

ENERGY BARGE

Newsletter #26



Welcome to the final newsletter of the ENERGY BARGE project!

Facilitating the modal shift away from road transport towards more energy efficient means of transportation is one of the central issues the EU faces in creating a more climate-friendly future. Regarding the transport of bioenergy products, ENERGY BARGE delivered important contributions to facilitate the modal shift towards inland waterway transport.

During the past 30 months, the main achievements included the creation of the [Modal Shift Platform](#), the realisation of a series of B2B networking events and the implementation of five pre-feasibility studies for future investments in Danube ports, as well as two pilot investments in the Port of Vienna and MAHART Freeport of Budapest. With this successful track record, the project now comes to an end.

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).

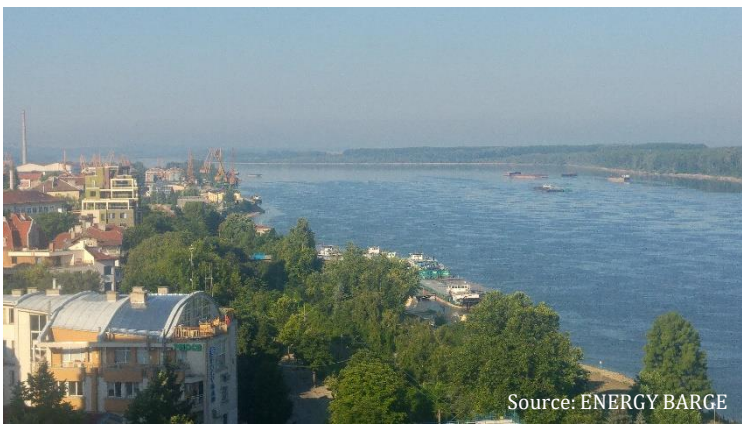


ENERGY BARGE – Project Conclusion

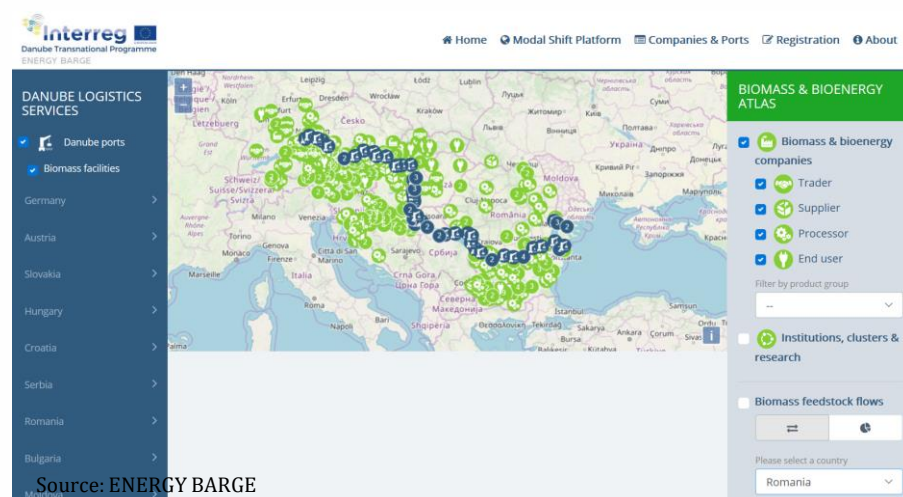
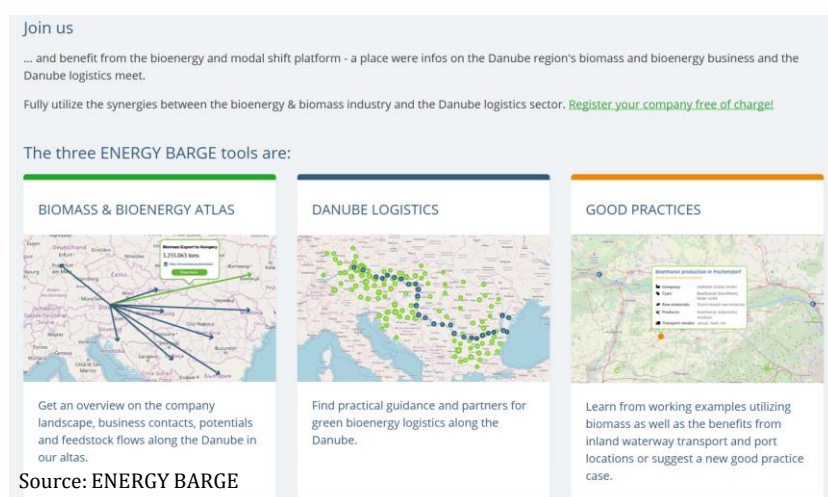
The Danube is more than a river – it is a lifeline, transport axis, economic and innovation area and link between cultures.

