

Future of river-sea transport in Europe



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Photo: RMS

Future of the River-Sea Transport in Europe

- The CCNR Report “River-Sea-Transport in Europe” and the different presentations of the CCNR Workshop about the river-sea-transport in Europe on the 11th September, 2019 in Duisburg (Presentations see Workshop on river-sea transport: <https://www.eccr-zkr.org/13020153-en.html>) and of the Round Table Discussion during the 56th session of SC.3/WP.3 UNECE on the 13th of February, 2020 give a very good overview about the status and the development of the European River-Sea Shipping.
- In the summary of the CCNR Report, the presentations and the discussion of the Round Table we will prepare the conclusions for the future of the river-sea transport in Europe and the strategy for the development of river-sea shipping.

EUROPEAN RIVER-SEA-TRANSPORT UNION E.V. (ERSTU)

The Association ERSTU, with its seat in Duisburg, represents the pan-European interests of inland navigation, international river-sea transport, short sea shipping, ports, maritime service providers and their federations, including industrial customers, forwarders, logistics, trade and transport. The main focus ERSTU concentrate on the promotion of river-sea shipping.

ERSTU was established in Berlin on the river Spree on board of MS “PANNONIA” on the 24th of June 1997. 20 years the seat of ERSTU was in Berlin in the port Westhafen. Since the 1st of January 2018 the seat of ERSTU is in the center of Inland Navigation in Germany – in Duisburg.

ERSTU has 67 members coming from 13 European countries.



River-Sea Shipping is a special form of short sea shipping and inland navigation. The special feature of River-Sea Shipping is that it involves transport through both marine and internal waterways.

Advantages of this kind of shipping are removal of trans-shipment costs in sea ports (time and cost savings) and quality benefits.

The „SWOT Analysis of the River-Sea Shipping Committee of EBU“ gives a good overview about the strong and weak points of the river-sea transport in Europe. The elimination of the weak points is very important for the future of the river-sea shipping.

SWOT analysis of River-Sea Shipping	
Strengths /Strong Points	Weakness/Weak Points
Competitive service of higher economical efficiency and cost savings in transportation of goods from place of origin to final destination. No transshipment of cargos for customers with the location on rivers. Short transport time.	Restriction on navigation areas, seasons, weather conditions, low water and ice conditions. Waterlevel-variations challenges the predictability of transport. Just in time-principle hard to maintain with high variations in accessibility of river ports. Climat changes (low water situation).
Combination of Short Sea Shipping and Inland Navigation. Optimal delivery routes.	Fleet aging, age structure of river-sea fleet.
The availability of a wide range of vessels of different sizes and capacity.	Restrictions of technical parameters of ships by the rivers, canals, locks and bridges.
New innovated types of river-sea ships. "Green Shipping".	Compliance with international convention SOLAS 74, MARPOL etc. and national legislation. Harmonization of legal requirements is necessary.
Project transportation of oversized and heavy cargo and equipment.	High costs for newbuildings. Financial and credit policy.
High quality of transport. Reduction of damages during the transport.	Limitation on the rivers challenging when it comes to scale of economics. Exceeding 2.500-3.000 mts hard without seagoing capabilities.

Strengths /Strong Points	Weakness/Weak Points
Special tailored made solutions, supply chains based on customer requirements.	Terms, conditions - seagoing trans- portation differs form barge-terms - leaving vacuum of responsibility in the transport chain.
High safety standard/ requirements of navigation.	Language-English not commonly accepted on the rivers.
Implementation of logistic chains.	Small market and customer base. Reduced volume.
Sustainable record in terms of low emission and energy efficiency.	Stagnating cargo volumes of the most of cargos. Decreasing cargo volumes of coal, steel.
Very good relationship with customers possible.	Weak markets both for shipping and barging. Limits investments and innovation. Makes it more attractive for seagoing vessels to transship in sea ports.
Well trained qualified personnel.	Barge terminals - terminal operation often less efficient than sea-ports.
Congestive free capacity.	River infrastructure (bottlenecks, brigde clearance, locks downgrading)
Development of container transport.	Legal regulations and administrative barriers. Increasing of ecological requirements.
Best conditions for project loadings.	very strong compataitive pressure based on continuing crisis in shipping market
Development of the "Big European Circle".	Ever growing compation with land modes of transport.

Cargoes for River-Sea Shipping are: general and bulk cargos, steel, metals, raw materials for the steel industry (ferrosilicon, manganese etc.), aluminium, minerals, coal, paper, mineral oil products, agriculture products, forestry products, timber, project and heavy cargoes, towages of oversized cargo and craft timber.

