



Romanian Intermodal Association Newsletter – May 2010

Content:

INVITATION to the seminar The Challenge of Logistics in Romania – Reality or opportunity	pg. 1
<i>Time to Book for Helsinki!</i>	<i>pg. 2</i>
<i>Response to ESPO 'Fact-Finding' Survey Encouraging but Extra Effort Needed in Some Countries</i>	<i>pg. 2</i>
<i>ESPO Award Features in European Maritime Day Programme</i>	<i>pg. 2</i>
<i>Port of Hamburg Meets Brussels</i>	<i>pg. 3</i>
<i>NAPA Promotes North-Adriatic 'Multi-Port Gateway'</i>	<i>pg. 3</i>
<i>Commission Opens Consultation on e-Maritime</i>	<i>pg. 4</i>
<i>ESPO Workshop Analyses Impact of Internalisation of External Costs</i>	<i>pg. 4</i>
<i>No Progress in EP-Council Negotiations on Draft Directive on Ship Reporting Formalities</i>	<i>pg. 4</i>
<i>EU Finances Research Project on European Logistics and Supply Chain Security</i>	<i>pg. 5</i>
<i>EC opens consultations on TEN-T</i>	<i>pg. 5</i>
<i>European Environment Agency concerned about transport</i>	<i>pg. 5</i>
<i>EC plans high level dialogue between financial institutions and SMEs</i>	<i>pg. 6</i>
EVENTS	pg. 6
SHORT NEWS	pg. 6-7

Romanian Maritime Training Center - CERONAV, institution subordinated to the Ministry of Transport and Infrastructure together with the Romania Intermodal Association - RIA have the great pleasure to invite you to attend the

Professional Seminar

THE CHALLENGE of LOGISTICS IN ROMANIA - REALITY OR OPORTUNITY

Within the European project EWITA

EWITA Project - European Web Platforms and Training Concepts for Intermodal Inland Waterway Transport is financed by EU funds through the Marco Polo II on the Common Learning Actions and it aims to achieve the following objectives: upgrading and expanding the European concepts of learning levels, content, tools and languages, adaptation of Ines Platform for Danube corridor and creation of an additional e-Learning platform for Rhine-Maas-Schelde Corridor, setting a Pan-European content repository, creating training/learning modules specific to each group target.

Romania has a strategic location with good potential to become the main "gateway" for goods from Asia for the European Union market. It has been proved that the market needs for an efficient logistics East-West corridor. Therefore is compulsory and necessary for Romania to adopt and implement a set of measures capable to ensure benefits, predictability and competitiveness at EU level.

The seminar will focus on topics of major importance in the business environment in Romania, such as: developing logistics networks to include intermodal solutions, transforming Romania into a logistic platform, identification of measures to support the competitiveness of logistics.

Please, email any comments or information for inclusion in the monthly newsletter to pr@ria.org.ro

Thank you!

The seminar will be held on May 12, 2010, at Hotel Ibis, Constanta - Hall Ovidiu, Mircea cel Batran Av. , from 10.00 LT.

The event will bring together representatives of central and local authorities, shipping companies, ports, waterways administrations, logistics centers, associations of shipowners and operators of inland navigation, information and training centers.

Time to Book for Helsinki!

Now that European airspace has returned to normal, it is high time to book a seat for the forthcoming ESPO Conference, which will be held in Helsinki on 27-28 May.

A varied and fascinating programme is in store which puts the human factor in ports centre stage. This obviously includes port workers and other employees, but also people living in and around ports. The impact of employment and labour on the competitiveness of ports will be analysed in detail and participants will hear from a range of practical experts about how the port can be promoted as a place to work, to live and to experience.

Updates on the impact of the economic crisis and developments at EU policy level are included and a special interest seminar on Russian and Baltic ports completes the conference programme. Finally, participants will be offered real-life port-city experience with excursions to Vuosaari Harbour and Tallinn.

With close to 150 participants registered already today, the ESPO 2010 Conference promises to be another great networking opportunity. As rooms at the conference hotel are getting scarce, it is recommended to register as soon as possible via the [conference website](#).

