

The different parties involved

The project ILDE receives the financial support of the Flemish authorities and is a cooperation between Flemish and Central and East European organisations. The project management and co-ordination of ILDE is in the hands of Waterwegen & Zeekanaal NV. External expertise is provided by Buck Consultants International.

Waterwegen & Zeekanaal NV | www.wenz.be NV De Scheepvaart | www.descheepvaart.be
 The Port of Ghent | www.havengent.be Agro-Maas | www.agromaas.be
 VPR Consult | www.vprconsult.be Buck Consultants int. | www.bciglobal.com
 Vienna Consult | www.viennaconsult.com The Port of Constantza | www.portofconstantza.com
 Bulmarket | www.bulmarket.bg The Port of Baja | www.portofbaja.hu
 The Port of Belgrade | www.port-bgd.co.yu Jugoagent a.d. | www.jugoagent.net

The ports administration on the Maritime Danube SA | www.apdm.galati.ro
 The Danube River of Cooperation | <http://members.tripod.com/~danubedita/>



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The Flemish authorities can not be held responsible for the content of this flyer.

Contact

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Improvement of Intermodal Links to the Danube Estuary



With the financial support of the Flemish authorities

The project

Transport volumes between Western Europe and Central and Eastern European Countries (CEEC) are growing due to :

- The enlargement process of the European Union and the increasing economic integration;
- Investments in new transport infrastructure;
- Near shoring.

The largest part of the freight flows between Flanders and Central and Eastern European Countries (CEEC) is transported by road. However, the strong position of road transport leads to a number of negative effects such as congestion, driver shortage and noxious emissions. In addition, there is an increasing tendency in different countries to charge toll (MAUT) for road freight transport, ex. Germany, Austria and Hungary.

At the moment the range of reliable alternatives for road freight between Flanders and CEEC is limited :

- Inland Waterway Transport struggles with infrastructural problems on the Rhine-Main-Danube Corridor;
- Rail services exists, but not all quality issues have yet been resolved.

The ILDE-project will examine the feasibility of the development of an efficient and cost effective inland navigation connection between Flanders, Romania, Bulgaria, Hungary and Serbia. These countries are the main CEEC transport nodes for cargo that is shipped from and to Western Europe. To do this, awareness has to be raised on the importance and possibilities of intermodal waterway transport (IWT) on the Danube. To overcome the infrastructural problems on the Rhine-Main-Danube corridor, a short sea shipping (SSS) link between Flanders and the port of Constanta is envisaged where the cargo will be transferred on barges and shipped to Romanian, Bulgarian, Hungarian and Serbian inland ports. (see figure 1.1)



Illustration of the intermodal link between Flanders - Romania - Bulgaria - Serbia - Hungary

(Source : BCI, 2007)

The expected results

ILDE envisages 4 major results :

- A modal shift from road to SSS and Inland Navigation
- A better integration and consolidation of freight flows between Flanders, Romania, Bulgaria, Serbia and Hungary
- Awareness raising on the importance of intermodal transport
- Capacity building in the sea and inland ports of Romania, Bulgaria, Serbia and Hungary

The project phases

- 1. The market potential of ILDE :**
Determination of the volume, the nature and the modal shift potential of (new) freight flows between Flanders, Romania, Bulgaria and Hungary
- 2. Identification of market parties to set up the intermodal connection :**
Approaching of market parties (i.e. shippers, logistic service providers, operators, etc.) who are willing to co-operate in a pilot project and raising awareness through the organisation of seminars in Flanders, Hungary and Romania.
- 3. Test run :**
The facilitation of the start-up of an intermodal service between Flanders and Romania-Hungary and the evaluation of the effectiveness of the service
- 4. Communication and dissemination of the results :**
Communicating the project's results and raising awareness on the importance of intermodal transport in the partner countries.

Planning

Year	2007												2008									
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8		
Phase 1 : The market potential of ILDE	█	█	█	█	█	█																
Phase 2 : Identification of market parties to set up the intermodal connection								█	█	█	█											
Phase 3 : Test Run													█	█	█	█	█	█	█	█	█	█
Phase 4 : Communication and dissemination of the results	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█

The project ILDE started in January 2007 and is foreseen to end in August 2008.