

CCNR AUTUMN 2016 PLENARY SESSION

Ref: CC/CP (16)09

The Central Commission for the Navigation of the Rhine (CCNR) held its autumn plenary session in Strasbourg on 8 December 2016; the session was chaired by Mr Dürler, Head of the Swiss Delegation.

CCNR EMPHASISES ITS INCREASING COMMITMENT TO SERVING THE INTERESTS OF INLAND NAVIGATION THROUGHOUT EUROPE

Backed by its experience on the Rhine, and aided by the presence and active participation in its work of the new Deputy Director-General for Mobility & Transport at the European Commission, Mr Matthew Baldwin, as well as a number of high-level representatives of observer organisations and States and approved non-governmental organisations, the CCNR took the opportunity provided by its autumn plenary session to highlight the growing European dimension of its activities. The organisation has been involved in collaboration with the European Union for a number of years already, and has been pleased by the recent intensification of this in favour of the sustainable development of European navigation generally. In this context, particular mention was made of the creation in 2015 of the new CESNI governance instrument (European Committee for drawing up Standards in the field of Inland Navigation). The CCNR looks forward to the prospect of a further strengthening of its partnership with the European Commission in the short and medium term, and emphasised again the importance of real collaboration with the other key players in the sector, including the United Nations Economic Committee for Europe, the other river Commissions (Danube, Moselle, Save), the ICPR (International Commission for the Protection of the Rhine) in Coblenz, and the many organisations within the profession. The plenary session provided an opportunity for all the participant parties to reaffirm their common attachment to this collaboration in favour of European inland navigation that is constantly become stronger, more sustainable, and safer, emphasising practices already in existence and proposing new areas for further consideration and action. All the participants welcomed the platform provided by the plenary session held on 8 December for holding frank and constructive discussions of this kind, and agreed to continue their contacts and cooperation on a more regular basis.



MR BRUNO GEORGES TAKES UP HIS POST, AND MR HANS VAN DER WERF LEAVES

Mr Bruno Georges was attending this plenary session for the first time in his capacity as the organisation's Secretary General; his four-year term of office began on 1 November 2016. His career to date has been with the Belgian diplomatic corps, and until last August Mr Georges was Permanent Representative of the Kingdom of Belgium to the OSCE in Vienna. During his diplomatic career, Mr Georges has accumulated experience in embassies as well as at the Ministry of Foreign Affairs, and at Belgium's Permanent Representation to the European Union. He is looking forward to being able to put his skills to good use within the CCNR.

Mr Georges succeeds Mr Hans van der Werf, whose term of office ended on 31 October. The plenary session provided an opportunity for the member States' Delegations, a good many of the CCNR's partners and friends, and the members of the Secretariat to thank the former Secretary General for his commitment and availability not only during the four years of his term of office but also during the eighteen years before that in his capacity as the organisation's Deputy Secretary General.

PUBLICATION OF INTERIM REPORT ON VISION 2018

In accordance with the aims of the Swiss Presidency, the CCNR published its interim report on achievement of the aims laid down in its document 'Vision 2018' to coincide with this plenary meeting. The CCNR's strategic roadmap, adopted in December 2013, defines eight main areas of action in which the position of inland navigation should be reinforced in order to ensure its sustainable development in environmental, social and economic terms. In close collaboration not only with the European Commission and its NAI/DES II action programme but also with the other key stakeholders in inland navigation in Europe, the CCNR, the CDNI and the CASS have launched and supported a large number of activities with this in mind since December 2013. The report, attached to this press release, sets out both the progress made in each area of action and the challenges still to be taken up before the end of 2018. It emphasises the determination of all the parties involved in Vision 2018 to turn the vision into a reality: the plan is indeed ambitious, but it is achievable.

ECONOMIC SITUATION OF INLAND NAVIGATION IN EUROPE

During the first half of 2016, inland navigation in Europe mirrored the general context of European growth, boosted in part by intra-Community trade but affected nevertheless by the overall slowing down of the global economy. Economic growth is expected to stay at between 1 and 2% in the euro area in 2017.

The countries bordering the Rhine are maintaining their key role in European inland navigation; they represent 84% of Europe's river-borne transport, compared with 15% for the countries bordering the Danube.

