



ERSTU – Newsletter **3**

September
2017

European River-Sea-Transport Union e.V.

President: Thomas Maaßen Secretary General: Dr. Wolfgang Hebenstreit
Westhafenstr. 1 – 13353 Berlin
Tel.: +49(0)30 39802662 > Fax:+49(0)30 39802663 > Internet: www.erstu.com
E-Mail: erstu-ev@t-online.de
Press Spokesman: Dr. Wolfgang Hebenstreit



Containership “WES AMELIE”, LNG powered, of the new ERSTU-member WESSELS Reederei GmbH & Co.KG
Photo: WESSELS Reederei GmbH & Co.KG

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The new Secretary General of ERSTU-Dr. Wolfgang Hebenstreit



The Executive Committee of ERSTU appointed Dr. Wolfgang Hebenstreit to the new Secretary General of ERSTU and selected him as Member of the Executive Committee of ERSTU. He will continue the work of Mr. Günter Hartkopf, who died on the 17th of July 2017 after a short heavy illness.

Dr. Hebenstreit is the Press Officer of ERSTU since 2013 and will execute this role also in the future.

He was born on the 20th of October 1957 in Löbau/Sa. (Germany). From youth up he was interested in shipping. His childhood dream became his profession. So he began his study of “Economics of Sea Transport” on the University of Gdansk in Sopot (Poland) as foreign student. After the study he wrote his dissertation there. Immediately afterwards Dr. Hebenstreit worked in the Department International Affairs of the Ministry of Transport of GDR in Germany and abroad. The last position was the Head for Shipping in the Department of Transport in the Council for Mutual Economic Assistance (COMECON, RGW) in Moscow. There he was responsible for the multilateral cooperation of the member states in shipping and the cooperation with international shipping organizations.

In 1990-1992 Dr. Hebenstreit completed a post-graduate course of study “Management and Marketing”. On the 01.04.1992 he started to work in the Thyssen-Elf Oil GmbH Hamburg in the branch office Berlin, a joint venture between Thyssen-Elf. In the Elf Deutschland GmbH and later in the TOTAL Group Dr. Hebenstreit worked in different positions. So he was for example the “Manager Logistic Rhine”, “Manager for Development and Projects”, “Safety Quality Manager” in the Department Pilotage Hub 4 of TOTAL Deutschland GmbH. In the years 2006-2012 he was the Head of the Safety Rail Commission of the TOTAL Group. He was also a Member of the Safety Barge Commission of the TOTAL Group.

After this professional life he took over on the 01.01.2013 the function of the external Dangerous Goods Safety Adviser of the Trans Eurasia Logistics GmbH.

The position of the Press Officer of the European River-Sea-Transport Union e.V. (ERSTU) he took over on the 01.10.2013. Since 2015 he is also the Secretary of the River-Sea Shipping Committee of EBU.

Since the 01st of September 2017 Dr. Hebenstreit accomplish the tasks of the Secretary General and the Press Officer of ERSTU and will use his long term professional experience for the development of Inland Navigation, River-Sea Shipping and Short Sea Shipping in Europe.

Association News

41th Meeting of the ERSTU’s Executive Committee and the XXI. General Assembly of ERSTU in Duisburg

The 41th Meeting of the ERSTU’s Executive Committee (EC) and the XXI. General Assembly of ERSTU will take place on the 4th of October 2017 in Duisburg in the “House Rhine”.

In the focus of the meetings are information and discussion about the “RSSC-Position Paper”, “Position Paper Short Sea Shipping” and the draft of the EMMA-Policy Paper "STRENGTHEN INLAND WATERWAY TRANSPORT IN EUROPE AND THE BALTIC SEA REGION", the reports of the President, the Secretary General, the Press Officer, updates of basic documents of ERSTU, new tasks for the “Strategy 2017 plus of ERSTU” and other internal points.

