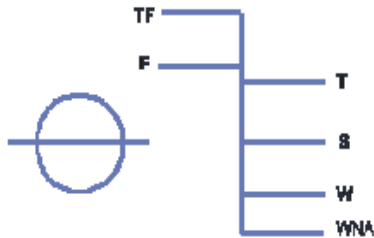




NavigátorVilág - The Hungarian Cargo Magazine

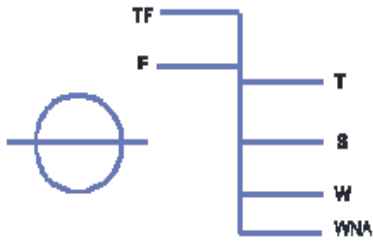


Thoughts on the traffic on the Danube



Mr. Botond Szalma

**Executive vice President of The
Federation of National Associations of Ship
Brokers and Agents(FONASBA - London)**

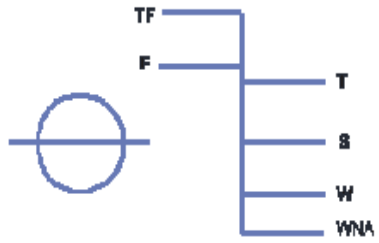


Slump or Crisis

Economical and/or Political
No: Moral and ethical

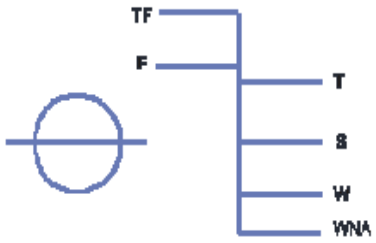
Motto: "Politicians are the same everywhere.
They promise you a new bridge even
where there is no river."

Nikita Khrushchev, Soviet politician



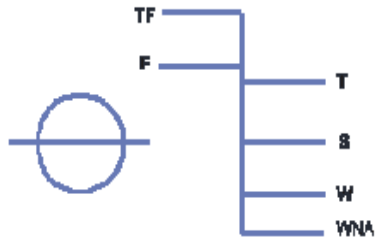
River shipping is worth it even for cattle





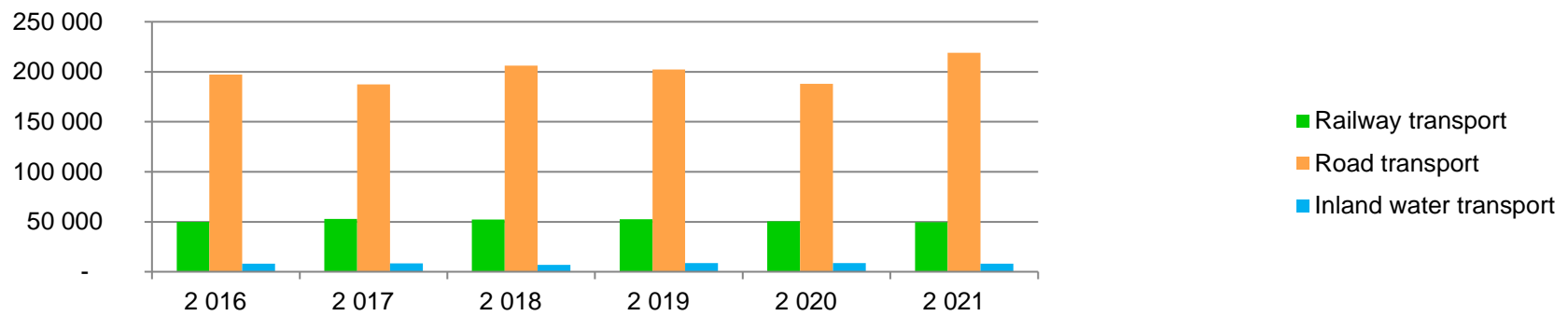
Make a promise

- no unreadable graphs
- no tables with useless data
- no any throughput data
- no any worldwide company structure
- only facts of our industry



Changes in volumes of transports of goods in Hungary

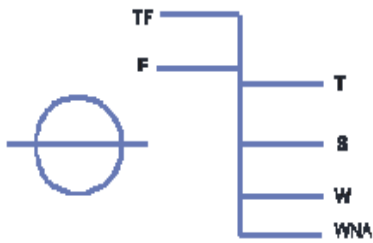
(1000 mtos)



Rail transport ■ **18%**
 ↓ Volume transport decrease 4,2%.
 Goods tonnes-kilometer decrease 6,0%. ↓

Road transport ■ **79%**
 ↑ Volume transport increase 8,0%.
 Goods tonnes-kilometer decrease -1,1%. ↓

Inland waterway transport ■ **3%**
 ↓ Volume transport decrease 8,9%.
 Goods tonnes-kilometer decrease 6,2%. ↓