The performance of inland navigation transport in Europe, traditionally correlated to industrial growth in Europe, suddenly became detached from it in the second half of 2015 as a result of an exceptional period of low water conditions. This particularly affected demand in Germany. After the period of low water conditions at the end of 2015, traffic on the Rhine took an upward turn during the first half of 2016, almost reaching the level of traffic achieved in the first half of 2015. The first half of 2016 saw a 2.1% drop in traffic on the Rhine compared with the same period in 2015. Traffic on the Danube, on the other hand, experienced a difficult first half-year in 2016, with a drop in traffic compared with 2015 of as much as 31% on the middle section of the Danube, mainly because of poor harvests and a corresponding decrease in the transport of cereals and agricultural products. The transport of other goods – including metals and oil products – on the Danube increased substantially, however.

The volume of traffic on the Rhine is increasing at different speeds in the main market segments (dry bulk, liquid bulk, containers). Container traffic has experienced an upswing after the period of low water conditions, recording an increase of 20% since the end of 2015 and reaching a record level in the second quarter of 2016, at almost 4 billion TKM in Europe. Dry bulk transport increased during the first half of 2016 but is having difficulty in resuming the level of traffic of the first half of 2015, whereas liquid bulk, boosted by more dynamic industries and low oil prices, has already achieved a better result than in 2015. While two-thirds of the transport of iron ore and metal is still concentrated on the Rhine, the Moselle and the Saar, the market in this region is currently stagnating as a result of intense global competition in the iron and steel sector. The country bordering the Rhine with the highest growth rate in the first half of 2016 compared with the first half of 2015 is the Netherlands; this is mainly due to the transport of containers and bulk liquids.

There are structural changes to come in the long term, in order to deal with the constantly increasing proportion of container transport in inland

navigation in Europe and the need to anticipate the consequences of Europe's new energy policies, particularly with regard to the transport of coal and oil products.

With the return to normal of water conditions, the price of transport services fell in the first half of 2016, descending to a level lower than that for the first half of 2015. Despite an increase in traffic in the Netherlands, turnover in the sector fell during the first half of 2016.

Inland ports saw varying degrees of activity in the first half of 2016. Whereas traffic in many Rhine and Danube ports was less than in the first half of 2015, the most important inland port in terms of volume of goods – Duisburg – saw an increase of almost 3% of its waterborne traffic.

A more detailed overview of the economic situation of inland navigation in Europe will be found in the "Market Insight" scheduled for publication in January 2017.

UPDATE OF CREW REQUIREMENTS BY THE CCNR IN CLOSE COOPERATION WITH THE SOCIAL PARTNERS

The CCNR has updated its requirements regarding crew members, in close cooperation with the social partners. Attention has been paid to preserving the high level of safety on the Rhine. The unions and employers made proposals which included making training in inland navigation jobs more attractive, making it easier for people entering the profession by relieving them of working on board while they are in training at a vocational school. Less constricting regulations have also been introduced for day-trip boats on chartered journeys, and for large convoys with a pushed array of more than four barges; also, the obsolete qualification of 'motorman' has been dropped.

The CCNR will examine the social partners' proposals aimed at facilitating change or repetition of operating method as soon as the proposals submitted have been examined jointly by both employers and employees.

The intention is to embark on a long-term process of general consideration concerning the modernisation of the requirements with regard to crew members, in close cooperation with the European Commission and the social partners. The CCNR has specifically saluted and supported the social partners' plan to study the effects of technological progress on the workload in inland navigation and the resulting challenges.

ABOUT THE CCNR

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that exercises an essential regulatory role in the navigation of the Rhine. It is active in the technical, legal, economic and environmental fields. In all its areas of action, its work is guided by the efficiency of transport on the Rhine, safety, social considerations, and respect for the environment. Many of the Central Commission's activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The Central Commission works closely with the European Commission as well as with the other river commissions and international organisations..

