

AUTUMN 2018 PLENARY SESSION OF THE CCNR

Ref: CC/CP (18)17



Strasbourg, 07 December 2018 – The Central Commission for the Navigation of the Rhine (CCNR) held its autumn plenary session on 07 December 2018 chaired by Mr Achim Wehrmann, the head of the German delegation. Representatives of the European Commission, Danube Commission and Moselle Commission, as well as Luxembourg and the Czech Republic, attended this plenary session as observers.

The plenary session was the opportunity to review the past six months: of particular note are the CCNR's 6th international Congress dedicated to the 150th anniversary of the Mannheim Act, the productive collaboration with the European Commission, the prolonged low water situation and its economic impact, the first international definition of levels of automation in inland navigation or the progress made benefiting navigation personnel, especially concerning rest periods and the revision of the Regulations for Rhine Navigation Personnel (RPN).

CCNR CONGRESS IN MANNHEIM: REVIEW OF A MAJOR EVENT AND NEXT STEPS

The 6th CCNR Congress, organised in partnership with the Federal German Ministry of Transport and Digital Infrastructure (BMVI), took place in Mannheim on 17 October. The event, under German chairmanship, was the opportunity for the CCNR and a broad-based inland navigation audience, to commemorate the 150th anniversary of the revised Convention for Rhine Navigation – also known as the "Mannheim Act" –, while critically and constructively debating its current relevance and the challenges facing Rhine and inland navigation. Taking part in the event at Mannheim Palace, the historical site of the signing of the Convention, were some twenty high-ranking stakeholders, politicians and economists, academics, administrators and media people, as well as more than 200 guests.

The Congress was also an opportunity for the high-ranking representatives of the CCNR Member States responsible for inland navigation to adopt a declaration reiterating their commitment to the

Mannheim Act and their determination to promote Rhine and European navigation, in close partnership with the European Union, as well as with all the other major players in the transport world.

The Mannheim declaration echoes Vision 2018 dating from December 2013 and the CCNR's December 2017 strategic guidelines; together they constitute a concrete action plan for the sustainable development of inland navigation. The Mannheim declaration will also be signed by the ministers of the CCNR's Member States in the next few months.

The Congress of 17 October was also accompanied by several other events and initiatives showcasing the 150th anniversary of the Mannheim Act, including in particular the 15th conference on river law organised by the University of Mannheim, the publication of two anniversary books by the University of Mannheim and the Port of Mannheim, and a temporary exhibition of the Act and its original instruments of ratification, which began at Mannheim Palace, from 17 October to 29 November, before continuing in Bonn then moving on to Duisburg and Rotterdam.

The delegations and participants in the plenary welcomed the staging of the Congress and the important messages in the Mannheim declaration.

FIRST INTERNATIONAL DEFINITION OF LEVELS OF AUTOMATION IN INLAND NAVIGATION

In its October 2017 Mannheim declaration, the CCNR undertook to promote the development of automation thereby helping to boost the competitiveness, safety and sustainable development of inland navigation.

Automated navigation now covers a wide spectrum of technical processes and there are numerous use cases, ranging from simple navigation assistance to fully automated navigation. In principle, automating certain tasks makes for the potential replacement of man by machine. In inland navigation, automation makes life easier for boatmen by lightening the load on the boatmaster on the one hand, but also raises questions about the maintenance of safety levels on the other hand.

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 CCNR's activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The CCNR works closely with the European Commission as well as with the other river commissions and international organisations.

During its plenary meeting in December, the CCNR adopted a [first international definition of levels of automation in navigation](#). This definition enables us to arrive at a clear understanding of automated navigation as a whole.

The experience gained with the various national and international research and development projects should stimulate more in-depth discussions on levels of automation and enable the definition to be amended by 2020 if so required.

The CCNR welcomes the adoption of a first international definition of levels of automation in navigation. It sees it as confirmation of its role as a pioneer on a highly innovative subject and as a laboratory within which delegations actively contribute.