6th Meeting of the River-Sea Shipping Committee of EBU (RSSC) in Duisburg

The 6th Meeting of RSSC will take place on the 04th of October 2017 in Duisburg. In the focus of the meeting are the presentation of the “Position Paper Short Sea Shipping” prepared by ARKON Shipping GmbH & Co. KG, discussion about the new draft of the “RSSC-Position Paper” with all the problems, indicated in ARKON Shipping’s Paper which are also endemic/ common to River-Sea Shipping, actual problems facing River-Sea Shipping industry and Short Sea Shipping in the countries and shipping companies of RSSC-Members and proposals on the necessary measures to solve these problems etc..

Market Observations



ANNUAL MARKET OBSERVATION REPORT ON INLAND NAVIGATION IN EUROPE: 2017 EDITION

Ref : CC/CP (17)03

For the second year running, the Central Commission for the Navigation of the Rhine (CCNR) is publishing its annual Market Observation report on inland navigation in Europe, 2017, in cooperation with the European Commission. The outcome of close collaboration between the two institutions, the report provides an exhaustive overview of the market situation and of developments in European inland navigation during 2016. The forewords by Mrs Bulc, European Commissioner for Mobility and Transport, and Mr Georges, Secretary General of the CCNR, illustrate the publication’s resolutely European dimension.

ANALYSIS OF EVOLUTION ON THE MOST IMPORTANT INTERNATIONAL WATERWAYS IN EUROPE

The analysis of the development of transport volumes on major European waterways and in the principal European inland ports is a central component of the annual report. Accordingly, in 2016, river transport represented goods transportation of almost 145 billion tonne kilometres, with an ongoing important concentration within the Rhineland countries. The publication takes a particularly close look at each transport segment, according particular importance to container transport, which increased by 4.6% throughout the European Union to reach 15 billion tonne kilometres. Passenger transport, in particular the river cruise segment, also continued its upward trajectory in 2016: the 335 cruise vessels plying the Rhine, Danube , Seine, Elbe, the Rhone and other European Union rivers carried a total of 1.36 million people.

ANALYSIS OF INFLUENCES BEYOND INLAND NAVIGATION

Beyond the observation of traffic, the report provides an analysis of the economic, environmental and social conditions that have affected inland navigation in Europe. The favourable economic context, with

growth in industrial output and world trade, has had a positive effect on the transport sector and on inland navigation in particular. The poor harvests of summer 2016 in France and the low water conditions on the Rhine and on the Danube also influenced river transport, this time for the worse. The annual report also offers a macro economic analysis of the river market, studying inland navigation and its sustainable development in a wider multimodal transport environment.

EXAMPLE OF SUCCESSFUL EUROPEAN LEVEL COLLABORATION

The publication of the annual Market Observation report on inland navigation in Europe is an example of successful European level collaboration, embracing all European inland navigation actors and stakeholders, including the river commissions and representatives of the sector.

You will find the executive summary of this report in the attachment. The full report can be downloaded in PDF format in English, French, German or Dutch from <http://www.ccr-zkr.org/13020800-en.html> or viewed directly online at: www.inland-navigation-market.org.

EXECUTIVE SUMMARY ANNUAL REPORT 2017

Since 2013 the European Union has been enjoying rather limited but steady economic growth and, in 2016, the GDP growth in the Eurozone indeed increased by 1.7%. These economic conditions, together with industrial production and trade growth, are expected to keep on evolving positively in the near future and will boost the transport industry activity as a whole and inland navigation activity in particular.

But 2016 also showed that inland navigation activity is not only dependent on the overall economic context. Sectorial conjectural evolution can have significant impact; French inland waterway transport was, for example, negatively impacted by the bad harvests during summer 2016. Navigation conditions also play an important role, and Rhine traffic was indeed impacted by low water conditions both at the end of 2015 and at the end of 2016.

On the other hand, inland navigation goods transport benefits from the dynamism of several transport segments. Container transport, waste transport and chemical transport on inland waterways are all segments that experienced growth of between 3% and 5% in 2016 compared to 2015 on the Rhine. Likewise, the dynamic steel industry activity in the Upper Danube area significantly boosted the transport of ores and metal products on the Danube.

