

ENERGY BARGE

Newsletter #14



Welcome to the 14th newsletter of the ENERGY BARGE project!

In the frame of the ENERGY BARGE project, the project partners from the logistics sector prepared pre-feasibility studies to define development plans and investment needs required to strengthen the ports as logistics hubs for the bioenergy sector. In this issue, the study conducted by the Port of Vienna to increase the shares of log wood and waste wood that are handled in the port is presented.

Further, we would like to take this opportunity to kindly invite you to register for the Danube Business Talks on 10 and 11 October in Vienna. The registration procedure is open until 5 October.

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).



Port of Vienna – Pre-feasibility study

Development plan and investment needs to strengthen the port as a logistic hub for the bioenergy sector

The Port of Vienna has an area of 300 ha. The Wiener Hafen group is part of the Wien Holding group. With its subsidiaries it operates three large cargo terminals including the corresponding infrastructure: Freudenau harbour, Albern harbour and Lobau oil terminal. These three ports handle around 1,000 cargo vessels per year. The Danube is used for the transport in particular of oil products, road salt, building materials and agricultural products, e.g. grain and fertilisers.

For the elaboration of options to improve the port's overall attractiveness in terms of provided services and infra/superstructure, the Port of Vienna conducted a pre-feasibility study in the frame of the ENERGY BARGE project. The port shall be equally appealing for currently existing clients from the biomass and bioenergy value chains and offer a site advantage for project developers as well. The focus of the pre-feasibility study was on the availability of log wood and waste wood in selected Danube ports and its potential for inland waterway transport (IWT).



In order to support the Port of Vienna to become a logistical hub for biomass products, the study investigates the potentials of log wood/roundwood and waste wood/wood residues in the Danube Region east of Austria up to the coast of the Black Sea. Non-sensitive end products (boards, beams) as well as raw materials with large density (round wood) are usually transported by IWT. For analysing the markets for different wood products in nine countries of Central and Southeast Europe and the situation of IWT along the Danube, surveys and interviews were conducted to disclose relevant insights into price structures and trends that could justify business cases and/or logistical value chains. Moreover, best practices were studied for efficient solutions of storage, transshipment and transport of (waste) wood.

Efficient transshipment of log wood was discussed with operators from Serbia and Bulgaria. Log wood is handled with standard port loading equipment, but with special grabs. In case of rail wagons, logs are loaded with standard port equipment with log grabs on flat wagons with vertical metal bars for stabilisation. Wood chips are loaded/unloaded with grabs, conveyors, gravitational funnels and pneumatic unloaders.