Palais du Rhin
2, place de la République - CS10023
F - 67082 Strasbourg Cedex

Tél. +33 (0)3 88 52 20 10
Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org
www.ccr-zkr.org

HISTORICAL LOW WATER

During the plenary session, the German delegation presented its hydrological analysis of the current low-water situation, an assessment of the changing situation and possible climate change scenarios, as well as the anticipated impact of climate change on the Rhine and navigation. The current low-water situation has lasted longer than any other since 1971. There have only been five years since 1821 in which the low-water situation has lasted considerably longer (1857, 1921, 1949, 1962 and 1971); eleven other low water periods were of broadly the same duration as now.

The regularly recurring seasonal phenomenon of a dry autumn, caused by evaporation and water consumption by vegetation, is currently being exacerbated by the persistent lack of rain. This “double whammy” is causing a particularly severe water deficit, the reversal of which will probably take some time. Only an extended period of heavy precipitation lasting several weeks can bring about a sustained improvement in the situation. But a further deterioration in the current water situation is also possible if temperatures fall below freezing over a wide area. Precipitation and any remaining ground water would then be stored as ice and snow with the run-off being postponed until temperatures rose. The consequences for transport movements on the Rhine would be considerable.

It is against this background that the CCNR is affirming its intention to push ahead swiftly with its work such that the waterway and the navigation of the Rhine can cope with the possible impact of climate change. Its infrastructure and environment committee will update the relevant report of 2009 and supplement it with further initiatives promoting sustainable inland navigation. In collaboration with other international organisations, such as the International Commission for the Protection of the Rhine (ICPR) and the International Commission for the Hydrology of the Rhine Basin (CHR), the Committee will analyse pre-existing studies on historical low water events in the Rhine catchment area and draw conclusions for the navigation of the Rhine (see [Press release](#)).

PRODUCTIVE ACTIVITY AT EUROPEAN LEVEL

The plenary session was also the opportunity for the CCNR and its partners to commend the productive activities of CESNI (European committee for drawing up standards in the field of navigation) and its working groups, which have been involved in a particularly busy work programme in 2018.

At its meeting in Prague on 8 November 2018, at the invitation of the Czech Ministry of Transport, the CESNI adopted the fourteen “Prague standards” in the field of professional qualifications and the new European Standard laying down technical requirements for in the navigation vessels – ES-TRIN 2019/1, which will replace the 2017 edition. The CCNR welcomes the new CESNI 2019-2021 work programme, which also includes the setting up of a new permanent working group in the information technologies field (see the [CESNI press release](#)).

As for the Market Observation, another European-scale activity, in 2018 it once again enjoyed especially prominent coverage of its annual report, co-prefaced by the Director General of DG MOVE. Mr. Henrik Hololei (see also below the paragraph entitled “Economic situation of inland navigation in Europe”).

Buoyed by these successes, the European Commission and Central Commission should be able officially to confirm, in January 2019, their continued cooperation for another three years with a view to an increasingly permanent and robust partnership.

ECONOMIC SITUATION OF INLAND NAVIGATION IN EUROPE

In partnership with the European Commission, the CCNR published its 2018 annual Market Observation report on inland navigation in Europe in September and its Autumn 2018 quarterly Market Insight report in December.

These two reports provides an exhaustive overview of the market situation and of developments in European inland navigation during 2017 – for the annual report – and during the first quarter of 2018 – for the Autumn 2018 quarterly report. Some of the data also concerns the economic situation of European inland navigation for the first half of 2018 and forecasts for the second half.

In the first half of 2018, transport demand on the Rhine and on European navigable waterways was on the increase. Transport volumes on the Rhine increased by 0.3% and transport performance by 4.3% (year-on-year). Transport performance in the European Union increased by 1% compared with the first half of 2017.