Inland ports are of vital importance for the development of inland shipping, as they are, just like seaports, the places where inland shipping connects to other modes of transport. Good quality of the port infrastructure and the promotion of inland waterway traffic by the port can have an important positive influence on the development of this transport mode. A detailed focus on inland ports activity enables one to identify individual ports trends and specializations and to highlight ports initiatives to promote inland navigation.

As a matter of fact, this report does not only present an overview of the global situation of the inland navigation market in Europe; specific developments taking into account goods segments and geographical details are put into perspective in order to have a better understanding of the inland navigation market.

The inland navigation fleet structure is slowly evolving in Europe; the fleet size has decreased by 2.8% at the European level. While both tanker cargo fleet and dry cargo fleet saw their total number and their total tonnage decrease in 2016, the average tonnage per vessel is still increasing for these two types of vessels. But the overall fleet remains rather old; dry cargo and tanker cargo vessels have respectively an average age of 50 and 39 years. The utilization rate of the fleet remains between 55% and 85% depending on the vessel types, below levels that were experienced before the economic crisis. Sector turnover is therefore very much dependent on freight rate fluctuations.

Many innovative projects emerge locally and new buildings show that this sector is undergoing an upswing; this is particularly true in the passenger transport segment, where approximately one quarter of new vessels entering into service in 2016 were powered by diesel-electric engines. But even though innovation exists, one of the main challenges of inland navigation in the coming years will be to spread

it at a larger scale in the market while it remains today limited to specific examples. This is, for example, the case for all innovative measures aiming at reducing emissions from inland navigation transport.

Inland waterways goods transport is maintaining a modal share of 6% of all transport goods (inland navigation, road, rail and pipeline) in the European Union and this modal share goes up to nearly 40% in countries with dense networks of waterways such as the Netherlands. Inland navigation transport belongs to a multimodal environment in which innovation enables one to be more efficiently connected to other modes of transport, more competitive and more environmental-friendly.

Source: CCNR-“Press release” and executive summary of the 2017 annual report of the Market Observation of the Inland Navigation in Europe. Strasbourg, 21st September 2017.

Inland Water Transport/ Waterway

EBU position paper: regarding voluntary emission standards on existing engines (CESNI/PT (17) a 61 rev. 1) related to the CCNR ad hoc meeting 26th of September, 2017

The European regulation for marine engines for inland shipping, the so called 'Non Road Mobile Machinery' (NRMM) Regulation is in force. That means that from the first of January 2019 new marine engines with a power output of less than 300 kW must meet the new NRMM regulation criteria. For marine engines with a power output above 300 kW new criteria apply from the first of January 2020.

As for now the CCR II criteria from the CCNR are in force until the NRMM regulation comes into force. CCNR is organizing an ad-hoc meeting to work out the possibility of voluntary standards on emissions for existing engines on the 26th September 2017.

EBU position as for now:

In the past EBU has advocated implementation of the United States Environmental Protection Agency (EPA) Tier 4 standard for several reasons. We also have proposed that this standard - with necessary transitional provisions-should apply for existing engines. The European Commission has refused the EBU proposal to implement EPA Tier 4 for inland shipping.

Our environmental objective is to make all necessary changes and adaptations to international, European and national regulations to integrate the use of innovative technologies and processes. Besides that we are in need of specific aid schemes or fiscal incentives for the investments necessary for the transition to a greener inland shipping industry.

Relevant question is how to proceed further to reach our objectives. The relation between benefits (for society) and the cost (for ship-owners) is to be considered. As for now shippers are not paying voluntary for environmentally friendly transport. The impossibility to charge shippers for those transports is a fact in a free market.

What are the expected benefits associated with voluntary standards?

“Prima facie, the development of common criteria could helpfully support the implementation of national or international investment programs. If voluntary standards include international and transparent criteria, it will be easier to identify the practical solutions eligible for subsidy programs. As reminder, subsidies cannot cover compliance to the legal requirements (in this case NRMM Regulations) but only solutions beyond the legal requirements (greener solutions).”

Do we achieve the expected benefits with voluntary standards?