CONTACT

Secrétariat de la CCNR
2, Place de la République
F-67082 Strasbourg
+33 (0)3 88 52 20 10
ccnr@ccr-zkr.org
www.ccr-zkr.org

ANNEXES (FOR USE BY THE SPECIALIST PRESS)

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UPDATE OF CREW REQUIREMENTS BY THE CCNR IN CLOSE COOPERATION WITH THE SOCIAL PARTNERS

The CCNR has updated its requirements regarding crew members, in close cooperation with the social partners. Particular importance has been given to preserving the high level of safety on the Rhine. The Resolution adopted by the plenary assembly to amend the Regulations for Rhine Navigation Personnel (RPN) responds to the four joint demands of the employers and the unions. The Resolution, which will enter into force on 1 December 2017, allows for the implementation in the near future of most of the conclusions reached at the round-table discussion held in November 2014.

The following amendments have been made:

1. Better account is taken of trainees in the crew tables. Apart from the existing waivers, their replacement on board will no longer be required while they are undergoing training at a vocational school on condition that a second trainee is on board. The waiver applies to trainees attending a vocational school for a maximum of three months a year.
2. The highest group on the crew member tables, which used to refer to navigation with a push barge with more than four barges in the array, is to be dropped.
3. The minimum crew for day-trip boats under charter will henceforth be determined according to the number of people actually present on board (instead of the maximum number allowed), which lightens the burden of the regulations with regard to passenger traffic. Crew members for the vessels concerned will correspond to the next lower group compared to the requirement in force previously.
4. The obsolete qualification of 'motorman' has been dropped. In crew tables, the motorman has been replaced by a leading boatman or, where a leading boatman was already a requirement, by an additional boatman.

Further discussions will be necessary to determine to what extent and, as appropriate, how changes can be made to lighten the burden in the case of change and repetition in the mode of operation; this is likely to give rise to a further amendment to the RPN in the near future.

Thorough consideration on modernising the requirements regarding crew members will be carried out in the long term in close cooperation with the European Commission and the social partners. The social partners' project to study the effects of technological progress on the workload in inland navigation, and also the resulting challenges, has been welcomed and encouraged.

The Upper Rhine boatmaster's certificate ('patente du Rhin supérieur') will now allow navigation downstream of Basel.

Navigating upstream of the Mittlere Rheinbrücke in Basel currently requires an Upper Rhine boatmaster's certificate attesting familiarisation with the section, which is very demanding in navigational terms. People who have obtained this Rhine boatmaster's certificate as their first certificate – as is frequently the case – will now be able to navigate on the Rhine between Basel and the lock at Iffezheim and in the Netherlands. The Upper Rhine boatmaster's certificate is already comparable at present to the qualification required for the Rhine boatmaster's certificate.

For the section between the lock at Iffezheim and the border between Germany and the Netherlands, as for other sections of the Rhine, an attestation of section knowledge is necessary in addition to the Rhine boatmaster's certificate or another boatmaster's certificate recognised as being equivalent. Annex D5 to the Regulations for Rhine Navigation Personnel (RPN) will be adapted accordingly and published on the CCNR's Internet site. At its plenary session, the CCNR also noted the many alterations made to the lists of competent authorities and recognised training centres published in electronic form that have been approved by the organisation's competent bodies since the last plenary session.

THE CCNR IS ENSURING GOOD NAVIGATION CONDITIONS ON THE RHINE FOR THE FUTURE AS WELL

At its recent plenary session held in Strasbourg on 8 December, the CCNR examined and laid down methods for ensuring good navigation conditions on the Rhine in the future, for supporting its member States in their development of inland navigation infrastructures, and for ensuring faster notification to boatmen of any restrictions caused by infrastructure-related measures. The aim is to make inland navigation more competitive, and to promote sustainable development.

To achieve this, the plenary assembly adopted the new version of the 'Procedure for laying down the conditions and restrictions applicable to engineering structures on the Rhine in the context of the CCNR', after editorial alterations by the Infrastructure and Environment Committee. The Procedure is supplemented by the 'Minimum requirements and recommendations for the technical design of engineering structures on the Rhine', which has also been updated and was submitted to the plenary assembly for information. The Procedure and the Minimum Requirements, long-established and proven in the context of the Committee's work, describe a CCNR standard for scheduling and implementing measures concerning infrastructures

the length of the Rhine. They support the member States, which invest considerable sums each year in planning and completing infrastructures, by establishing a transparent, understandable process.

This makes a significant contribution to improving the inland navigation profession's acceptance of the unavoidable restrictions caused by implementing infrastructure-related measures.