In the future the structure of the cargoes for River-Sea Shipping will be changed. The “clean deal” in the EU will in the next years reduce the coal and the mineral oil products. The products of and for the steel industry will decrease in Europe in the future. New cargoes for the River-Sea Shipping, for example containers, must be find.

The activity of River-Sea Shipping practically takes place on all major rivers of Europe and Russian Federation and includes work on trading areas of marine basins of the Baltic Sea, North Sea, the Azov- Black Seas, the Mediterranean Sea, and the Caspian Sea.

The conditions for the River-Sea Shipping in the countries are different and, to a great extent, depend on the geographical situation, the infrastructure of waterways and weather conditions.

The climate changes now and in the future will bring many problems, for example the low water situation, also for the river-sea shipping.

The red line for the activities of ERSTU is the **„Strategy 2020 plus of ERSTU“**. Because in the last years we had many changes in the frame conditions for shipping (in international and national policy, economics, trade and transport policy, new members in EU and national parlements, Brexit, protection trade policy of USA etc.) ERSTU implemented the new **„Strategy 2020 plus of ERSTU“**.

The **„Strategy 2020 plus of ERSTU“** is also the realization of following declarations, policy and position papers:

- **Ministerial declaration of the International Ministerial Conference on Inland Water Transport - Inland Navigation in a Global Setting, Wroclaw, Poland, 18th of April 2018**
- **Mannheimer Erklärung „150 Jahre Mannheimer Akte – Motor für eine dynamische Rhein- und Binnenschifffahrt“, Kongress der Zentralkommission für die Rheinschifffahrt am 17. Oktober 2018**
- **Europa maritim global • smart • green Initiative für eine maritime Strategie der Europäischen Union.**
- **World Climate Conference of UN (COP 21), December 2015 in Paris.**

- **„Position-Paper of the River-Sea Shipping Committee of the European Barge Union concerning the development of the European River-Sea and Short Sea Shipping Market” (see annex)**
- **EMMA-„POLICY PAPER STRENGTHENING INLAND NAVIGATION AND RIVER-SEA-SHIPPING IN EUROPE AND THE BALTIC SEA REGION”.**

These last two papers with many proposals give an important input to the ERSTU-Strategy 2020 because they analyzed the main problems and bottlenecks of the river-sea-shipping, inland navigation and short sea shipping in Europe. The priority list of the requirements will be implemented in the action plans of ERSTU and RSSC.

Main parts of the ERSTU-Strategy 2020 plus

The main conclusions of the strategy are:

A. The main points of representation of interests is the support of ERSTU-members

1. Improvement of the cooperation of ERSTU with the EU-institutions and more effective representation of the position of the Inland Navigation, River-Sea Shipping and Short Sea Shipping.

2. Intensification of the cooperation between ERSTU and the International Organizations and Associations of Shipping, Waterways and Industry.

B. More efficient arrangement of the association work.

C. Continuing improvement of Public Relation as the basis of the information policy of ERSTU

This strategy is very import for development of River-Sea-Shipping in the future.



Examples for realization of the ERSTU Strategy for the development of River-Sea-Shipping in Europe

Cooperation with international organizations

CCNR-ERSTU

Organization of the CCNR workshop „River-Sea-Transport in Europe“ and the preparation of the report about river-sea-transport by the CCNR report-team and EU with the support of ERSTU and RSSC are important for the future of River-Sea Shipping in Europe.

Thank You Mrs. Laure Roux, Mr. Dr. Norbert Kriedel and Mrs. Sarah Meissner for the excelent work done!

Participation of ERSTU in different conference, workshops, working groups, exchange of informations etc..

Examples for realization of the ERSTU Strategy for the development of River-Sea-Shipping in Europe