EBU very much doubt the possibilities for subsidy by developing common criteria or solutions beyond legal requirements. Speeding up greening can be subsidized based on the argument that otherwise

existing engines still will be used, repaired or overhauled for several years. There is no legal requirement to change engines or diminish emissions apart from existing regulation such as CCR II.

Nevertheless several companies are actually working with all sorts of equipment to reach less harmful emissions. EBU is working on subsidies to speed up of greening and has asked for incentives.

Voluntary emission standards on existing engines in inland shipping?

As EBU we have now taken the position that a voluntary standard on emissions is undesirable. There are serious doubts on the effectiveness of such a standard. Significant reason is the uncertainty and consequences of this standard. The question what it really means for ship-owners is uncertain. Every new standard means inevitably more complexity and costs for ship-owners. We are in favor of keeping the existing Stage V standard as it is. Accelerate of greening can be done by subsidizing additional costs of Stage V engines. The environmental advantage will be huge. Then ship-owners are sure their engine is in the near future sufficient for the environment and also for demands from the European administration.

Rotterdam, 26th September 2017

Jan Vogelaar

EBU environmental coordinator

Source: "EBU Newsletter" September 2017

21st International Oder-Havel Colloquium in Schwedt/Oder

The 21st Oder-Havel Colloquium of the „VEREIN ZUR FÖRDERUNG DES STROMGEBIETES ODER/HAVEL E. V.“ in cooperation with the INTERREG Baltic Sea Region Project EMMA took place on 13th of September 2017 in Schwedt/Oder, dedicated to container transport and the regional development on the Havel, the Oder and the Vistula rivers. Key note speaker of the colloquium was the Minister for Infrastructure and Regional Planning of the Federal State Brandenburg, Mrs. Kathrin Schneider. Important was also the cooperation of the „VEREIN ZUR FÖRDERUNG DES STROMGEBIETES ODER/HAVEL E.V.“ with the EMMA-Project for the promotion of the Inland Navigation in the Baltic Sea Region during the panel discussion with international guests.

Minister Mrs. Schneider emphasized 3 important topics for the development of Inland Navigation in the region:

1. The promotion of the expansion of ports to multimodal logistics nodes;
2. The "Promotion of the economy" of the Federal State Brandenburg works about a study and projects for the construction of special types of vessels adjusted to the parameters of the rivers and canals.
3. The digitalization of inland water transport will improve the Inland Navigation. For example Brandenburg works together with Sachsen-Anhalt about a project „Virtual buoyage of the waterway river Elbe“.

In the summary of the colloquium the President of the Oder/Havel association, Mr. Gerhard Ostwald, emphasized five topics:

1. The position of the Federal State Brandenburg, explained by Minister Mrs. Kathrin Schneider, that the trade and the industry need the IWT in this region and for the transit describe an optimistic picture for the future.
2. The EMMA-Panel-Discussion and the presentations of the colloquium shows that the containers in Berlin/Brandenburg are transported mostly by train or road. Ports are here multimodal logistics nodes.
3. The illustrated examples of the container transport in Sweden and in Poland shows that the container transport by IWT is possible if the external conditions allow to do it. In Sweden the pressure was high to find the alternative to the road transport. In Poland the first test of the container transport by IWT from the port Gdynia/Gdansk to Warsaw on the river Vistula was

done successfully.

4. The development of the IWT-infrastructure and the liquidation of bottlenecks will allow the unlimited two-ply container transport by barge until 2023;
5. The construction of special types of vessels for the container transport by IWT on the rivers in East Germany Oder/Havel/Elbe will be done.

So it will be necessary to be optimistic for the container transport by IWT in the future for the rivers Oder/Havel/Elbe.

Source: "Newsletter Oder-Verein" Nr. 08/2017, 19.09.2017

Maritime Transport and River-Sea Shipping

AN IMPORTANT MILESTONE IN THE HISTORY OF GERMAN COMMERCIAL SHIPPING

WESSELS CONSTRUCTS THE WORLD'S FIRST CONTAINER SHIP WITH LNG PROPULSION

WESSELS SETS AN EXAMPLE IN ENVIRONMENTAL PROTECTION

Sustainability and environmental protection are two of our company's top priorities. By converting the world's first container ship to LNG operation, we also want to make a contribution to environmental protection, as using liquefied natural gas as a marine fuel helps reduce air pollutant emissions.

