



**Romanian Intermodal Association
Newsletter - august 2010**

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1) Container line launched on the Danube



On Friday, 13 August 2010, a new container line service was launched on the Danube in Budapest. The first container barge arrived in the Hungarian capital on schedule and was attached to a convoy proceeding downstream to Belgrade and Constanta. This new service provided by the Helogistics Holding GmbH creates an opportunity to transport containers on the Danube from Central Europe to the Black Sea according to a fixed schedule.

Last week's launch of the container line HELO 1 created the first regular container service, which operates weekly deliveries to the ports of Budapest, Belgrade and Constanta. The barge can also be used for project cargo up to 250 tons.

The first departure on the 25 August 2010 from Constanta will mark the start for the service in the upstream direction. From that time on there will be weekly passages in both directions using container barges offering a capacity of 144 TEU.

Source: www.helogistics.at

2) Europe's premier inland waterway event

Barge to Business, (www.bargetobusiness.eu) Europe's premier inland waterway event, will take place on 30 November and 1 December 2010 at Square in Brussels. Sustainable logistics and supply chain management has become the buzz concept of the day – but how to achieve tangible results and make an environmental difference is often a

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Thank you!

question that is not easily answered. The inland navigation community, as part of the answer, is holding a two day conference that will facilitate the integration of specialised services, new technologies, innovative solutions and learning by example into European supply chain management.

This is a unique opportunity to learn more about inland waterways and should be attended by:

- Suppliers who want to add inland waterway transport to their logistics mix
- 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 who want 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 Riverdating, organised under the auspices of Voies navigables de France, 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, affording inland navigation the opportunity of showcasing innovation and green initiatives.

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.

For more information and to register for this exciting event, please visit <http://www.bargetobusiness.eu/>.

3) European web platforms and training concepts for intermodal inland waterway transport



The project EWITA, funded in the Marco Polo II programme of the European Commission, showcased after two years from its kick off its final achievements: two eLearning platforms on inland navigation for two specific regions in Europe:

- **INES** for the Danube corridor
- **INES RMS** for the Rhine-Maas-Schelde

During the final event the 6th of July 2010 in Brussels participants had the chance to explore the platform thanks to an interactive programme.

Ines Danube and Ines RMS are available in: English, German, Dutch and Romanian. Ines Danube and Ines RMS include also multimedia elements and modern learning technologies such as animations, interactive elements, streaming video and sound. To facilitate update and synchronisation a European content repository has been designed enabling a smooth administration of the common learning objects.

Visit www.ines-danube.info & www.inesrms.info and learn on inland navigation in Europe!

Source: www.ewita.info

4) Mercedes-Benz counts on inland navigation



Three years ago, Mercedes-Benz finalised the last expansion phase at its international shipping centre in the Port of Stuttgart. Today more than 100 containers, stuffed with axles, engines and gear units produced at the production plant in Stuttgart / Untertürkheim are shipped to contractual partners around the globe every week. In this inland navigation plays an important role. The upgrading of locks along the river Neckar will provide a further incentive for the use of inland waterways.

The 35,000 m² Mercedes-Benz shipping centre in the Port of Stuttgart bundles all the international shipping activities of the company. Its closeness to the multimodal container terminal and other existing transshipment facilities enable the company to choose the most suitable mode of transport for each shipment. They do this based on logistical and economic requirements as well as from an environmental point of view.

90 per cent of all shipments are carried out via rail and inland vessels. Inland navigation accounts for 27 per cent of all transports to the sea ports of Rotterdam and Antwerp. Since the shipping centre was opened in 2004, the use of rail transport and inland waterways has enabled the plant to save around 4,500 long-haul road trips each year to the ports of Bremerhaven and Rotterdam. As a result of these savings, CO₂ emissions were reduced by more than 16,000 tons.

Volker Stauch, director of the Untertürkheim plant, emphasises that the development of the site has clear environmental aims. "For the Daimler AG, environmental compatibility is a crucial concern, but it's not the only one. Ensuring sustainable manufacturing and logistics is also a high priority," says Stauch.

The importance of inland navigation will increase once the scheduled modernisation of locks along the river Neckar is finalised. This "upgrading" allows vessels of the 135-metre-class, a size which is very common for Rhine navigation, to sail to the Port of Stuttgart, thereby increasing the freight capacity of the current 105-metre-vessels by 40 per cent.

Source: Internationales Verkehrswesen Nr. 7/8 2010, <http://media.daimler.com>