 2012. The RISING project will finalizes its work in May 2012. Â Whether a successor project to the IRIS Europe II project will be executed depends on an EC TEN-T decision in 2012.Â Â Â Â

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Â 29th of April 2011 RISING Industry Forum in Romania, Constantza, 29th of April Â 2011The fourth Industry forum for Danube Region in the framework of the EU Project RISNG took place on 29th April in Hotel Ibis in Constanta. The event brought together authorities, users and providers of River Information Services and proved to be a good opportunity for debated on future of RIS services. The RISING Industry Forum in Constanta was opened by Mrs. Monica Patrichi, the Representative of The Transport and Infrastructure Ministry who shown the importance given to the future RIS services and the added value for the potential users. More than 40 attendees were present including different stakeholders from Bucharest, Galati, Giurgiu and Constanta. Each of the presentations delivered by Romanian Intermodal Association (RISING Partner), Romanian Independent Ports Union, Romanian Naval Authority, Asesoft and Constanta Maritime University were followed by debates which demonstrated the high level of the participantsâ€™ interest on this subject. The Industry Forum in Constanta was organized by RIA - Romanian Intermodal Association, under the coordination of Via Donau. Â 30 March 2011-Â European Commission White PaperÂ on Transport 2011!Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system The European Commission adopted a roadmap of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. By 2050, key goals will include: No more conventionally-fuelled cars in cities. 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. All of which will contribute to a 60% cut in transport emissions by the middle of the century. The documentÂ - 2011 White PaperÂ - "Roadmap to a single European Transport Area - Towards a competitive and resource efficient transport system" can be found at :

[http://ec.europa.eu/transport/strategies/doc/2011_white_paper/white_paper_com\(2011\)_144_en.pdf](http://ec.europa.eu/transport/strategies/doc/2011_white_paper/white_paper_com(2011)_144_en.pdf)The document can

also be downloaded from the PLATINA/downloads section of ww.ria.org.ro. 10 December 2010

Full steam ahead for inland waterways

Barge to Business event, 30th November - 1st December 2010

-an event under PLATINA project-

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. "This is 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 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. We successfully showcased the fact that we are the perfect mode for all kind of products and goods, offer cutting edge technology, are cost efficient and play an effective role in integrated logistics networks and supply chains. Barge to Business was opened by European Commission Vice President Siim Kallas who reiterated the immense possibilities inland waterway transport in Europe offers for sustainable supply chain management. He outlined his vision for a future transport network in Europe in which transport is a fully integrated and seamless system composed of safe and secure transport modes, high-quality services and infrastructure, promoting innovation and the competence of our industry and caring for its passengers, customers and employed professionals. "I am convinced that inland waterway transport can be a valuable partner in logistics and supply chains and make an environmental difference. This conference is a unique opportunity to demonstrate exactly how. I look forward to the exchange of experiences and ideas on innovative solutions, technologies and services. I hope to see more events like "Barge to Business" in the future. I strongly believe that they can contribute to raising the image and awareness of the inland shipping sector" said Kallas. Kallas also reflected on the success of the NAIADES action plan and its implementation platform PLATINA. NAIADES has been in operation for five years and will guide European inland shipping policy for the next three years. Kallas announced at the conference that his office is working on a proposal for a possible continuation programme. 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. The speakers demonstrated that the keys to driving growth and decarbonisation are already available. 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. Simultaneously to the information pillar of Barge to Business, a unique business to business pillar called Riverdating was organised under the auspices of Voies navigables de France. This concept offered an opportunity for one on one meetings between the supply and demand side, with the inland navigation community and logistics service providers showcasing their network to logistics and supply chain managers. Suppliers and shippers were able to take advantage of pre-arranged appointments to get and offer tailor-made solutions to individual queries. "Offering a combination of group sessions and individual meetings ensured that attendants at the event were able to learn as much as they wanted to about inland navigation and its possibilities and develop useful partnerships in favor of modal shift over the two days sessions" said Philip Maugé, Director of Development at Voies Navigables de France, organiser of the Riverdating pillar. More than 600 delegates from 22 countries attended Barge to Business. Delegates included executive managers, logistics managers, inland navigation experts, government policy makers and waterway service providers. Rivers and canals do much more than transport goods and people. They are catalysts for regional and environmental development, they are actors in green energy production, water supply and flood defence and they foster leisure and tourism. The water transport sector is part of ensuring a safe combination of all of these functions, to create optimized profits for society through waterways. All presentations and speeches are available in podcast format on www.bargetobusiness.eu. Barge to Business was an initiative of the PLATINA project. PLATINA is a project to promote inland waterway transport. The project, brings together 22 partners from 9 European countries, is funded with € 8.5 million from the Commission and has been designed as a platform for helping to implement the European inland navigation programme NAIADES. More use of inland waterway transport is an efficient way to reduce congestion and CO2 emissions and to contribute, in a sustainable way, to Europe's industrial prosperity. The PLATINA project, adopted under the 7th Framework Programme for Research and Technological Development, covers a broad set of actions in five strategic fields of NAIADES: improve market conditions, modernise the fleet, develop human capital, strengthen the image of inland navigation and improve the infrastructure. For more information: www.naiades.info Barge to Business was sponsored by the European Commission, Voies Navigables de France, the Belgian EU presidency, the Dutch Ministerie van Verkeer en Waterstaat, the French Ministère de l'Écologie, Développement durable, des Transports et du Logement and the Flemish Ministerie van Mobiliteit en Openbare Werken.