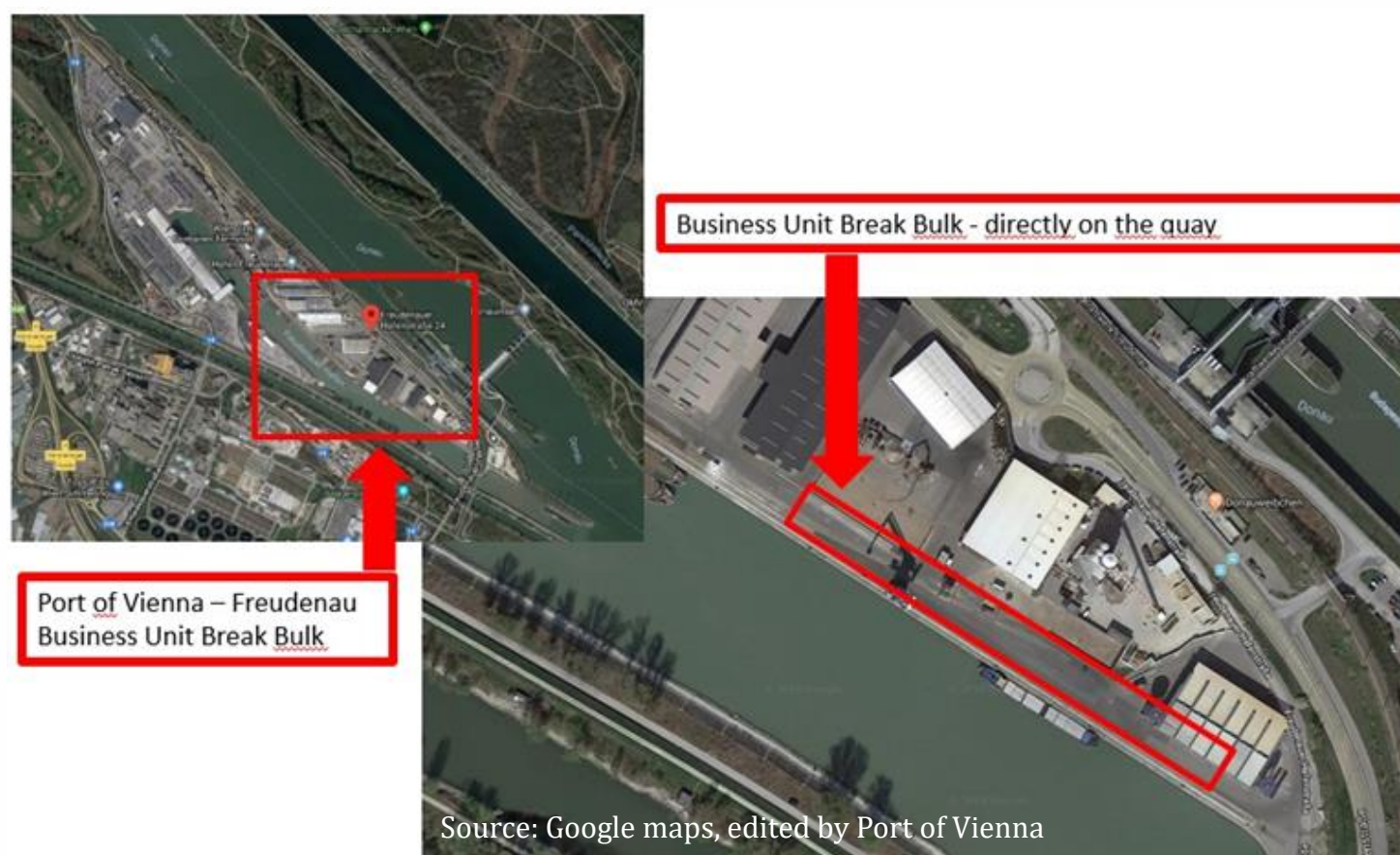
Small scale investment

In response to the market analysis, the Port of Vienna decided to purchase a conveyor belt for the handling different types of biomass cargo, focusing on the transport of waste wood. The ability to handle a wide range of cargo is deemed beneficial to operate flexible with regards to existing requests of customers as well as future business cases of the port. In addition, the Port of Vienna was forced to make this investment, as the wagon fleets are converted to the new generation and the port has not been able to serve these till now. The conveyor system as depicted below is a mobile unit that can move along stationary trains for unloading.



Conveyor belt in the Port of Vienna

The area marked red in the following figures shows the port of Freudenau with the business unit break bulk and heavy goods. In this area, the conveyor belt will be used and placed on the quayside (right figure). Lengthwise, there are track systems on the quay, which are required by the electric crane. The hall in the middle on the right figure (white roof) will become the shelter for the conveyor belt, so that it is not exposed to the weather, or it can be optimally maintained.



The complete report is available on the [ENERGY BARGE website](https://energy-barge.eu/).

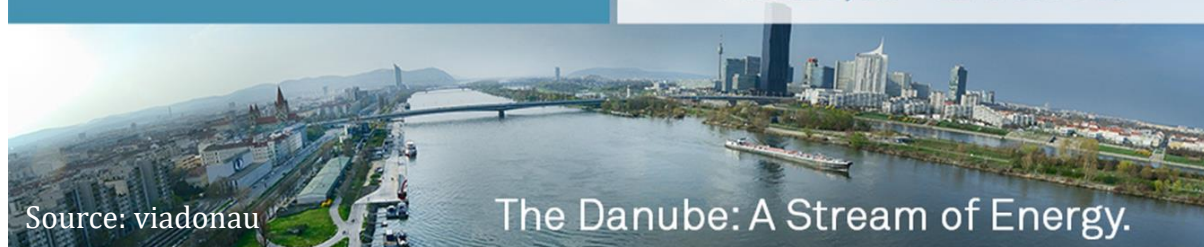
Only one week to go! Danube Business Talks 2018

The first ENERGY BARGE business-to-business meeting will take place in the frame of the Danube Business Talks on 10 and 11 October 2018 in Vienna. Participants will establish new business contacts and gain new information on available logistics services along the Rhine-Main-Danube axis.

The attendance to Danube Business Talks is **free of charge**, but registration is mandatory. The [registration](#) procedure is open until **5 October**.

Danube Business Talks 2018

Vienna, 10 - 11 October



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Danube Transnational Programme

ENERGY BARGE

Building a Green Energy & Logistics Belt

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