The example of refurbishing the bridge across the lock at Gamsheim, which has just been approved by the CCNR, illustrates the synergy between the Procedure and the Minimum requirements and how the work is carried out within the Committee and its Working Group. For the Working Group's autumn meeting, the French Delegation has submitted a list of the main characteristics of the refurbishment of the bridge across the lock at Gamsheim.

On the basis of this information and the plans, the French Delegation presented the necessary work and the restrictions on navigation the work will require at the meeting of the working group. The Delegations' experts and those representatives of the profession present examined this information and reached the conclusion that the work will not have a significant effect on navigation under the conditions described by the French Delegation. The working group's report was submitted to the Infrastructure and Environment Committee at its autumn meeting; the Committee approved the plans and submitted them to the plenary assembly for adoption.

The Resolution on the interruption of service at various lock chambers on the Upper Rhine for carrying out maintenance work is also based on these fundamental standards of the Infrastructure and Environment Committee. During the consultations held regularly twice a year, discussion covers what has been learned from development work already completed and agreements are reached between the operators and the profession on when services will be suspended at the locks in the course of the coming year. The concerted schedule for suspended services at locks is submitted to the Infrastructure and Environment Committee, which looks into the possibility of completing the work more quickly and assesses the impact on navigation and then submits it to the plenary assembly for information so that it can be notified to the navigation profession at an early stage.

The CCNR specifically welcomed the coordinated completion of the lock maintenance work and the constant determination to minimise the negative impact on navigation by carrying out this maintenance work simultaneously in order to contribute to the competitiveness and sustainable development of inland navigation.

NEW INFORMATION ON MAINTENANCE WORK ON UPPER RHINE LOCKS

The French Delegation reported on the maintenance work scheduled at the Rhinau, Fessenheim and Kembs locks. Technical difficulties have delayed work on the Rhinau lock, which has in turn impacted completion of work at Fessenheim and Kembs.

The French Delegation will notify the parties concerned as soon as possible of the changes made to the schedule of service interruptions for 2016 and 2017; they will also be presented and there will be concertation at a meeting scheduled for early 2017.

INTERIM REPORT

December 2016

2018
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CONTENTS

INTRODUCTION	5
1. Safety and reliability	7
2. Training and qualifications	11
3. Fuel consumption and emissions of greenhouse gases	15
4. Emissions of pollutants into the air and the water	17
5. Changes in environmental conditions	21
6. Logistic chains	23
7. Application of the reference social conditions	25
8. Information	27

INTRODUCTION



In adopting Vision 2018 at its Congress in December 2013, the CCNR has undertaken to achieve ambitious but realistic goals over a five-year period to promote the sustainable development of inland navigation from an environmental, social and economic standpoint.

Since December 2013, the implementation of Vision 2018's objectives has benefited from an extremely favourable global context. The signing of the Paris Conference agreements in December 2015 by the United Nations (COP21) has indeed lent particular momentum to all the initiatives aiming at the responsible management of resources and sustainable development of the world economy. Incidentally, during this same period the CCNR's most important partners also set themselves demanding environmental and social objectives, thereby enabling the entire sector to adopt a concerted approach to ensure inland navigation performs well environmentally while also being competitive.

A milestone for achieving these objectives after these two and a half years seems to be of critical importance in this approach. This interim report now makes it possible to identify the measures implemented in the context of Vision 2018 while at the same time also revealing in which areas implementation has become more complex, and where adjustments might be required to optimise outcomes between now and 2018. **This report therefore reinforces the endeavours of those involved in Vision 2018 to turn it into an ambitious but eminently achievable reality.**

This report summarises those of the CCNR's, CDNI's and ACSSRB's initiatives that have been concluded since December 2013 or are still ongoing in the 8 most important areas identified in Vision 2018. It should be pointed out here that there are further measures currently being prepared or in abeyance



Safety and reliability

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By 2018, inland navigation should have consolidated its positioning as a safe mode of transport, and the reliability of river transport services should have progressed in keeping with market demands.