MARKET



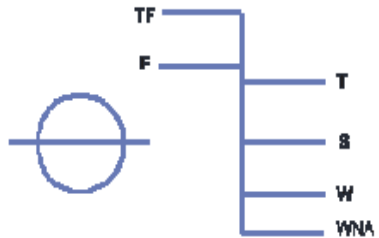
FONASBA

Upper Danube + ARAG :

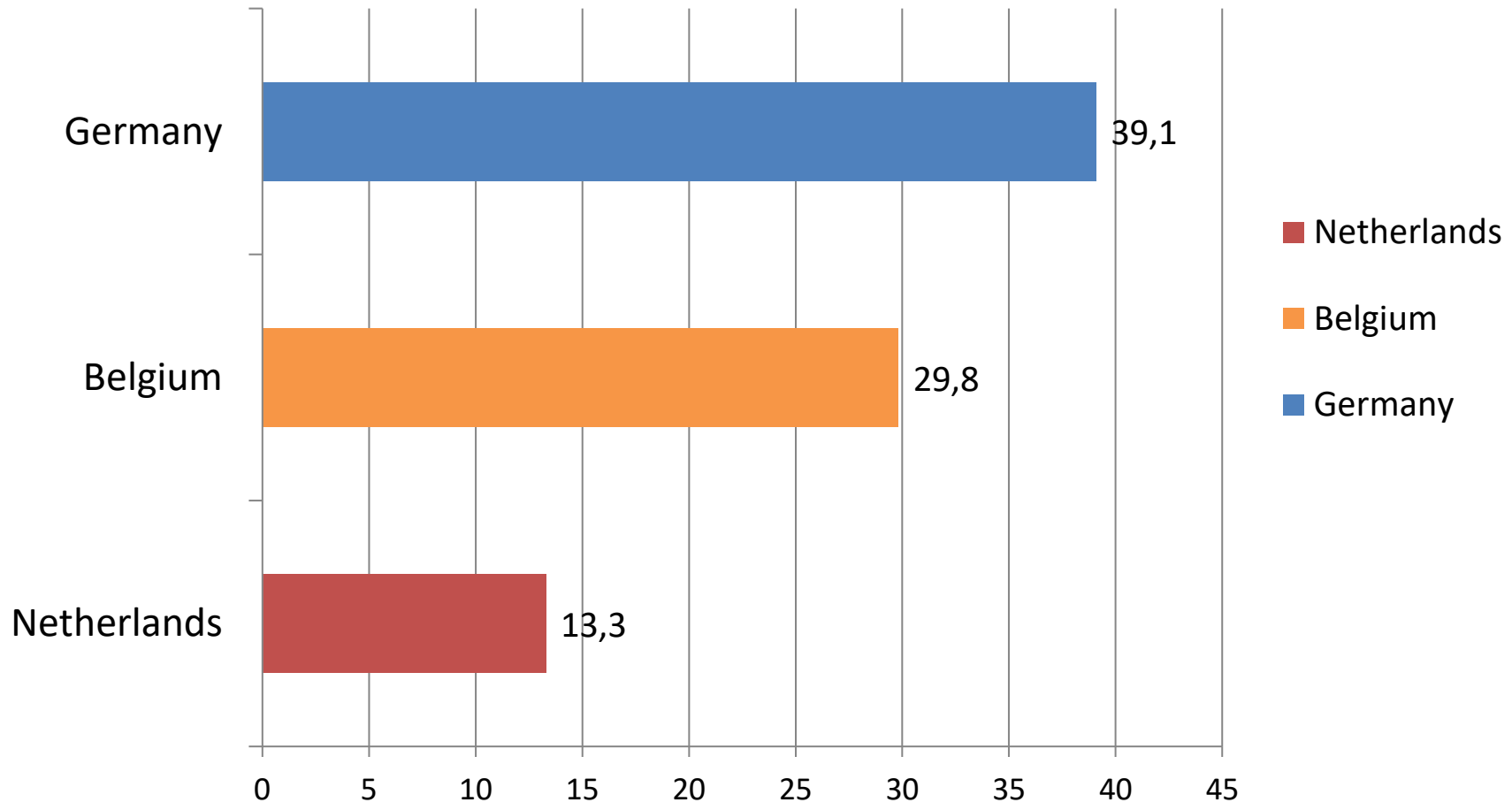
- ✓ Increasing freight level (vs. wages + bunker + costs)
- ✓ Slightly decreased qty, weak Hungarian export & import
- ✓ Unpredictable water levels (market confidence lost)
- ✓ Ageing professional workforce
- ✓ Use of short commercial parity (a distinctly Hungarian disease)

Lower Danube:

