

Strategy of the European River-Sea-Transport Union e.V. for the development of River-Sea Shipping in Europe



Duisburg, 11.09.2019

Photo: Imperial



European River-Sea-Transport Union e.V.

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.

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.



ERSTU stands for:

- a transparent and integrated pan-European inland navigation market, based on the principles of mutuality, free navigation, fair competition and equal treatment of the users of inland waterways;
- the integration of inland and river-sea navigation into an intermodal transport association for the optimal use of the existing capacities in the interests of sustainability, mobility, ecology, safety and efficiency;
- the promotion of short-haul maritime navigation and the connection of inland waterways to the important sea routes;
- the elimination of bottlenecks on the pan-European waterways and the networking of transport infrastructures;
- the cooperation of all relevant European, national and regional professional associations as well as the associations of industry, trade and transport.

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.

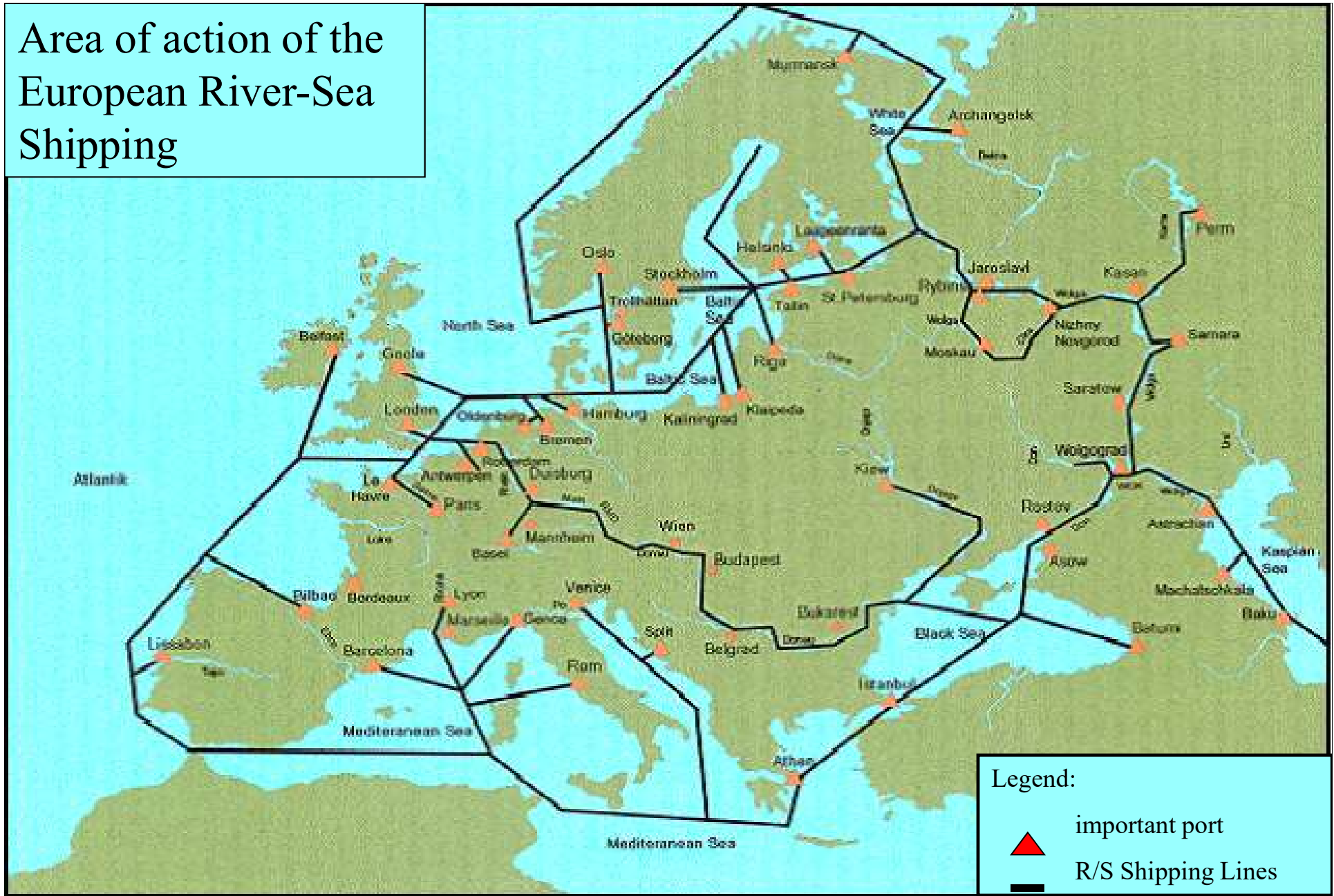
Cargoes for River-Sea Shipping are: general and bulk cargoes, steel, metals, raw materials for the steel industry (ferrosilicon, manganese etc.), aluminium, minerals, coal, paper, mineral oil products, agriculture products, forestry products, timber, project and heavy cargoes, towages of oversized cargo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

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, for the inland navigation and river-sea shipping.

Area of action of the European River-Sea Shipping



The red line for the activities of ERSTU is the **„Strategy 2017 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, selections for EU and national parliaments, Brexit, protection trade policy of USA etc.) we discuss now the draft of the **„Strategy 2020 plus of ERSTU“**.

The **„Strategy 2020 plus of ERSTU“** is also the realization of following declarations:

- **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.**

Main parts of the ERSTU-Strategy 2020 plus

The main conclusions of the strategy are:

A. The main point 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

In this presentation the focus is oriented on the strategy for development of River-Sea-Shipping.