10 December 2010 EU strategy to boost Danube region On 9 December 2010 the European Commission presented its proposal for an EU Strategy for the Danube Region and its 115 million inhabitants. The strategy seeks to develop the huge economic potential of the region, as well as to improve environmental conditions. A framework for long-term

cooperation on a wide range of issues will be established, thus playing a key role in improving sustainable transport, protecting the environment and preserving water resources. European Commissioner for Regional Policy Johannes Hahn said: "During the consultation period the Danube states have shown their commitment to the creation of a new macro-region at the highest level. The Strategy and Action Plan we are proposing is based on over 800 submissions from the Region itself. By focusing on the most important issues, such as mobility, energy, pollution, jobs and security, I am convinced that the Strategy will make a real contribution to building a better future for this part of Europe." The Danube Region ranges from Germany in the West to the Ukraine in the East. It faces challenges including untapped shipping potential, lack of road and rail connections, uncoordinated efforts in education, research and innovation, and environmental threats. Although the Strategy will not come with extra EU finance, a considerable amount of funding is already available to the region through a host of EU programmes. The aim is to use this available support – 100 billion alone has been allocated from the cohesion policy between 2007 and 2013 – to greater effect and show how macro-regional cooperation can help tackle local problems. The Strategy contains a detailed action plan based around four pillars: Connecting the Danube Region (including improving mobility, encouraging sustainable energy and promoting culture and tourism) Protecting the environment in the Danube Region (including restoring water quality, managing environmental risks and preserving biodiversity) Building prosperity in the Danube Region (including developing research capacity, education and information technologies, supporting the competitiveness of enterprises and investing in people's skills Strengthening the Danube Region (including stepping up institutional capacity and improving cooperation to tackle organised crime)

The Strategy is open-ended, but includes a number of time-limited targets, including several intended to mobilise effort towards increasing cargo transport on the Danube by 20% by 2020. To achieve the targets, the strategy lists a series of actions which will also make an important contribution towards achieving the broader Europe 2020 goals for sustainable and smart growth. For more information:

http://ec.europa.eu/regional_policy/cooperation/danube/index_en.htm / Source: www.naiades.info

December 2010 Marco Polo supports Europe's inland waterways

The Marco Polo programme co-funds direct modal-shift or traffic avoidance projects and projects providing supporting services which enable freight to switch from road to more environmentally friendly modes of transport such as inland navigation. The latest video published on the Marco Polo website of the European Commission is dedicated to inland waterway transport. It provides an insight into how inland navigation projects can be funded by Marco Polo. A new Call for Proposals is expected to be published in the second quarter of 2011. The 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. The current programme runs until 2013 with an annual grant budget of about 60 million. Marco Polo publishes a call for proposals from potential grant applicants at the beginning of each year on its website. The Marco Polo programme is accompanied by a series of multimedia tools such as videos. They are free and available to view or download at http://ec.europa.eu/transport/marcopolo/promotional-tools/videos/index_en.htm

The latest Marco Polo video is dedicated to inland waterways transport. Source: European Commission, www.naiades.info

December 2010 Water is the way to go

Barge to Business is proud to announce a first-class conference program for the event taking place on the 30th of November and the 1st of December at Square in Brussels. The unique event brings 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. Included are a host of panels that will address future trends impacting the industry, including green innovation, climate change, cities and the Seine-North canal. "Inland waterway transport is seen as nice to have but hard to access," said Hilde Bollen, of Promotie Binnenvaart Vlaanderen, organiser of the event. "With this event we hope to show that inland waterway transport is a simple solution to ensuring reliable delivery at an affordable price while contributing to Europe's environmental goals." Organizers have planned workshops geared toward potential new users of waterways. The goal is to provide them with information and material to help them decide how waterways can best be integrated into their supply chain. Existing waterway users will also be represented at the event. Industry leaders who already use waterway transport as an integral part of their supply chain will share their experiences and tips with the audience. There will also be high-level representation from policy makers, with the conference being opened by European Commission Vice President Kallas. Simultaneously to the information pillar, the event will also have a business to business pillar called Riverdating, organised under the auspices of Voies navigables de France, which offers an opportunity for the inland navigation community and logistics service providers to further showcase their network to logistics and supply chain managers. Registered suppliers and shippers will be able to take advantage of pre-arranged appointments to get and offer tailor-made solutions to individual queries. Companies already confirmed as registered include AIRBUS, BONDUELLE, FLORA HOLLAND, H&M, HOLCIM, SABIC, QUICK STEP and VEOLIA. More than 200 delegates from 17 countries have