Because its main component is methane, LNG does not produce any sulphur oxide emissions (SO_x) at all. This means that nitrogen oxide emissions (NO_x) are reduced by up to 90 percent and particulate matter emissions by around 98 percent. The special financial support granted on behalf of the German Federal Ministry of Transport and Digital Infrastructure (BMVI) for this conversion project shows that we are on the right track here. And the WES AMELIE will not be the last ship in our fleet to be converted to LNG.

The conversion work is finished!

September 2017 - and it's done - after the long planning and conversion phase, the "WES AMELIE" (see title picture) is now ready for its first long journey with LNG propulsion. The first refuelling with clean liquefied natural gas took place at the beginning of August 2017 at the Kühlhaus-Kai quay in Bremerhaven without any problems. The **environmentally-friendly marine fuel** was supplied via truck by the Hamburg-based company Nauticor.

For more information about

- Stay the Course : Demand Creates Infrastructure
- Full Steam Ahead : The Ship - The Conversion
- First Steps - Initial Requirements

see: www.wessels.de

Source: www.wessels.de

Europe and International

Germany to host Annual Summit of Transport Ministers through 2020

International Transport Forum and German government sign Summit grant agreement in margins of Frankfurt Motor Show

Alexander Dobrindt, Germany's Federal Minister of Transport and Digital Infrastructure, and Young Tae Kim, Secretary-General of the International Transport Forum (ITF), signed an agreement on German government funding for the ITF Annual Summit on Thursday, 14 September, in the margins of the Frankfurt Motor Show.

Under the agreement, the German government will contribute EUR 1.2 Million to the cost of holding the Summit. The event will continue to be held in Leipzig, which was recently reselected as the Summit venue as a result of a regularly held competitive tender. The city in eastern Germany has hosted the Summit since 2008, when it was first held.

“Germany has been hosting the world's leading transport policy event for a decade now. Hand in hand with Germany and our other member country partners, the ITF has developed the Leipzig Summit into a global brand, a must-attend occasion and the world's premier transport policy event“, said Secretary-General Kim.

“I am very pleased that the government of Germany will continue their support over the next three years. Renewing this valuable partnership will allow us to further develop the Summit and enable the event to continue to innovate, grow and continue to attract participants from around the globe“, Kim added.

The Summit is the world's largest gathering of transport ministers. Organised by the International Transport Forum at the OECD, it is attended by CEOs, heads of International Organisations and academics and has been called the “Davos of Transport”.

The 2018 Summit on “Transport Safety and Security” will take place from 23 to 25 May 2018 at the Conference Centre Leipzig (CCL) in Leipzig, Germany.

Source: “Media Release International Transport Forum”, Paris, 15.09.2017

MORE EU BUDGET FOR TRANSPORT - THE BEST INVESTMENT PLAN IN EUROPE! CEF TRANSPORT COALITION CALLS ON EU-DECISION MAKERS TO TAKE THE RIGHT DECISIONS WITH REGARD TO THE FUTURE MULTI ANNUAL FINANCIAL FRAMEWORK AND TO SUFFICIENTLY SUPPORT INNOVATION IN TRANSPORT AND ITS INFRASTRUCTURE.

The CEF Transport Coalition, a collaboration of European associations representing transport modes, ports, shippers, forwarders and other stakeholders, presented its call for more CEF budget for transport under the next MFF at the Connecting Europe Conference in Tallinn.

Transport has massively contributed to economic growth and jobs in Europe. It is expected to cope with increasing volumes in the coming years. In order to face the challenges ahead a well-functioning infrastructure is essential, reason why the Transport Coalition called for more CEF budget in the next MFF. It took the annual Conference on Connecting Europe in Tallinn as frame to raise awareness at the Ministers of Transport, Commissioners and MEP's for a better distribution of EU funds under the next

MFF. Investing into transport infrastructure will benefit the European economy and will create future jobs.