EBU-ERSTU

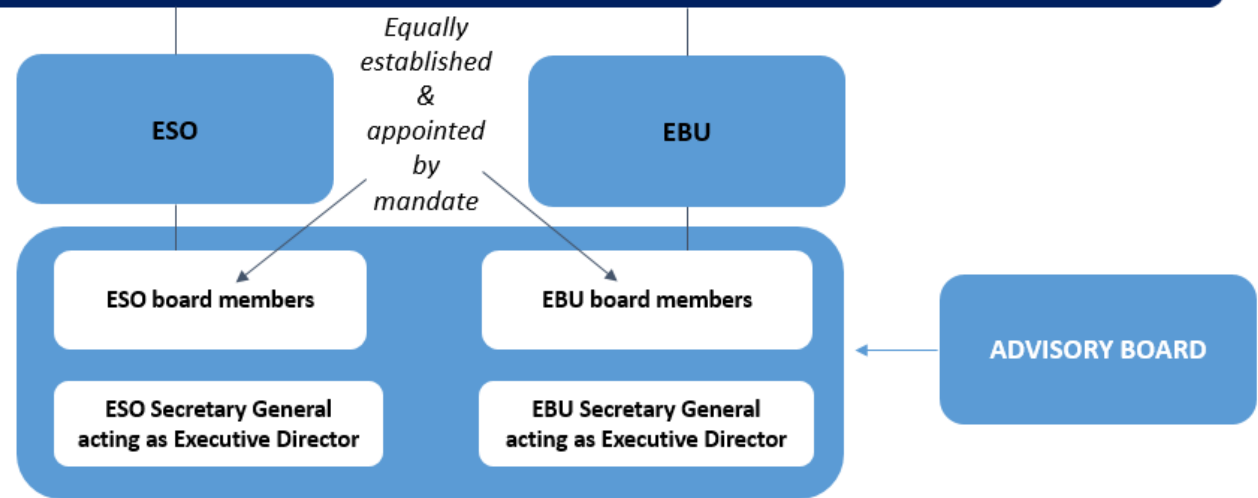
On the 16th of December, 2014 EBU's Board of Directors decided to accept the membership applications of ERSTU as corresponding member and proposed the setting-up of the EBU's River-Sea Shipping Committee. The Committee was established by and under the EBU's Board of Directors, led by the chairman of ERSTU. The secretary and the RSSC-members are members of ERSTU.

On the 01st of April 2020 we will have the 11th RSSC-Meeting in Dresden. The cooperation is a very good win-win situation for both organizations.

Establishment of the European IWT platform

- EBU and ESO aim to **strengthen and improve the entire sector**. For this purpose EBU and ESO established a joint platform, the so called “**European IWT platform**” in line with the rationale and wording of the revised Regulation.
- Key objective: strengthening the industry and proactively participate in and anticipate on decision making processes at EU levels.
- ERSTU and RSSC can use this platform for the solution of different problems and tasks of river-sea-shipping and inland navigation. It can be used also by other organizations.

EUROPEAN INLAND WATERWAY TRANSPORT (IWT) PLATFORM



COORDINATOR

Project Innovation & Greening

Innovation & Greening
of the fleet
Digital Agenda

Project Environment & Safety

Represented in ADN
Safety committee
UNECE, CESNI, CDNI
etc.

Project Social & Education

Represented in STF,
MQ, CESNI, CEG, etc.

Project Nautical & Technical

Represented in RP, RV,
JW, CESNI and other
relevant committees
and bodies

Project Infrastructure

Cooperation with INE
and other waterway
managers



Examples for realization of the ERSTU Strategy for the development of River-Sea-Shipping in Europe

UNECE-ERSTU

ERSTU participate active in the conferences of Working Group Inland Navigation of UNECE.

In presentations ERSTU informed about the development of River-Sea Shipping and the bottlenecks in Europe.

The meetings and workshops, for example about „Encouraging the realization of a modern fleet, enhancing navigation safety and fostering innovations“, „Digitalization and automatization in Inland Navigation“ and this Round Table Discussion gives ERSTU input for information of their members about the future of River-Sea Shipping.

Development of the River-Sea-Fleets

Strategy of development of Inland Water Transport in the Russian Federation was accepted in 2016 for the years until 2030. For the modernisation of the Russian Fleet will be built until 2030 about 490 modern River-Sea-Ships.

River-Sea-Ship
RSD 44



Wilson newbuildings

- 2619 DWT
- 4,1m draft
- 10,0m airdraft
- Rhine-fitted
- IMO-fitted
- Low consumption
- Unlimited trade





Technical parameter of River-Sea Vessels			
Ship name	RMS GOOLE	AMADEUS GOLD	Combined tanker-platform RST 54
DWCC-summer with draft	2.550 tons/4,48 m	abt. 2.400 tons/4,16m	sea 3,5 m
DWCC-winter with draft	2.450 tons/4,39 m	2.300 tons/4,06 m	5.745 tons/river 3,6 m
Length o.a.	80,10 m	87,50 m	140,85 m
Breadth o.a. Beam	12,50 m	11,30 m	16,70 m
Moulded Depth	7,00 m		
Built	12_2005	2010	
Flag	Antigua&Barbuda	Dutch	Russian
Port of registry	St. John's	Druten	
Ice Class	E2	1D	
Container/cars	No		120 TEU/270-350 cars
Timber capacity	abt. 4.500 cbm LP		
Certification of Rhine river	Yes	Yes	



President – Mr. Thomas Maassen

Secretary General and Press Speaker
- Dr. Wolfgang Hebenstreit

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