Over the past 2.5 years, the consortium of the ENERGY BARGE project, co-funded by the European Regional Development Fund (ERDF), concentrated on opportunities and limits to foster the utilisation of bioenergy in the Danube region. A specific focus was laid on cross-sectoral interfaces between port sites, inland waterway transport and stakeholders from the bioenergy sector to jointly increase the share of environmentally friendly biomass transports on the Danube.

The project consortium developed a set of tools that inform private and public actors along the supply chains and across country borders, give them practical guidance for business development and bring them together. Eventually, the entire Danube region shall profit from the more widespread and sustainable utilisation of its transnational, yet domestic biomass.



During the latest project period, the ENERGY BARGE Modal Shift Platform for green bioenergy logistics (www.energy-barge.eu) was set up. The platform provides information on national and transnational biomass and bioenergy markets in the Danube region, incl. biomass import and export flows. Further, it provides practical guidance on the transport, handling and storage of biomass and informs how Danube ports can become biomass and bioenergy hubs. The platform enables the user to find new partners along bioenergy value and supply chains and to discover suitable logistics service providers such as shipping companies, forwarding companies as well as port and terminal operators.



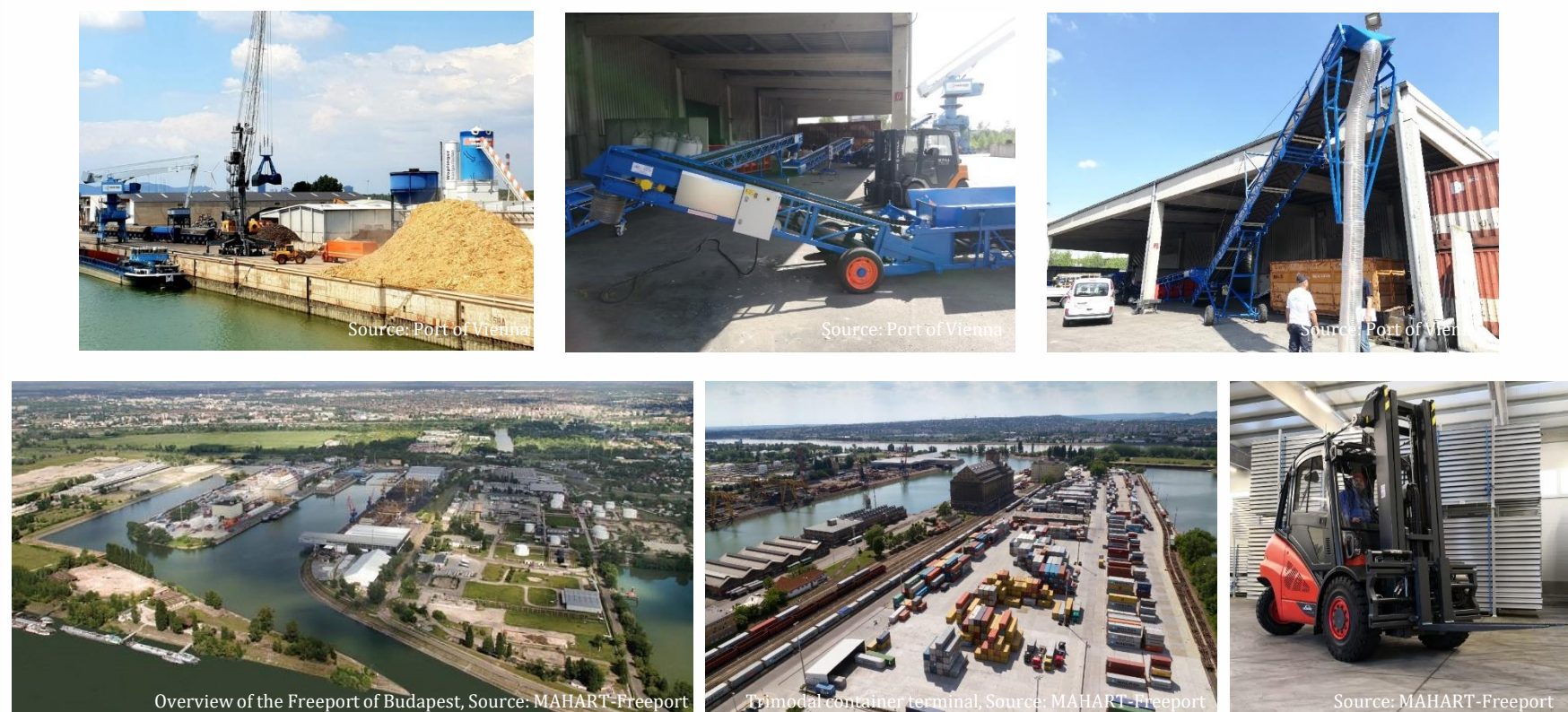
Several workshops and business-to-business (B2B) meetings for the use of synergies between the biomass/bioenergy sector and the Danube logistics sector were an essential element of the project. Matchmaking sessions were part of the events, which offered a favourable framework for strengthening the Danube as a