The magnitude of this increase however varies from one region to another in Europe. Indeed, as the Danube was affected by periods of very low water as well as ice at the beginning of 2017, higher transport volume growth rates have been observed in the region: +7% in Austria and in Hungary, +9% in Slovakia and +54% in Croatia (see detailed figures in the annex for the specialist press)

In the short term, the available data for European inland navigation turnover (data for the Netherlands, Germany, Austria, Slovakia and Hungary) shows a positive development in the first and third quarters of 2018, for the carriage of freight and passengers alike.



CCNR

CENTRAL COMMISSION
FOR THE NAVIGATION OF THE RHINE

Palais du Rhin

2, place de la République - CS10023
F - 67082 Strasbourg Cedex

Tél. +33 (0)3 88 52 20 10

Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org

www.ccr-zkr.org

Over the long term (between 2010 and 2016), passenger navigation's share of total European inland navigation turnover followed an upward trajectory whereas freight transport's share fell.¹

The available data for the second half of 2018 confirms that the absence of any rainfall of note during the summer period led to a particularly significant period of low-water on many European waterways, which impacted load factors, freight rates (prices) and volumes.

Concerning the summer and autumn of 2018 in particular, inland navigation was compelled to reduce vessel load factors significantly owing to the protracted period of drought, which affected numerous European waterways. This reduction in the maximum load factor was reflected in a rise in freight rates, which increased by a factor of 2 in July 2018, 3.7 in August and by almost 5 in September compared with their normal level (meaning here average freight rates in 2010).

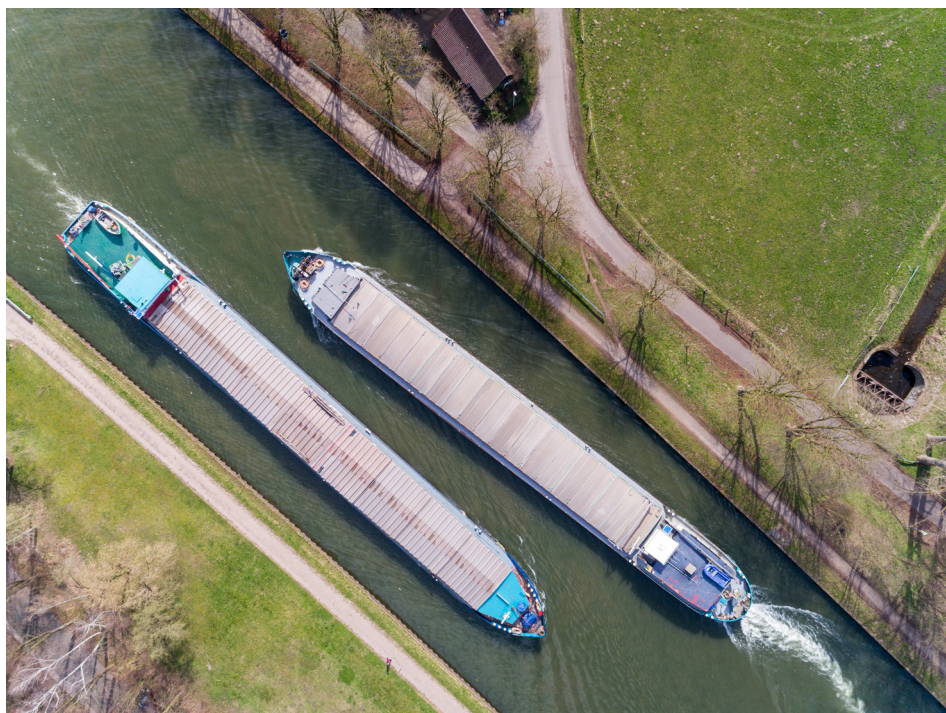
The expectation continues to be of a significant decline in transport volumes in the fourth quarter of 2018, not just on the Rhine but on other European inland navigation waterways as well.

The CCNR's full annual and quarterly reports can be downloaded as a PDF in English, French, German or Dutch at <https://www.ccr-zkr.org/13020800-en.html> or consulted directly online at <http://www.inland-navigation-market.org>.