already registered. Delegates include executive managers, logistics managers, inland navigation experts, government policy makers and waterway service providers. Barge to Business 2010 will take place in the newly renovated SQUARE Brussels Meeting Centre (Mont des Arts " Kunstberg, 1000 Brussels " opposite Brussels Central Station), an exclusive and prominent location in the heart of Europe. It is highly suitable for international meetings and will undoubtedly leave an unforgettable impression. Don't miss out - register for this exciting event at www.bargetobusiness.eu. For more information, please contact Caroline Smith at press@naiades.info or +32 2 553 62 71. December 2010 Transport Council encourages integration of IWT in logistics chains

On 2 December 2010, the Transport Ministers of the European Union called upon a full integration of waterborne transport into the EU transport and logistics chains. Strong political support was given to the continuation of the present efforts for promoting inland navigation and a more proactive policy including a concrete action programme for increasing its use. The Council underlined the need to refocus structures and tools relating to transport policy, with a view to improving the EU multidisciplinary approach and co-modality as well as shifting transport to more environmentally-friendly modes. On 2 December 2010, the Transport Ministers of the European Union called upon a full integration of waterborne transport into the EU transport and logistics chains. Strong political support was given to the continuation of the present efforts for promoting inland navigation and a more proactive policy including a concrete action programme for increasing its use. The Council underlined the need to refocus structures and tools relating to transport policy, with a view to improving the EU multidisciplinary approach and co-modality as well as shifting transport to more environmentally-friendly modes. During the Council meeting on Transport, Telecommunications and Energy in Brussels on 2 December 2010, the following conclusions were agreed upon: The Council stresses that, within a sustainable European transport system, inland waterway transport is a key contributor to seamless hinterland connections and encourages the continuation of the present efforts for promoting inland navigation and a more proactive policy including a concrete action programme for increasing its use. The financing of common actions at EU level within agreed current and future resources, as well as the modernisation of the fleet and infrastructure are important elements for the development of inland waterway transport. The Council underlined the need to refocus structures and tools relating to transport policy, with a view to improving the EU multidisciplinary approach and co-modality as well as shifting transport to more environmentally-friendly modes, where appropriate. Particular attention should be paid to ensuring the interoperability of Intelligent Transport Systems, notably between SafeSeaNet, River Information Services, e-Maritime, e-Freight, and e-Customs, providing continuity of management and information services and supporting logistics operations. An in-depth analysis of the requirements for cross-linking the maritime systems with the River Information Services system facilitating the interface between Short Sea Shipping and inland waterway transport should also be carried out in the context of the "Blue Belt" pilot project. The Council invites the European Commission to present, as soon as possible, guidelines on the application of the Union environmental legislation to port development and guidelines on State aid to ports, given the vital role of both sea and inland ports for the EU transport network, in order to ensure a level playing field between EU ports and ports in neighbouring countries. The Council agrees that port development must be looked at, wherever possible, from a business perspective, with a proper return on all investments.

Source: www.consilium.europa.eu, www.naiades.info

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November 2010 New waste collection regulations from January 2011 On 1 January 2011 the financing system for waste oils and fats of the Convention on Collection, Storage and Disposal of Waste generated during Navigation on the Rhine and other inland waterways (CDNI) will be introduced for inland navigation. The system finances waste collection of bilge water, oils, fats, filters and other shipboard waste through a disposal charge to be paid by the shipping companies. The system will be in operation along inter-connected waterways in Western Europe. On 1 November 2011 the Convention on Collection, Storage and Disposal of Waste generated during Navigation on the Rhine and other inland waterways (CDNI) entered into force in Germany, Belgium, France, Luxembourg, the Netherlands and Switzerland. Its scope is limited to the large inter-connected waterways with commercial shipping, thus in France its application is limited to the Rhine and the international Moselle. The financing system to be introduced on 1 January 2011 will accompany the application of the CDNI and facilitate the setup of a network of waste collection points for bilge water, oils, fats, filters and other waste. A uniform disposal charge of 7.50 EUR per 1.000 litres of gas oil will be charged by authorities in the participating countries via an electronic system (ECO CARD). For additional information <http://www.ccr-zkr.org> Source: Central Commission for the Navigation of the Rhine (CCNR), www.naiades.info

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