logistics axis for biobased cargo. Positive feedback on the B2B events was received. Piet Hendrix of Dutch Anglo Superior Shipping from the Netherlands said: “I have learned many interesting things and made new contacts – a great format.” Botond Szalma of Plimsoll Zrt – Fluvius Kft noted: “This is a good event format and opportunity to get in contact with new clients.”

In total, more than 400 participants were brought together during the workshops and B2B meetings that were organised in seven countries. This number confirms the need for neutral cooperation platforms in the field of Danube logistics to initiate new inland waterway transports and to promote a modal shift towards the Danube waterway. Thus, the project partners will foster B2B meetings in the future and extend this proven concept to other cargo groups together with international partners.



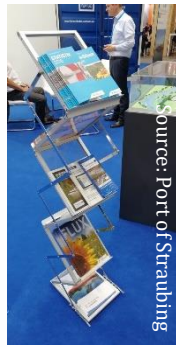
Five Danube ports (*MAHART-Freeport Budapest, Port of Straubing-Sand, Port of Vienna, Port of Vukovar, Slovak Shipping and Ports JSC*) are part of the project consortium. In the frame of the ENERGY BARGE project, the ports elaborated feasibility studies to become biomass hubs as part of a transnational network along the Danube. Each port defined specific investment projects taking into consideration market, technology and financial aspects. The MAHART-Freeport and the Port of Vienna invested into small-scale pilots to demonstrate the effectiveness of biomass handling equipment. All pilot actions serve as best practice examples for other port locations in order to transfer them into hubs for processing, handling and storage of biomass for energy production in the Danube region.



More information on the ENERGY BARGE project and its results can be found on the website: <http://www.interreg-danube.eu/energy-barge>.

ENERGY BARGE presented at the World's biggest Transport and Logistics Exhibition

From 4-7 June 2019, ENERGY BARGE was presented at the TRANSPORT LOGISTIC in Munich. presented the project documentation (handbook, modal shift platform fBioCampus Straubing and the Port of Straubing lyer and project flyer) at their booth right next to other leading German and international inland ports.