COMPLETE REWRITE OF NAVIGATION PERSONNEL REGULATIONS

By the end of 2019 the CCNR will have completely rewritten the Regulations for Rhine navigation personnel. The CCNR would like this revision to introduce the standards for professional qualifications, medical fitness, practical examination and approval of simulators adopted by the CESNI on 8 November 2018 to come into effect on the Rhine on 18 January 2022. The revised version and modernisation of navigation personnel regulations is in line with the goal of applying consistent rules on the Rhine and European Union waterways and is intended to facilitate transposition into national law in a coherent way.

To achieve this objective the CCNR has set up a working group chaired by the French delegation. In addition to implementing the CESNI standards for the Rhine, the experts are also revising crew and professional qualifications requirements with a view to all CCNR member States being able to issue proof of qualification that will remain valid even after EU Directive 2017/2397 has come into force on the Rhine and on all European Union waterways. Regulations not affected by the directive (such as crew requirements, guidelines for safety personnel aboard passenger vessels, sport and administrative certificates, medical certificates), and the integrated collaboration between CCNR member States on administrative procedures will remain unchanged.



SIMPLIFIED COMPLIANCE WITH REST PERIODS WHILE UNDERWAY

The CCNR is amending its crew requirements on 1 July 2019. In so doing it aims to address proposals by the social partners who have jointly requested that regulations governing rest periods while underway be brought up-to-date. At the same time the changes will help improve the inland navigation sector's competitiveness. In the future the Regulations for Rhine navigation personnel will give navigation personnel in operating modes A1 (journey of up to 14 hours within a 24-hour period) and A2 (journey of up to 18 hours within a 24-hour period) greater freedom to shape their daily routine if it is possible during the journey to rest in rooms with a sound pressure level of up to 60 dB(A). This entails the boat master assessing whether and when resting while underway is reasonable, for example because no locks need to be negotiated or the rest period does not need to be interrupted for loading or unloading.

IMPROVED NAVIGABILITY AT KOBLENZ

The CCNR thanked the German delegation for having paid particular attention to navigational interests in refurbishing the Pfaffendorfer bridge at Koblenz. The plans submitted to the CCNR in 2016 simply envisaged the construction of a new bridge superstructure on the existing pillars, thus retaining the three channels with a width of 50 m, 75 m and 50 m respectively. After detailed deliberation in the Infrastructure Environment Committee, the revised plans now envisage the demolition of the old bridge pillars. The new pillars will be constructed in such a way that there will in future be a 120 m wide passageway spanning the entire fairway. This will considerably improve navigation conditions in this vicinity.



Palais du Rhin
2, place de la République - CS10023
F - 67082 Strasbourg Cedex

Tél. +33 (0)3 88 52 20 10
Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org
www.ccr-zkr.org

¹ In 2017, for the year as a whole, freight transport turnover in Europe was approximately 5.1 billion Euros compared with around 2.5 billion Euros for passenger navigation.

ANNEXES

(for the specialist press)



ECONOMIC SITUATION OF INLAND NAVIGATION IN EUROPE

Key figures on the economic situation of inland navigation in Europe

A comparison of types of cargo on the Rhine (in terms of volumes transported) reveals very different fortunes. Whereas the carriage of liquid goods (+12.1%) and containers (+7.3%) has increased markedly, the carriage of dry bulk goods has fallen (-2.4%), as has break bulk cargo (-15.4%) and other cargoes (-1.7%).

Concerning the container segment, container transport performance for the EU as a whole has increased from 8.0 to 8.8 billion tkm, an increase of 4.4%. As in the past, more than 99% of container transport movements are in countries belonging to the Rhine basin.

Concerning water levels, examination of a longer time series of quarterly values shows that, over the long term, low-water periods primarily affect dry bulk goods transport movements, whereas liquid bulk transport and containers seem to recover relatively well following low-water periods.