Source: European Sea -Ports Organisation

Response to ESPO 'Fact-Finding' Survey Encouraging but Extra Effort Needed in Some Countries

Last Friday the first deadline elapsed for the extensive survey on port governance that ESPO launched mid-March. The questionnaire prepares a new 'Fact-Finding' report that will provide insight in the complex way in which European ports are governed and will analyse the institutional, functional and financial profile of European port authorities.

"With the responses we have gathered so far we can start drawing a representative picture for Europe", said ESPO Secretary General Patrick Verhoeven, "However in some countries an extra effort is needed. This is especially the case in Croatia, France, Greece, Ireland, Italy and Norway. We will encourage the ports in these countries in the coming days with the help of national port associations. In other countries it is more a matter of filling some essential gaps to catch the full diversity of the system."

Source: European Sea -Ports Organisation

ESPO Award Features in European Maritime Day Programme

The European Maritime Day is celebrated each year on 20 May. It aims to give visibility to the different maritime sectors and underlines the importance of the seas and oceans for Europe. The European Maritime Day was established jointly by the European Council, the European Parliament and European Commission in 2008 as part of the EU maritime policy.

This year marks the third edition of the event and it will for the first time be held in a genuine maritime port city. The city of Gijón in the Spanish region of Asturias is indeed hosting a full programme of events from 19 to 21 May that will cover a wide range of topics related to Europe's seas and oceans.

The Port of Gijón won in 2009 the first ESPO Award on Societal Integration of Ports and this theme also features prominently in the programme. In the afternoon of 20 May a workshop will be held on "Innovation in Port-City Relationship - The European Sea Ports Organisation Award" with participation of port and city authorities that featured in the first edition of the ESPO Award. The Port of Gijón is also hosting an exhibition on its winning project "Gijón City-Port Together" and on projects of six other European ports that were shortlisted for the Award (Algeciras, Genoa, Ghent, Rotterdam, Stockholm and Turku).

Source: European Sea -Ports Organisation

Please, email any comments or information for inclusion in the monthly newsletter to pr@ria.org.ro

Thank you!

Port of Hamburg Meets Brussels

On 14 April, Hamburg Port Authority (HPA) organised an evening in Brussels to present future plans for its Central Terminal Steinwerder (CTS). This 125 hectare large area is located at the heart of the port of Hamburg and is planned to be redeveloped. To collect ideas for the future port area, HPA had organised a broad market consultation to which 35 companies from all over the world had participated.

HPA Chief Executive Jens Meier presented the results of the consultation to an audience of EU policy-makers and Brussels-based trade organisations. "The most important criteria which we applied in the selection relate to the efficient and sustainable use of the area" said Mr. Meier who then introduced the winning proposal of Royal Haskoning for a CO2-neutral, automated and truck-free container terminal with optimal use of space. Second and third positions went to proposals from ECT Delta Terminals (Hutchison Port Holdings) and the Hamburg-based Buss Group.

The presentation was followed by a round-table discussion with Hamburg personalities, including Senator Axel Gedaschko and HHLA Chief Executive Klaus-Dieter Peters, and ESPO Secretary General Patrick Verhoeven. "Hamburg is one of the first ports in Europe to apply a market consultation process of this type", said Patrick Verhoeven, "This is a powerful tool to investigate ideas from current or potential participants in the market prior to the actual bidding phase. We will therefore list the Steinwerder example as a good practice case in a new publication on the use of concessions that ESPO will issue later this year."

The evening was concluded by DG Move Director-General Matthias Ruete who congratulated the port of Hamburg with its initiative and underlined the vital role ports play in the ongoing review of the Trans-European Transport Networks.

More information on the CTS project can be obtained from [Hamburg Port Authority](#).

