

ENERGY BARGE

Newsletter #8



Welcome to the 8th newsletter of the ENERGY BARGE project!

In this issue of the newsletter we take a look at the ENERGY BARGE report on barriers to biomass production in the partner countries and possibilities to increase the use of biomass to generate energy.

Another issue is the “Green Deal for Danube River Transport” – a policy initiative developed by Pro Danube to improve the efficiency and environmental performance of Danube logistics.

Furthermore, our partner from BioCampus Straubing GmbH met a regional group of the political party „DIE LINKE“ for an information exchange about the ENERGY BARGE project.

We hope you enjoy reading!
The team of ENERGY BARGE



The partners

There are 15 partners involved in the project from 7 countries:

7 partners from the biomass/bioenergy sector

6 partners from the logistics sector including 5 ports

3 partners from the field of research that provide either special knowledge needed for the implementation of the project (spatial modelling) or who have special knowledge and networks in their regions (biofuels and biomass).



How can the use of biomass for energetic purposes be increased?

Work Package 6 of the ENERGY BARGE project aims to contribute to better integrated policies and practical solutions to further develop the exploitation of biomass in the participating countries. During the first year of project implementation, the partners compiled a report about the political and regulatory framework in the respective countries. In a further step, legal and administrative barriers to biomass production were identified.

It turned out that the efforts of the countries to expand the bioenergy sector have developed differently. In some cases, the expansion of biomass production for energetic use is hindered by existing or missing legislation or guidelines. Some countries, like Bulgaria or Romania, need effective incentive schemes and subsidies for the generation of energy from renewable resources. Also comprehensive legal provisions are needed.

In fact, not all barriers to biomass production as indicated in the report are political ones, which does not mean that they could not be solved by policy measures. An important field for action in all partner countries is the mobilisation of previously untapped biomass potentials. This applies especially to the forestry sector. An increased cascade use and the inclusion of waste and residue materials could increase the degree of utilisation of biomass for energetic purposes. New breeds and optimised cultivation methods in the agricultural sector can contribute to an expansion of the biomass supply too. The cultivation of areas that are currently not under agricultural or forestry use, e.g. former mining landscapes, former military sites or wastelands, also represent an unexploited potential.



Planting of energy crops



Loading of wood at the Port of Straubing, Germany

An improved information policy on biomass resources and their potential fields of application is required to help to reduce prejudices, which exist in some parts of the society of the partner countries. Involving the society is essential in this context, as the acceptance and support of the broader public is important to increase the use of biomass for the generation of bioenergy in a sustainable way. For further information, please see the [full report](#) on the ENERGY BARGE website.

Green Deal for Danube River Transport

Green Deal for Danube River Transport is a political initiative of Pro Danube, representing a platform which aims to foster the cooperation between the Danube states, the private sector and the European Commission. The aim is to develop an innovation framework for inland waterway transport in the Danube Region. It is incorporated into the Priority Area 1A of the EU Strategy for the Danube Region and is related to the Danube Corridor Plan. Pro Danube itself is a business network helping their members by initiating and executing strategic projects in EU funded programmes and supporting their initiative cooperation.

The Green Deal for Danube River Transport, which started in September 2016, consists of 4 pillars. Each thematic scope has its own objectives, steered, among others, with the help of Danube transnational projects.

Pillar 1 - National Governments of Danube States

The main focus here is on the rehabilitation of the infrastructure, creating state funding opportunities for fleet modernisation and inland terminals and reducing administrative barriers. The DTP project [DANTE](#) will make a contribution here, as it deals with the administrative barriers in detail and how they can be eliminated.

Pillar 2 - Vessel and Fleet Operators

Major vessel operators are asked to prepare fleet investment plans until 2025. The results shall be the basis for future aid schemes of the Danube States. Furthermore, the greening of the fleet shall be driven forward. One approach is the project INDanube, which developed an online tool for ship owners and policy makers (<https://indanube.eu/greening-tool/>). This tool enables the identification of emission and fuel reduction potentials for inland waterway vessels.

Pillar 3 - Ports and Terminal Operators

The overarching goal is to develop the Danube ports as centres for industrial activities and high performance intermodal logistic hubs. The DTP project [DAPhNE](#) aims to achieve this by taking a balanced development of Danube ports in its focus.

Pillar 4 - Danube IWT users and logistic operators

Innovative Danube logistics and pilot and deployment projects may show the possibilities of inland waterway transport (IWT) on the Danube. Among others, [ENERGY BARGE](#) will elaborate, in the field of biomass transport, which possibilities exist to extend the sustainable deployment of biomass for energy generation in the Danube region through secure, efficient and sustainable supply chains of renewable biobased resources along the Danube.

ENERGY BARGE meets “Die Linke Straubing-Bogen”

Stefan Hölzl and Karl Ringlstetter, representatives of the regional group of "DIE LINKE Straubing-Bogen" (German left-wing party), visited ENERGY BARGE partner BioCampus Straubing GmbH to get more insights into the project and the Danube Transnational Programme in general.

Ann-Kathrin Kaufmann, ENERGY BARGE project manager at BioCampus, welcomed the two politicians and introduced them to the structure and objectives of the project. The guests showed particular interest into the scenarios in which biomass becomes and attractive cargo on the Danube and what kinds of biomass this could be.



Source: ENERGY BARGE

It was emphasized by both the politicians and the project management that creating added value in rural regions in all Danube countries should be the primary interest. Moreover, the participants discussed the overall objectives of the EU Strategy for the Danube Region, in how far ENERGY BARGE can contribute to these objectives and what a strong Danube region could contribute to the region of Straubing.

Save the dates!

16th-19th April 2018
Vienna, Austria

Transport Research Arena
[Link](#)

18th April 2018
Vienna, Austria

Workshop on modernisation of
Danube vessel fleet
[Link](#)

24th-26th April 2018
Belgrade, Serbia

RENEXPO – Water & Energy
[Link](#)

25th-27th April 2018
Ljubljana, Slovenia

Ten-T Days 2018
[Link](#)

Get to know the ENERGY BARGE partners!



Port Authority Vukovar is a public institution established in 2001 by the Republic of Croatia, Ministry of Maritime Affairs, Transport and Infrastructure. The Port Authority with its head office in Vukovar, acts as a non-profit legal organization. It is responsible for administrating the public ports and piers for the area of territorial competence of Vukovar Harbourmaster's Office. Main Port Authority activities are: organization and supervision of vessel berthing and manoeuvring in the port, port traffic control, control of incoming and outgoing of all types of vehicles and cargo from/in the port. For the normal utilization of port infrastructure Port Authority is responsible for maintenance of all common port facilities in the port area. According to the national development plans, Port Authority conducts all actions related to the construction and modernization of port facilities on behalf of the Republic of Croatia as well as doing all marketing and promotion activities of the port in the transport market.

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Interreg



Danube Transnational Programme

ENERGY BARGE

Building a Green Energy & Logistics Belt

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