Key figures for the Netherlands in 2017

In agreement with the European Commission, a new chapter "Focus on", presenting the key inland navigation metrics for a specific European country, will now be included in the quarterly reports. This first edition is on the Netherlands. Other countries will be analysed in future editions of the Market Insight, alternating between countries bordering the Rhine and Danube, then looking at countries outside these two river basins, ultimately covering every European country.

In 2017 the transport performance for goods on Dutch inland waterways represented around 1/3 of the total river-borne carriage of goods in Europe.

There were more than 5,000 Dutch cargo vessels in operation, 3,500 of them dry cargo vessels (not including pushers and tugs).

Finally, the Dutch fleet's share of the European cargo vessel fleet was 37% (based on the number of vessels).

REGULATIONS FOR NAVIGATION PERSONNEL

Regulations for navigation personnel are being overhauled

100 years after the first regulations governing certificates on the Rhine were adopted, a completely rewritten set of regulations for Rhine navigation personnel (RPN) is to come into force in 2022. CCNR experts are working towards this goal in a working group chaired by the French delegation. Experts from the riparian states of the Rhine and Belgium are endeavouring to align the crew requirements as laid down in the RPN with the guidelines governing the obtaining of qualifications under the European directive on the mutual recognition of professional qualifications that will come into force in 2022. The forthcoming redefinition of the requirements affecting deckhands, trainees, boatmen, able boatmen and boatmasters requires changes to the guidelines on age, compliance with administrative provisions, qualifications, and sailing times for deckhand members. This also applies to the guidelines for specific boatmaster authorisations to sail with the aid of radar, to sail on stretches presenting particular risks, on inland waterways of a maritime character, and to skipper vessels running on liquefied gas, as well as to the specific duties of the passenger navigation expert.

The crew requirements containing the minimum rest period and minimum crew regulations, and machine crew guidelines will initially remain unaffected by the revision currently underway. This also applies to the number and composition of safety personnel aboard vessels carrying passengers or dangerous goods.

Concerning the various types of certificate, it seems likely that the Class 2 boatmaster's certificate will be abolished as a separate certificate of qualification for boatmasters, whereas the authority and recreational certificates might be retained.

In revising the regulations, the CCNR's Member States are seeking to maintain, and in future even enhance, their close collaboration in furtherance of the safe navigation of the Rhine as regards navigation personnel, by collaborating on further modernising and digitalising manning rules and the associated documents.



Palais du Rhin
2, place de la République - CS10023
F - 67082 Strasbourg Cedex

Tél. +33 (0)3 88 52 20 10
Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org
www.ccr-zkr.org

Greater flexibility for rest periods while underway

The obligation for the crew of a vessel subject to operating modes A1 and A2 to observe a rest period of eight or six hours within a 24-hour period restricts vessels' operational capabilities. The ETF union and employers EBU and ESO have therefore requested the CCNR to look into the possibility of whether the crew in operating modes A1 and A2 can comply with the prescribed rest period while underway. Vessel operation would thus be made more flexible for A1 and A2 journeys.

With effect from 1 July 2019 a rest period while underway shall be deemed equivalent to a rest period when not underway if the crew is able to observe a rest period of six or eight hours respectively in a room in which the sound pressure level does not exceed 60 dB(A). Compliance with the requisite maximum permissible sound pressure level must be corroborated by the inland navigation vessel certificate.

It must also be possible to ensure a safe journey if in the course of an A1 or A2 journey one or more crew members aboard are taking their rest periods. That is possible if the tasks of loading, unloading and anchoring, as well as negotiating locks, and other safety aspects also, are taken into account when operating with the minimum crew. It is the boatmaster's responsibility, having regard to these considerations, to decide who it is permitted to take a rest break while underway, and when. He must ensure that the required number of crew members is always on hand, i.e. on duty, such that the safe operation of the vessel is guaranteed. At any event the boat master himself, as a minimum, must be on duty. This was expressly adopted as a condition of rest periods on board while underway.