Source: European Sea -Ports Organisation

NAPA Promotes North-Adriatic 'Multi-Port Gateway'

The Italian ports of Ravenna, Venice and Trieste and the Slovenian port of Koper joined forces last year under the umbrella of the North Adriatic Port Association (NAPA). NAPA represent the interests of the North-Adriatic port cluster and it is expected that Croatia's principal port Rijeka will join the association soon. NAPA is currently chaired by Gregor Veselko, President of the Port of Koper.

The association presented itself to the EU community in Brussels last Wednesday through a seminar which largely focused on the strategic position of North-Adriatic ports in the Trans-European Transport Networks (TEN-T). Jean-Eric Paquet, Head of Unit in DG Move responsible for the TEN-T review, outlined the review process and said that nodes such as gateway ports and port clusters will form the backbone of the future TEN-T core network. He therefore welcomed the fact that, unlike in the 1990s, European port authorities were now supporting the principle that priorities must be identified.

The logic of NAPA is very much based on the 'multi-port gateway' concept that was introduced in the [economic analysis of the European port system](#) that ITMMA (Institute of Transport and Maritime Management Antwerp) prepared for ESPO last year.

"This concept combines principles of flexibility and concentration and is therefore attractive in the context of developing a TEN-T core network for ports", said ESPO Secretary General Patrick Verhoeven who participated in the seminar, "We must now see how it translates to other trades than containers. In setting a core network we should also not forget the crucial role that some stand-alone gateways and transshipment hubs play in the European port system."

The seminar also focused on linking the North-Adriatic region with ports in the Baltic and on the value-added of connecting IT systems in the context of the Commission's e-Maritime initiative. Dimitrios Theologitis, DG Move's Head of Unit responsible for ports, explained the broader context and encouraged participants to join in the Commission's consultation on e-Maritime.

Source: European Sea -Ports Organisation

Commission Opens Consultation on e-Maritime

The European Commission opened last week a public consultation on its e-Maritime initiative.

E-Maritime is aimed at fostering the use of advanced information technologies for working and doing business in the maritime transport sector. The goal of the initiative is to make maritime transport more efficient, safer and environmentally friendlier by improved information use, knowledge creation, facilitation of business collaborations and supports to cope with externalities. E-Maritime aims also to improve life at sea by providing internet-based services for mariners, thus raising the attractiveness of the seafaring professions.

The aim of the consultation, which runs until 27 June, is to gather stakeholders' opinions on the initiative in order to assess the possible actions that could help meet the above-mentioned objectives.

ESPO members are invited to provide the secretariat with their feedback on the questionnaire by the end of May so that a joint contribution on behalf of European port authorities can be made.

Full information on the consultation is available from the [Commission's website](#).

Source: European Sea -Ports Organisation

ESPO Workshop Analyses Impact of Internalisation of External Costs

On 16 April, ESPO held an internal workshop to analyse the impact of the sustainability factor in the identification of the TEN-T Core Network for ports. The workshop also served to initiate a revision of the ESPO position on the internalisation of external costs, which so far had been quite sceptical.

In that sense, the workshop benefited from the presence of the Commission who explained the EU policy and methodology regarding the internalisation of external costs. Two Mediterranean ports, Venice and Barcelona, presented simulation exercises which showed existing environmental inefficiencies in current transport flows and the environmental advantage of Mediterranean Ports not yet exploited as gateways for European traffics with the Far East. Participants agreed that the consideration of the sustainability factor would need a decision at political level.

Also in the context of the TEN-T review, Prof. Lori Tavasszy of TU Delft gave a presentation on the factors of uncertainty which the methodological approach for the TEN-T planning network is confronted with. In that sense, a number of issues impacting ports had been identified as the "known unknowns" for which a future impact was expected but was not possible to quantify.

Source: European Sea -Ports Organisation

No Progress in EP-Council Negotiations on Draft Directive on Ship Reporting Formalities

On 28 April EP Rapporteur Dirk Sterckx reported to the EP TRAN Committee on the state of play of the draft Directive on ship reporting formalities. The Rapporteur, who aims to reach a first reading agreement, said there wasn't much progress in negotiations. The questions that remain open relate to the wish of the Council to continue to use paper alongside the electronic transmission of data for five more years. The TRAN Committee goes for a 100% electronic system from 2013. Parliament and Council also have different views regarding the use of the English language.