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UNIFORM TECHNICAL REQUIREMENTS

In 2015 the CCNR created by means of a Resolution a European Committee for drawing up standards in the field of inland navigation (“CESNI”). The creation of the new working body reflects the common will of the Central Commission and European Union to draw the threads of political control more closely together at a European level, especially in the field of inland navigation legislation. In November 2015, CESNI adopted a first edition (2015/1) of the European Standard laying down technical requirements for inland navigation vessels (ES-TRIN). This standard defines the uniform technical requirements required to ensure the safety of inland navigation vessels ES-TRIN is not binding per se. For this standard to be applicable, the CCNR, European Union, other international organisations and CCNR or EU Member States can refer to it in their respective legal frameworks.

A GUIDE OF BEST PRACTICES FOR THE STABILITY OF VESSELS CARRYING CONTAINERS

To further enhance safe navigation of the Rhine and to take account of the specific characteristics of container transport, the CCNR, in close collaboration with the industry (EBU, ESO) and AQUAPOL, decided to publish a guide of best practices concerning the stability of container vessels, based on a proposal from the profession. As a round table organised in Bonn in September 2013 illustrated, the inland navigation industry boasts a number of best practices that alleviate the problem of inaccurate or missing container weight data. Thanks to these best practices, the number of container-related accidents is relatively low. This is very important because such accidents can have serious consequences for navigation, up to and including a complete traffic standstill. The draft guide of best practices is currently being closely scrutinised by the CCNR working groups and should be available in 2017.

MANDATORY INSTALLATION OF AN INLAND AIS AND AN ELECTRONIC CHART DISPLAY DEVICE

The CCNR has decided on an amendment to article 4.07 of the Rhine Police Regulations (RPR) for the Navigation of the Rhine that envisages mandatory installation of Inland AIS and Inland ECDIS in information mode (or a comparable chart display device) for specific vessels with effect from 1st December, 2014. Moreover, with only a few exceptions, Inland AIS devices must be switched on at all times. Inland AIS, a system that derives originally from maritime navigation, is used for automatically transmitting a vessel’s location and other safety-related data. Inland ECDIS is a system for displaying important navigational information by means of electronic inland navigation charts. Thanks to Inland AIS, Inland



ECDIS (or a comparable chart display device) is also able to display information on other vessels in the vicinity. If all the vessels on the waterway are equipped with Inland AIS and Inland ECDIS (or a comparable chart display device), these vessels will be graphically displayed to all boatmasters on their electronic inland navigation charts, together with the most important relevant safety information. These two RIS technologies result in considerably improved safety and represent a valuable decision-making tool for boatmasters that can also be used to optimise navigation.

EXTENSION OF THE ELECTRONIC REPORTING OBLIGATION TO ALL VESSELS TRANSPORTING CONTAINERS

Likewise in the RIS arena, the CCNR has also amended section 12.01 of the RPR as regards the reporting obligation. The new version came into force on 1 December, 2015 and envisages an extension of the electronic reporting obligation to all vessels transporting containers. As a matter of fact, there has been an electronic reporting obligation on the Rhine since 1 January, 2010 for vessels and convoys carrying more than 20 containers or at least one container with dangerous goods. This measure was successful in reducing the administrative workload incurred by the boatmasters and traffic centre staff while at the same time maintaining the high level of safety when navigating the Rhine. Given the advantages afforded by electronic reporting and the fact that this process is now operating smoothly, the CCNR has decided to extend this reporting obligation to all vessels and convoys carrying containers. The CCNR is working on extending the electronic reporting obligation to tankers in addition to vessels transporting containers.





Training and qualifications

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By 2018, inland navigation should have an employment market meeting the growing need for a qualified work force and ensuring renewal of the work force in river transport jobs in the long term.

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CONGRESS FOR MODERNISING TRAINING COURSES AND QUALIFICATIONS AND FOR INCREASING ATTRACTIVENESS

It is many years ago now that the Central Commission introduced measures to modernise navigation personnel training courses and qualifications and to make crew trades more attractive to ensure an adequate supply of labour. The focus of interest here was on professional crew members, to whom it dedicated its 2013 Congress under the banner “combining skills for sustainable inland navigation”.

MUTUAL RECOGNITION FOR SEVEN NON-MEMBER STATES OF THE CCNR

In so doing it has dedicated itself unreservedly to a European perspective and introduced procedures for the mutual recognition of professional qualifications between CCNR member states and seven non-member states. Accordingly, it has recognised the validity of boatmaster licences, navigation times and service record as well as just recently professional qualifications and logbooks as well.