Inland waterway transport on its 40.000 km waterways can absorb much higher shares in the future and thus release the congested roads in Europe, emphasizes the Secretary General of the European Barge Union EBU, Theresia Hacksteiner, as partner in the Transport Coalition in Tallinn. Its growth rate in the past 20 years was more than 25 %, compared to only 4,7 % in rail transport. For the increase of its modal share it is crucial to properly maintain the waterways and remove the existing bottlenecks for which sufficient financial support is needed. Inland Waterway Transport offers a powerful sustainable answer to expensive road congestion.

Source: „EBU Press Release“, Tallinn, 21.9.2017

Information about the 1st International Workshop on “Wastewater Management in the Danube river Basin”

The first “International Workshop on Wastewater Management in the Danube river Basin“ will take place from 28 to 29 November 2017 in Bucharest, Romania.

The Workshop is co-organised by the ICPDR, IAWD, the International Association of Water Supply companies in the Danube River Catchment Area, and the World Bank.

The event is hosted by the National Administration “Romanian Waters” and supported by the Danube Water Program (DWP, jointly implemented by IAWD and World Bank), the EUSDR PA4, the Global Water Partnership, the EIB, both Directorates General ENV and JRC of the European Commission.

This initiative answers a need by the countries of the Danube River Basin that have expressed their need to more specifically deal with the multi-dimensional problem of the wastewater management under the ICPDR’s umbrella. The ICPDR reacted to the request of the countries and decided to get more active on the subject. In a first step, the countries identified the challenges they were facing and outlined potential topics to address further.

In a second step, countries agreed to organise a workshop aiming at bringing together the administration (national and local authorities) and utility sectors together with all relevant stakeholders for joint discussions on the following three pillars:

- Investment & Financing
- Management & Operation
- Innovation & Technology

The anticipated goal of the workshop is to achieve a clear concept of the roles and responsibilities for all stakeholders involved and to identify the necessary further steps towards sustainable management of wastewater infrastructure and services. Moreover, the workshop will provide the participants with a platform to identify, share and discuss best practices and cost-efficient solutions in wastewater management.

Event logistics & contact

Venue:

Ramada Bucharest Majestic Hotel
Calea Victoriei 38-40
010082 Bucharest, Romania

Event duration:

Start: 28 November 2017 at 09 AM

End: 29 November 2017 at 1 PM

Registration:

Registration to the workshop is now open and will close on 31 October 2017.

We kindly ask you to register here: <https://danubis.icpdr.org/event/16487>

Source: Invitation Letter and Flyer for the Workshop.

DANTE - Project progress overview (January - September 2017)

The DANTE project which facilitates the reduction of time losses and unnecessary financial burden to IWT caused by ineffective administrative regulations & processes is progressing very well. Officially started on 1 January 2017, the DANTE consortium consisting of public authorities, consulting companies, universities and NGOs from 10 European countries is making important steps towards the achievement of the project's goals.

On the project management level, the DANTE Partnership has reached all milestones setting up the internal organisational and management framework conditions as well as initiated the setup of the stakeholder management database which has already been used for the organisation of the national working table meetings.

The work package dealing with communication and dissemination activities provided the framework to address the target groups in a coordinated manner by means of the project communication plan, project templates, promotional materials as well as the first project newsletter.

The activities of the work package dedicated to barrier identification have produced the first project output: the transnational electronic IWT barrier reporting tool which can be reached at: <https://www.prodanube.eu/administrativebarriers>. Setting up this tool involved a lot of work and coordination which implied i.a. elaborating the tool specification and the working methodology, contracting an IT developer to develop the reporting tool and the barrier database, coordinating the interface translations. The interface of the tool is available in eight languages (EN, DE, SK, HU, RS, HR, RO, BG). The first inputs of the database provided a very good basis for the preparation of the six national working table meetings which took place between April and July 2017.