The Rapporteur is meeting the Council Presidency next week. It seems however not clear how negotiations will continue in the coming weeks. Sterckx hopes to make progress and is still aiming at an agreement in June in order to have it in plenary session before the summer recess.

Source: European Sea -Ports Organisation

EU Finances Research Project on European Logistics and Supply Chain Security

The European Commission just decided to subsidize a research project, named LOGSEC (Logistics Security) aiming at protecting logistic chains against criminality and other disturbances. The project is examining the existing policy options

Please, email any comments or information for inclusion in the monthly newsletter to pr@ria.org.ro

Thank you!

and technologies for a safer distribution chain in cooperation with private companies and sector organisations. The European Shippers Council is one of the participants in this investigation.

Once this has been examined, the partners in the project will develop a demonstration project to increase the security of the supply chain. In that way the partners in the project want to try out new technologies, which couldn't be developed without public support. The EC aid comes from the seventh Framework programme for R & D.

Source: European Sea -Ports Organisation

EC opens consultations on TEN-T

The European Commission opened on 4 May the consultation on how to revise the EU policy on the trans-European networks (TEN-T). Following the work of the TEN-T expert groups and preceding the TEN-T conference in Zaragoza of 8-9 June under Spanish EU presidency, it presents the current thinking of the EC how the revision of the TEN-T could take shape and invites all stakeholders to formulate their opinion by 15 September. A concrete proposal of the revised TEN-T guidelines will follow by the end of the year or at the start of 2011. The EC proposal must be approved by the European Parliament and the Council of Ministers to take effect. It will provide the legal basis for the submission of TEN-T projects by Member States in the period 2013-2020.

In its consultation, the EC focuses on the realisation of the core network consisting mainly of the priority projects and some add-ons in order to form logic corridors for the movement of freight and people which are multi-modal and interconnect the most important ports/hubs and agglomerations having a supra-regional role. Planning a core network should not initiate a new infrastructure programme of immense scope in times of tight budgets. Ensuring continuity for ongoing projects, giving due attention to the removal of key bottlenecks and building largely on existing infrastructure, the revision aims at providing the basis for an efficient, less carbon intensive, intelligent, safe and secure transport system. The EC also proposes to bundle the guidelines with the infrastructure criteria and the regulation with the co-financing criteria into one single legal act, preferably a regulation which is directly binding to whom it is addressed.

To finance the TEN-T, discussions are still ongoing. It is expected that the transport budget will not increase under the new financial perspectives as of 2014. An idea being discussed internally at the EC is to create a transport fund which groups several funding resources for transport to increase the resources. The expert group on funding and financing will deliver in July its recommendations on how trans-European transport infrastructure could be financed in the future.

The EU conference in Zaragoza of 8-9 June 2010 will present on the 1st day the conclusions and recommendations of the TEN-T expert groups. On the second day, 15 stakeholders' organisations, including INE and EBU, will have the opportunity to present their views on the revision. INE and EBU will defend a strategic and intelligent linkage of the existing waterway priority projects covering the main waterways connecting ports, production and consumption centres. INE will also respond to the consultation questionnaire and invites as many IWT actors to do the same. [Further information: EC TEN-T consultation](#)

Source: Inland Navigation Europe

European Environment Agency concerned about transport

The report's findings for the period 1997-2007 present a mixed picture, with some improvements in air pollutants and serious concerns regarding persistent growth in transport's greenhouse gas emissions. While technological advances produce cleaner vehicles, more and more passengers and goods are travelling further distances, thereby offsetting efficiency gains.