MODERNISATION OF REQUIREMENTS, ESPECIALLY AS REGARDS VESSEL HANDLING SIMULATORS, LNG, PHYSICAL AND MENTAL FITNESS AND COMPETENCE TABLES

The CCNR has also initiated important preparatory work on modernising requirements, especially as regards vessel handling simulators, LNG (Resolution 2015-I-7) and fitness as well as competence tables. The additional training for the crew of craft using LNG as a fuel is based on a competence approach and comprises a theoretical and practical component as well as an exam.

This work will be fully incorporated into European Union provisions. In addition, on 18 February, 2016 the European Commission published a proposal for a directive on the recognition of professional qualifications in inland navigation to replace directives 96/56/EC and 91/672/EEC. This proposal was submitted to the council of transport ministers, which decided a general approach to it on 7 June, 2016.

The wording of standards for professional qualifications will in future be handled in the CESNI Committee, thereby pooling the expertise of the CCNR and of the EU member states concerned.



ORGANISATION OF A ROUND TABLE FOR MODERNISING LEGAL REGULATIONS FOR CREWS

In addition, in November 2014, the CCNR organised a Round Table with the social partners on the issue of ships' crews, navigation and rest periods as well as the use of new technologies for improving inspections, which on the one hand spurred the rapid drawing up of amended regulations with a view to some relaxation of the existing regulations while on the other hand identifying the medium-term need for a comprehensive study on developments in inland navigation workload, which could be undertaken by the social partners.

PROGRESS IN CLARIFYING LINGUISTIC REQUIREMENTS

On the clarification of linguistic requirements, with a view to improving communication and thus also safety in inland navigation – a subject that concerns the Police Committee – the Police Regulations Working Group has compiled a certain number of phrases appropriate to the “minimum language requirements” that address those situations that pose the greatest risk to safe inland navigation. These phrases could usefully be included in the regional section of the Guide Concerning Radiocommunication Service on Inland Waterways as a replacement for the phrases featured in Article 4 of the guide.





Fuel consumption and emissions of greenhouse gases

In future, the CCNR intends to direct its efforts towards defining long-term objectives as well as a concerted approach to reducing fuel consumption and greenhouse gas emissions. It will incorporate this in its work programme.

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By 2018, inland navigation should be making an even more significant contribution to combating global warming by reducing both its fuel consumption and its emissions of greenhouse gases.

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Emissions of pollutants into the air and the water

“ By 2018, inland navigation should be contributing even more significantly to preserving air and water quality by reducing even further the emissions of pollutants caused by propulsion and by optimising the management of cargo residues. ”

STATUTORY FRAMEWORK FOR THE USE OF LIQUEFIED NATURAL GAS (LNG) AS A “REGULAR” FUEL

The CCNR has amended its regulatory framework to allow liquefied natural gas (LNG) to be used as a “regular” fuel in the navigation of the Rhine along the same lines as diesel fuel. Liquefied natural gas (LNG) was identified in several national and European research and development projects as being best suited for inland navigation as the costs per unit of energy are low, the energy density is high and its combustion is more environmentally and climate-friendly. Following evaluation of operational experience with inland vessels already using LNG for trial purposes, the CCNR created a legal framework for LNG in the Rhine Vessel Inspection Regulations (RVIR), the Police Regulations for the Navigation of the Rhine (RPR) and the Regulations for Rhine navigation personnel (RPN) that allows for the promotion of technological innovation while at the same time preserving inland navigation’s stringent safety standards. Additional legal certainty was created with the publication of edition 1.0 of the standard for an LNG truck-to-ship bunkering checklist in October 2015. The CCNR thereby confirms its active role in developing a legal framework for the use of LNG as a fuel on inland vessels and the support that this lends to the profession’s initiatives to reduce pollutant and greenhouse gas emissions.