Shortly after the project's start, in May 2017, ENERGY BARGE was presented at TRANSPORT LOGISTIC for the first time during a panel discussion on the future of Danube logistics organised by viadonau. Back then, the objectives of the project were presented. Now, two years later, the focus was on the results. Therefore, this year at the "Young Professionals for Danube Logistics" brunch and networking event at the booth of viadonau, issues of the Danube logistics and ports as collected in the ENERGY BARGE policy strategy documents were discussed.

German Federal Ministry of Transport and Digital Infrastructure presents Masterplan

The German inland waterway branch and thus the Danube logistics sector as a whole was eagerly waiting for the German Federal Ministry of Transport and Digital Infrastructure to reveal its new Inland Waterway Transport Masterplan. In May 2019, Federal Minister Andreas Scheuer presented this 25-page document, which was compiled in cooperation with trade associations, the industry and other stakeholders in a multi-stakeholder process, according to the Ministry.

The Masterplan focuses on five key priorities: infrastructure, environmental friendliness and fleet structure, digitalization, boosting the multimodal transport chain and more skilled workers. Minister Scheuer commented the objectives of the Masterplan as follows: "We want to boost inland waterway transport and move as many goods as possible by waterway. Inland waterway vessels are secret freight transport giants – high-capacity, safe and efficient [...]. We will not be able to reduce carbon dioxide, nitrogen oxide and particulate matter emissions in Germany unless we modernize the inland waterway transport sector and shift more freight to the waterways". The Masterplan directly addresses all the elements discussed in the ENERGY BARGE strategic documents on improved Danube logistics and thus is highly welcomed by the ENERGY BARGE consortium.

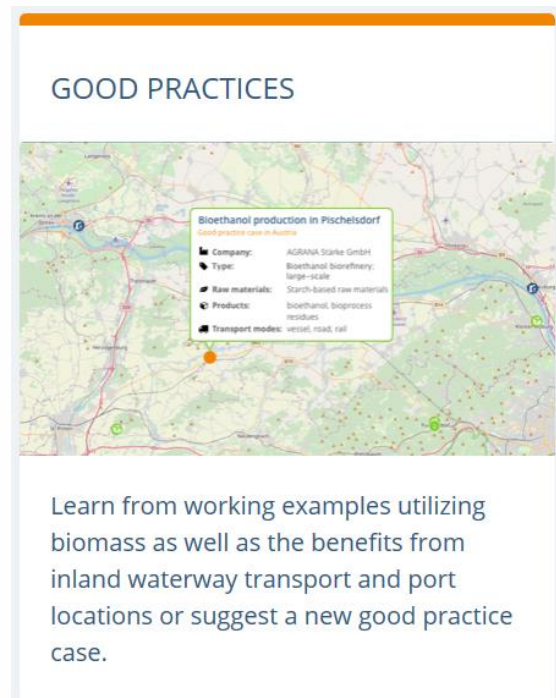
The document can be downloaded [here](https://www.bmvi.de/SharedDocs/EN/PressRelease/2019/041-scheuer-inland-waterway-transport-masterplan.html) (German only).

Source: <https://www.bmvi.de/SharedDocs/EN/PressRelease/2019/041-scheuer-inland-waterway-transport-masterplan.html> [Accessed 27.06.2019]

Good practice value chain integration ICT tool

The ENERGY BARGE good practice tool provides indepth insight into a representative selection of actors within the bioenergy landscape in the Danube region. The aim: understanding the characteristics, advantages and challenges these different cases face and presenting lessons learnt from their experiences of establishing a bioenergy business model, value chains and suitable logistics solutions.

The tool is integrated in the ENERGY BARGE modal shift platform and can be accessed via this [link](#).



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Interreg



Danube Transnational Programme

ENERGY BARGE

Building a Green Energy & Logistics Belt

ENERGY BARGE is co-funded

by the European Regional Development Fund (ERDF)

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