The RSSC-Chairman, Mr. Plenkmann, informed in his presentation about the:

- **„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”**
- **EMMA-„POLICY PAPER STRENGTHENING INLAND NAVIGATION AND RIVER-SEA-SHIPPING IN EUROPE AND THE BALTIC SEA REGION”.**

These 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.

Meantime the ERSTU is registered as NGO with the EU-Commission, the UN/ECE and the CCNR.



The union is open and transparent and structured according to the principle of full equality. Its management authority connects professional competence, publicity level and engagement. To our trade marks belong consensus ability, readiness for co-operation and active interest representation. To our 67 members count 22 other unions and federations which increase the potential considerably. To that belong for instance the marketing organisations of the Port of Hamburg and the Ports of Bremen.

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

Thank You Mrs. Laure Roux, Mr. Norbert Kriedel and Mrs. Sarah Meissner for the excellent 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.

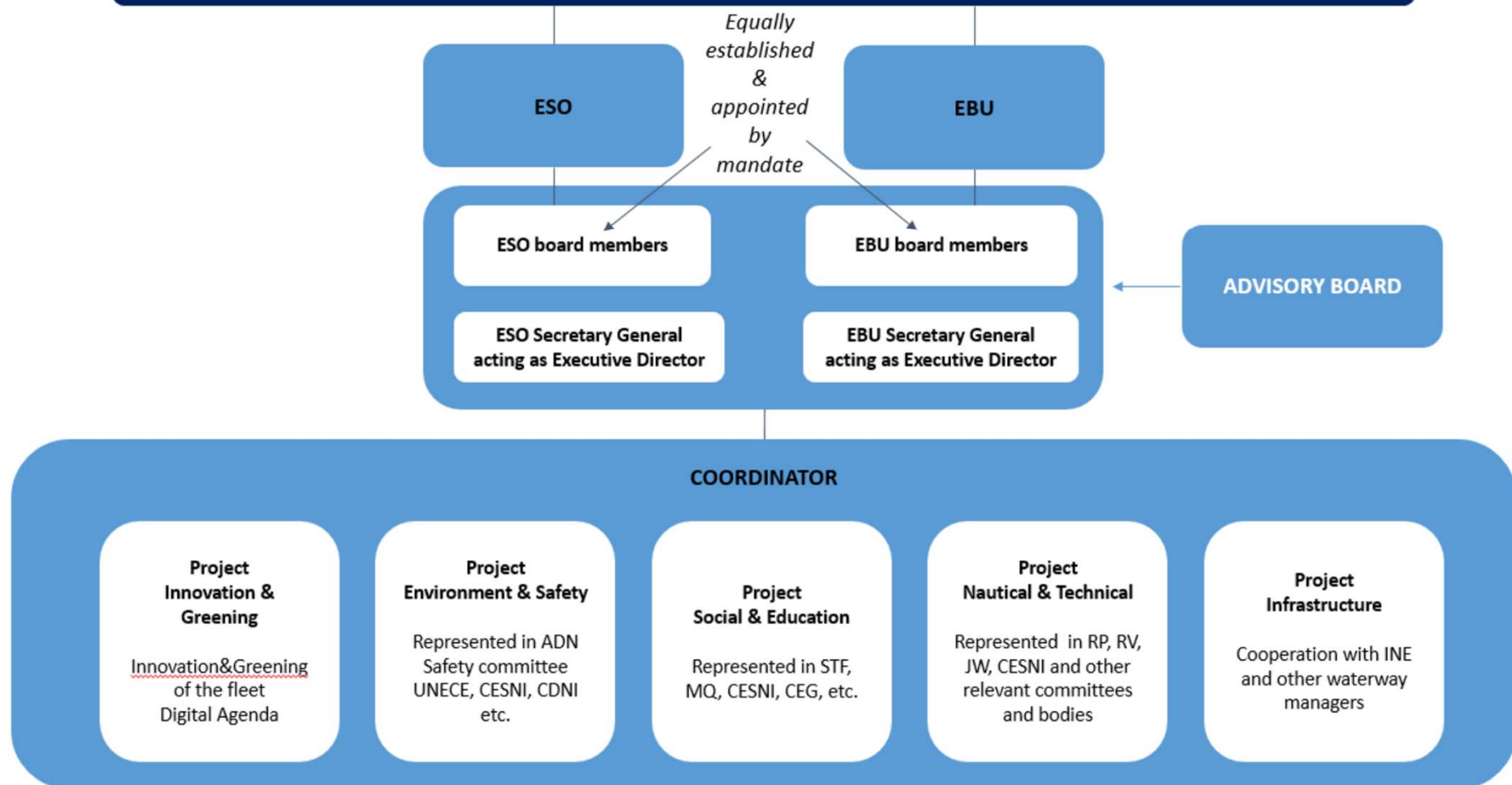
On the 12th of September 2019 we will have the 10th RSSC-Meeting. The cooperation is a very good win-win situation for both organizations.



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



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” and „Digitalization and automatization in Inland Navigation“ gives ERSTU input for information of their members.

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

European River-Sea-Transport Union e.V.
c/o Rhenus Port Logistics GmbH & Co. KG

August-Hirsch-Straße 3, D-47119 Duisburg

Tel.: 0049 30 39802 662 Fax.: 0049 30 39802 663

Web.: www.erstu.com E-Mail: erstu-ev@t-online.de