When focusing on the analysis of procedures, the work started with the first round of national working table meeting which took place in six Danube countries (Slovakia, Hungary, Croatia, Serbia, Romania, Bulgaria). They gave a valuable insight on the key problems that need to be tackled and the fields in which administration and reporting in IWT should be simplified, harmonised and digitalised. The next step is to elaborate country reports on procedures and processes in the Danube IWT at national level which will then be further consolidated in order to facilitate the drawing of guidelines and recommendations on the Danube region level.

The Strategy & Capitalization work package has been started by means of addressing PDI's network with the relevant information and the preparation of the first transnational workshop that will be organised in Budapest on 24 October 2017 and having continuous contacts with EUSDR PA1a and PA11.

The DANTE partnership was extended with a new project partner, HUNPASS, the Hungarian Federation of Passenger Fleet Operators which took over the roles of the former partner MAHOSZ – Hungarian Shipping Federation. Changes have also been recorded as well as with regard to the associated strategic partners, where Pro Danube Serbia has joined the DANTE Team.

For regular updates, follow the DANTE project on social media:

Facebook: <https://www.facebook.com/INDanube/>

Twitter: <https://twitter.com/INDanube>

LinkedIn: <https://www.linkedin.com/groups/8560850>

The Interreg Danube Transnational Programme is co-funded by European Union funds (ERDF, IPA, ENI).

Source: „EBU Newsletter“, September 2017

European Conference Inland Terminals – Register online 9 and 10 November 2017

Information for ERSTU Members: The 12th edition of European Inland Terminals Conference will take place on the 09th and 10th of November, 2017, in Rouen. **More than 70 European freight and logistics leaders** have already registered. [Register online now.](#)

Tomorrows innovations applied today!

Innovating the European Hinterland is the theme of this year's conference. The conference has full support of the European Federation of Inland Ports. We are pleased to announce that HAROPA is your host port this year, with the new Seine Scheldt connection the North of France offers lots of opportunities to efficient and sustainable logistics.

Program

DAY 1 - Hinterland challenges for logistics

DAY 2 - Future role of inland ports and hubs is on the agenda, including a boat tour in the port.

The keynote speakers:

- Daniela Rosca, Head of Unit for Ports and Inland Navigation EU
- **Prof. dr. Theo Notteboom**, Shanghai Maritime University, Antwerp University and University Ghent
- Mathieu Friedberg, Vice President Agency Network **CMA CGM**
- Nicolae Dan Tivilichi, **CEO Port of Constanta**
- Prof. dr. Eric Ballot, Supply Chain Professor Mines ParisTech
- Sergio Barbarino, **Procter & Gamble** Supply Network Innovation Center and Chairman of ALICE Executive Group
- Alexandre Berger, Directeur Projects Transverses **Carrefour**
- Roland Hörner, CEO Port of Mannheim and President EFIP
- **Heinrich Kerstens**, Managing Director Contargo
- Jean-Louis Jérôme, President Port Autonome de Strasbourg and Director Upper Rhine Ports
- **Hervé Martel**, President HAROPA
- Moderator prof. dr. Alex Van Breedam, CEO TRI-VIZOR, multiple award winner for his supply chain orchestration concept

More info and reservations

For program details, speaker line-up, travel info and bookings: www.inlandterminals.com. Also check out the **discount rate for cargo owners** on our website. If you have any questions please contact us directly:

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Source: Invitation for European hinterland logistics event. 21.09.2017

International Conference on Inland Water Transport

**Wroclaw, Poland
18-19 April 2018**



Hosted by the Government of Poland

The Ministry of Maritime Economy and Inland Navigation of Poland, along with the Inland Transport Committee of the United Nations Economic Commission for Europe, will organize the International Conference – “Connecting by Inland Navigation”.

The conference will serve as a forum for the exchange of experiences regarding the development and future of the inland navigation sector. Representatives from the international community will share current information on the role and growing importance of inland water transport in Europe and beyond.

Source: Ministry of Maritime Economy and Inland Navigation of Poland

Editorial deadline: 30th of September 2017