Main trends & findings:

- Freight transport tends to grow slightly faster than the economy, with road and air freight recording the largest increases in the EU-27 (43 % and 35 %, respectively, between 1997 and 2007). The share of rail and inland waterways in the total freight volumes declined during that period.
- The current economic slowdown has reduced transport volumes but transport is expected to resume its growth as soon as the economy starts to grow again.
- In EEA countries, greenhouse gas emissions from transport (excluding international aviation and maritime transport) grew by 28 % between 1990 and 2007, and now account for around 19 % of total emissions.
- Despite recent reductions in air pollutant emissions, road transport was the largest emitter of nitrogen oxides and the second largest contributor of pollutants forming particulate matter in 2007.
- Among 32 EEA countries, only Germany and Sweden are on track to meet their 2010 indicative targets for biofuels use.
- Road traffic remains by far the largest source of exposure to transport noise. The number of people exposed to damaging noise levels, especially at night, is expected to increase unless effective noise policies are developed and implemented in full.

Based on analysis of long-term trends, the new European Environment Agency (EEA) report also looks into scenarios on how to bring transport on the right environmental track by 2050 and concludes none will realise the 80% cut in carbon emissions. The EEA calls for a clear vision defining Europe's transport system by 2050 and consistent policies to achieve it. It proposes a complementary package of avoid, shift and improve strategies through a diversity of policy measures,

delivering in this way its recommendations for the EC white paper on transport expected for October 2010. [Further information: EEA TERM report](#)

Source: Inland Navigation Europe

EC plans high level dialogue between financial institutions and SMEs

Data from the European Commission and European Central Bank indicate that bank credit standards are still tight, net demand for loans from enterprises declined and almost 20% of SMEs' bank loan applications are rejected. During a meeting on 6 May, the SME Finance Forum 2010 examined access to loans and capital in Europe and explore strategies to improve access to finance for SMEs. As a follow-up to this SME Forum, a high-level dialogue between representatives of financial institutions and SMEs will be set up to monitor market developments and make recommendations on how to improve access to finance. It is a general measure, the inland navigation sector is not addressed in particular. [Further information: EC access to finance website](#)

Source: Inland Navigation Europe

EVENTS

European Maritime Day 2010

The European Maritime Day is the occasion to pay tribute to maritime Europe and put all maritime sectors and activities in the spotlight to help European citizens realise the real outreach and variety of sea-related activities going on in Europe and provoke reflection on the crucial role the seas play in our everyday life. 20 May 2010 Gijón, Spain

5th Danube Summit - 31 May-2 June 2010, Linz

3rd European Shortsea Congress - 29-30 June 2010, Dublin

TEN-T call for RIS (EUR 10 million) and TEN-T call annual programme (EUR 80 million all modes)

10-11 May 2010: EU Danube conference in Ruse

8 June 2010: Launch of International Safety Guide for Inland Navigation Tank Barges and Terminals, organised by CCNR and Oil Companies International Marine Forum in Brussels

8-9 June 2010: EU TEN-T conference, organised by EC and Spanish EU presidency in Zaragoza

15-16 June 2010: EU FP7 PLATINA Steering Committee in Rotterdam

17-18 June 2010: EC Biodiversity and water workshop in Brussels

30 November-1 December 2010: EU PLATINA Barge2Business Conference in Brussels

SHORT NEWS

Orderbooks will start to swell next year

Shipping lines are expected to start placing orders for new vessels in the first quarter of next year, on the back of improved market outlook and a shrinking orderbook, according to AXS Alphaliner.

The analyst said the vessel orderbook had fallen for 22 consecutive months – its longest ever slump – since it reached its peak of 7 million teu, or 60% of the existing fleet, in July 2008.

Please, email any comments or information for inclusion in the monthly newsletter to pr@ria.org.ro

Thank you!

Alphaliner's view contrasted with research conducted by container lessor SeaAxis, which predicted vessel orders would not start being placed until the third quarter next year.

Green light for Calais development project

The owner of the port of Calais, the Nord Pas de Calais regional government, has approved the Calais Port 2015 development project.

The first-phase, representing investment estimated at around €400 million (US\$511m), focuses on a new 130-hectare dock to accommodate new-generation ferries and an additional 90ha of space for truck parking.

A spokesman commented that another element of Calais Port 2015 was developing a multimodal capability, with infrastructure to accommodate trucks arriving by rail.