WORK ON THE EUROPEAN NON-ROAD MOBILE MACHINERY EMISSIONS REGULATIONS (NRMM)

The CCNR has also directed its attention towards the European Union’s ongoing work to develop new regulations on pollutant emissions for non-road mobile machinery (NRMM), which will explicitly be applied to inland navigation vessels. The goal being pursued with these new conditions for reducing gaseous pollutant and particle emissions is the maintenance of inland navigation’s environmental competitiveness while ensuring economically realistic technological solutions. Once these regulations have been adopted by the European Union¹ the CCNR will check what amendments are required to its regulations.

¹ Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC was published on 16 September, 2016 in the EU Gazette.



DRAFT INTERNATIONALLY AGREED CDNI REGULATIONS FOR HANDLING LIQUID CARGO GASEOUS RESIDUES

Moreover, the CPC has finalised the first complete draft of internationally agreed regulations for handling liquid cargo gaseous residues. The CPC will be conducting a public consultation on this draft from 15 July to 15 September 2016. The draft can be downloaded from the following website www.cdni-iwt.org. Upon conclusion of the consultation, the aim will be to incorporate these regulations promptly into the CDNI Convention.

The current draft, with which industry representatives and delegations alike have been busily engaged over the past three and a half years, envisages inclusion in part B (“cargo-related waste”) and takes account of its principles, in particular as far as the apportionment of responsibilities and the polluter pays principle are concerned, having regard to the specific characteristics of tanker navigation.

The aim of the draft, at an international level, having regard to the international ADN framework and European Union requirements (VOC Directive), is gradually to make it possible to avoid the release of undesirable substances, especially those that are carcinogenic, mutagenic, toxic for reproduction, and which emit odours, using methods appropriate to the shipping context, or to enable systematic disposal. To this end, the substances are organised into three groups in an annex VI “degassing standards”. The timescale of this gradual introduction still depends on further consultation.





Changes in environmental conditions

“ By 2018, the infrastructures and operating methods should have been optimised, so that inland navigation and navigable waterways are in a position to guarantee their reliability and their performance levels even when adaptation is necessary in the future because of changes in environmental conditions. ”

Concerning the sustainability goals for which the Committee for Infrastructure and Environment is the lead body (infrastructure capacity, international coordination of the integrated planning and management of the waterways), it should be pointed out that the CCNR's member states are making great efforts to maintain and improve the capacity of the infrastructure of the Rhine as a waterway. This is an ongoing activity in the form of numerous measures, the significant ones being coordinated internationally within the CCNR framework. In its Vision 2018, the CCNR has set itself the objective of paying greater attention in future to water management measures when it comes to international coordination and formulating possible limitations on this as regards the implementation of the Water Framework Directive, having regard to inland navigation demands on the waterways.

International coordination will also take account of initiatives at EU level pertaining to the development of the Rhine-Alpine TEN-T corridor and the definition of a “Good Navigation Status”. These initiatives had not been developed at the time Vision 2018 was drawn up.



Logistic chains

“ By 2018, inland navigation should have consolidated its positioning within logistics chains for traffic both in the hinterlands of seaports and throughout the continent using corridors with relevance for inland waterway transport.

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ANALYTICAL PAPER AND ACTION PLAN FOR BETTER INTEGRATING INLAND NAVIGATION WITH THE LOGISTIC CHAINS SERVING TRANSPORT MOVEMENTS IN SEA PORT HINTERLAND AREAS

In 2014, the CCNR's Economic Committee presented an analytical paper and action plan for better integrating inland navigation with the logistic chains serving both continental transport movements and those in sea port hinterland areas. Of critical importance in this context is the close integration and participation of inland navigation when implementing the trans-European transport network (TEN-T) multimodal corridors. As a stakeholder in the Rhine-Alpine corridor forum, the CCNR advocates measures that result in improved physical, electronic and organisational linkages between inland navigation and other modes of transport. In March 2016, the CCNR organised a Round Table on the future of inland navigation in the Rhine-Alpine corridor. The successful reinforcement and promotion of inland ports as trimodal transshipment centres was highlighted as a critical factor in further improving the coordination and cooperation between the various links in the logistics chain, thereby boosting the attraction of multimodal logistical solutions featuring transport by inland waterway vessel.