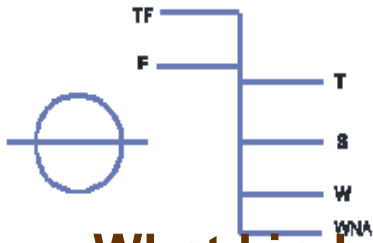
- ✓ Weakening exports, stronger imports,
- ✓ Increasing freight rates
- ✓ Slow turnaround time (competitive disadvantage vs rail or road + idle time)
- ✓ Missing results because of the Ukrainian war



The ratio of the skippers at the age of 50-65 (%)



source: Inspectie Verkeer en Waterstaat (Netherlands), Stichting Afvalstoffen en Vaardocumenten Binnenvaart (Netherlands), Bundesagentur für Arbeit (Germany), Bundesamt für Güterverkehr (Germany), ONSS (Belgium)



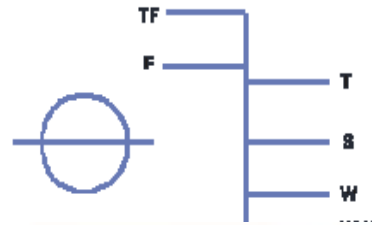
Do we have any future?

What kind of daily headaches we all have?

- **Crew - disaster**
- **Fleet – modernisation = joke + maintenance = missing**
- **Cargo – (traditional vs. Ro-Ro, Container, waste – EE is the garbage container of EU? Do hope: NO)**
- **Navigational problems – low and high water, icy condition**
- **Bottlenecks = unpredictable navigation and fairway!**

We do know that:

- **We have a profession as a mammoth - close to necrosis!**
- **Sooner or later, we need non-European skippers or automated vessels**
- **Overage and unskilled professionals – a real danger for safety reasons as well**
- **Youngsters do not want hard work – shipping is a hard job**
- **We do not have more time to decide!**



The bottlenecks of the Danube



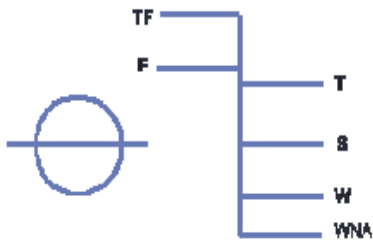
© via donau 2006

□ Strategic bottleneck
Section related, can be eliminated only by means of impoundment in combination with water engineering and/or maintenance measures

○ Strategic bottleneck
Section related

△ Local bottleneck
Single fords

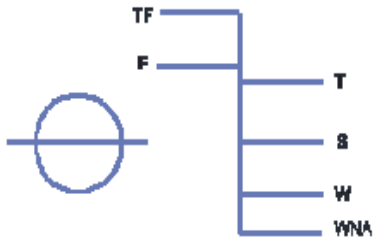
} can be eliminated by water engineering and/or maintenance measures



Like parrots: Still actual

Inland waterway transport can contribute to the sustainability of the transport system, as recommended by the European Commission's White Paper:
European Transport Policy for 2010

„Time to Decide“.



FONASBA

The High-Level Conference on Inland Water Transport held in Geneva on 22 February 2017,

The following major challenges for the sector were highlighted: (inter alia)

- the integration of inland waterways in multimodal transport corridors and logistic chains;
- facilitating of cross-border linkages, resolving infrastructure barriers;
- the development of the green logistics;
- the need for adequate investment policies;
- eliminating barriers for private operators on inland waterways;

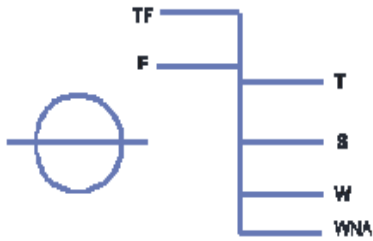
inland navigation ports of international importance will be held aimed at highlighting the role of inland waterways as an element of intermodal supply chains, updating the information....

Certificates and professional requirements

Promotion of River Information Services (RIS)

Recommendations on electronic chart display and information system for inland navigation

International Standard for Notices to Skippers



Postulates

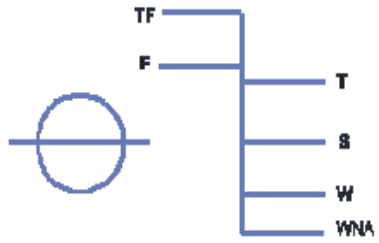
Make it clear: **The Danube works for Europe as the economic backbone of it**

Greening means: **stronger SHIPPING Industry!**

Immediate real regulation of the river Danube

The Danube Commission must have leading position (like CCNR - Central Commission for the Navigation of the Rhine)

Revise Belgrade Convention



If we continue to sleep, we are not going to have more chance to strengthen the industry



Full speed ahead!