Example 1: A vessel in vessel category 1 ($\leq 70\text{m}$) is operating in operating mode A2 (18 hours). The vessel is proceeding from Mannheim to Rotterdam in accordance with article 3.15 (1) of the Regulations for Rhine navigation personnel (RPN) with the minimum crew of two boatmasters. There are no locks on route. If no loading, unloading and anchoring tasks need to be performed and there are no other objections on safety grounds, it is possible for one boat master to be driving the vessel while the other rests.

Example 2: A vessel in vessel category 2 ($70\text{ m} < L \leq 86\text{ m}$) is operating in operating mode A1 (14 hours). The vessel is proceeding from Rotterdam to Delfzijl with a boat master, boatman and apprentice (approximately 30 hours in semi-continuous navigation). This route entails passage through several locks, but as there are three crew members aboard it is possible to schedule rest periods for the boatman and apprentice if there are no other objections on safety grounds.

The maximum sailing times in operating modes A1 and A2 continue to apply in full. It also remains the case that a crew member cannot be employed during his mandatory rest period, including also for monitoring functions and on-call duty, although the watch keeping supervisions required by police provisions do not come under this regulation.

POLICE REGULATIONS FOR THE NAVIGATION OF THE RHINE

Vessel markings in the Police Regulations for the Navigation of the Rhine

At its plenary meeting in December 2018, the CCNR adopted a resolution on the modernisation and simplification of the wording of various paragraphs in the Police Regulations for the Navigation of the Rhine relating to vessel markings (Resolution 2018-II-11). The practical requirement is to replace all the remaining references in the RPR to the official vessel number with the unique European vessel identification number. Inter alia this concerns the marking to be affixed to anchors under article 2.05 RPR, which has now been revised to take account of the transition to the ENI in identifying anchors. The markings affixed to currently existing anchors remain valid. The changes will come into force on 01 December 2019.

Incorporation of two new signs in the Police Regulations for the Navigation of the Rhine

The CCNR has decided on final changes to the Police Regulations for the Navigation of the Rhine by adopting two signs in Annex 7, "Navigation signs", one of which (E.3) gives warning of a weir and the other of an independently moving ferry-boat (E.4b) (Resolution 2018-II-14). This provides the competent local authorities with a consistent and concerted means, in the context of navigation of the Rhine, of informing boatmasters that their vessel is approaching an independently moving ferry-boat or weir. The changes do not incur any additional costs for the sector; whether the relevant signs are displayed is a decision for the competent local authorities. The changes will come into force on 01 December 2019.

E.3 Weir



E.4b Independently moving ferry-boat



Implementation of inland vessel information services (RIS) and amendment of the Police Regulations for the Navigation of the Rhine

Abolition of the technical name in electronic reporting in navigation of the Rhine

The CCNR has adopted the definitive amendment of article 12.01(2)(g)(bb) RPR doing away with the technical name in electronic reporting in navigation of the Rhine for goods the carriage of which is subject to the ADN (Resolution 2018-II-13). The aim of this change is to reduce the extent of the tasks that boat masters are required to perform during electronic reporting; at the same time the intention is to ensure consistent and harmonised application of the CCNR's rules. The change will come into force on 01 December 2019.

Mandatory requirement for small vessels using radar to switch on their radiotelephone installation

The CCNR welcomes the adoption of a definitive amendment of article 4.06(1) and (4) RPR, adding an obligation for small vessels using radar to switch on their radio telephone installation (Resolution 2018-II-12). The resolution is consistent with the implementation of the CCNR's RIS strategy; as a result of the amendment, the existing mandatory installation is supplemented by a mandatory requirement to switch it on. The change will come into force on 01 December 2019.



Palais du Rhin

2, place de la République - CS10023
F - 67082 Strasbourg Cedex

Tél. +33 (0)3 88 52 20 10

Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org
www.ccr-zkr.org