Based on its action plan, and in consultation with its partners, the CCNR intends in future to launch further initiatives so that transport services involving inland waterway vessel are integrated as seamlessly as possible into multimodal logistics chains by 2018. This will entail particular attention being paid to logistical requirements and needs as regards the availability of waterway infrastructure and the use of inland navigation information services (RIS) for logistical purposes. As an international platform, the CCNR will also support the transfer of successful approaches by public and private players and will advocate taking full advantage of the potential of the waterways in European multimodal transport corridors.



Application of the reference social conditions

“ By 2018, the application of the appropriate reference social conditions which could substantially promote the attractiveness of jobs in inland navigation ought to be optimised. ”

RECOMMENDATION ON THE ISSUING OF THE CERTIFICATE OF BELONGING TO THE NAVIGATION OF THE RHINE AND THE OPERATOR'S CERTIFICATE

What is more, the CCNR's River Law Committee, in collaboration with the Administrative Centre for the Social Security of Rhine Boatmen (CASS) has drawn up a "recommendation on the issuing of the certificate of belonging to Rhine navigation and the operator's certificate" containing proposals for electronic documents for applying for these documents as well as updated forms. The recommendation is intended for the authorities responsible for issuing these documents and explains what checks might be made to preclude fraudulent activities to the greatest extent possible, especially if the owner and operator are in different Contracting States. The application form for the operator's certificate therefore aims to enquire and determine whether the vessel's operator is the person who operates the vessel on his own account and at his own risk, and/or has decision-making authority over the vessel's economic and commercial management. The recommendation, the application documents and the updated forms can be downloaded directly from the CCNR's website.

This recommendation is of particular interest to the CASS. Since the application of the new Regulation (EC) No. 883/2004, the Rhine convention no longer applies to those signatory states that are also members of the European Union (B, D, F, L, NL). However, on the basis of article 16 (1) of Regulation (EC) No. 883/2004, the Contracting States of the Rhine Convention that are also members of the European Union have concluded an "Agreement on determining the legislation applicable to Rhine boatmen" (derogation agreement on the legislation applicable to Rhine boatmen) that came into force on 11 February, 2011 and is applied retroactively as of 1 May, 2010. Switzerland has decided to apply Regulation (EC) No. 883/2004 with effect from 1 April, 2012 and has also become a party to the special agreement. As this agreement envisages regulations for determining the legislation applicable to social security that is geared to the ship owner, it is important to limit opportunities for fraud in this respect.

CASS PLEA FOR THE INTRODUCTION OF A UNIFORM REGIME GOVERNING CLASSIFICATION FOR SOCIAL SECURITY PURPOSES

The CASS also deemed it appropriate to advocate the introduction of a uniform regime governing connecting rule for social security purposes for all personnel employed on European inland waterways. In their view, the connecting rule geared towards the operator exhibits all the necessary attributes required for such a uniform regime. A document to this effect was addressed to the European Commission's administrative commission for coordinating social security systems. The social partners (EBU, ESO, ETF) support this initiative.



Information

“ By 2018, inland navigation ought to have the benefit of the greater availability of relevant, reliable information on waterways as a transport system. ”

LAUNCH OF THE OBSERVATORY FOR INLAND NAVIGATION IN EUROPE WEBSITE

In 2014, the CCNR set up an observatory for inland navigation in Europe at www.inland-navigation.org. This observatory provides useful information in a graphically appealing format on innovation, logistic chains, infrastructure, crews, qualifications, regulations and sustainability. This enables interested parties, for example, to find out about how the introduction of LNG is progressing or about inland navigation training opportunities using interactive maps.

REVISED VERSION OF THE EUROPEAN INLAND NAVIGATION MARKET OBSERVATION

Since the beginning of 2016 the traditional European inland navigation market observation has also been published in a new guise. The CCNR publishes four reports per year in collaboration with the European Commission at www.inland-navigation-market.org. The new digital version of the market observation provides intuitive and quick access to relevant information, whether from a computer, tablet or smartphone. All market analyses are available in English, French, German and Dutch. With its ongoing observation and processing of information on inland navigation economic performance and structural and cyclical trends, the CCNR makes an important contribution to strategic decision-making in the political, economic and administrative arenas.

By 2018, the CCNR's intends to optimise its information offering in line with the specific needs of public and private players and of the public at large and, to this end, is considering stepping up its collaboration with partner institutions.

For the sustainable development
of inland navigation.