

NEW GERMAN PRESIDENCY AND ITS PRIORITIES FOR 2018 AND BEYOND

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With effect from 01 January 2018, Germany will be assuming the presidency of the Central Commission for the Navigation of the Rhine (CCNR) for a two-year term. The office of President will be held by

Mr Achim Wehrmann

**Head of the Federal German Ministry of Transport and Digital Infrastructure's Shipping section
and head of the German delegation to the CCNR.**

Mr Wehrmann will act as the CCNR's President until 31 December 2019. During this period, the Vice Presidency of the CCNR will be assumed by Belgium, the office of Vice President will be held by

Mr Christophe Lechat

**Deputy-Director, Direction Neighbouring countries, Ministry of Foreign affairs
and head of the Belgian delegation to the CCNR.**

The future president introduced the new CCNR Presidency's priorities at the CCNR's last plenary meeting in December 2017. They encompass five topics:

150 YEARS OF THE MANNHEIM ACT

17 October 2018 will be the 150th anniversary of the signing of the Mannheim Act. In view of the legal, political and institutional changes of recent years, this anniversary is the opportunity for both a critical and constructive discussion of the current relevance and future development potential of the Mannheim Act and of the CCNR as a whole. An anniversary congress in October 2018 in Mannheim is intended to provide the appropriate framework for an in-depth engagement with these issues.

CCNR-EU COOPERATION

The results-oriented collaboration with the EU is to be continued based on the current administrative arrangement. These efforts focus on the ongoing development of this collaboration and the framing of appropriate contractual working relationships with the EU COM. The range of responsibilities vested in CESNI (European Committee for drawing up standards in the field of inland navigation), set up in 2015, is to be further expanded and adequate, stable and long-term financing of CESNI ensured.

PRACTICAL INNOVATION-FRIENDLY REGULATION

The CCNR has in the past demonstrated that it was the driving force behind legal developments concerning new technologies. The CCNR must retain its leadership role here, for example by addressing issues arising from digitalisation, conclusions from the evaluation of AIS, current RIS projects, the progressive automation of on-board operations and the development of alternative ship propulsion systems and fuels.

SUSTAINABLE DEVELOPMENT

The CCNR has set itself ambitious objectives for the sustainable environmental, social and economic development of inland navigation with its "Vision 2018", adopted in 2013. With public debate focusing increasingly on noise, environmentally-harmful and pollutant emissions, greater efforts are required to cement inland navigation in the public mind as an environmentally-friendly means of transport. In concert with its partners, the CCNR will take stock of "Vision 2018" activities before deciding on the updating of these objectives having regard to its strategic guidelines.

WATERWAYS AND INFRASTRUCTURE

Several EU initiatives deal with infrastructure (Good Navigation Status, TEN-T traffic corridors). On the one hand it is important to join forces to ensure that the Rhine continues to enjoy a high level of usability of its own accord. On the other hand the importance of inland navigation in the Alps-Rhine corridor, Europe's pre-eminent and most innovative transport axis, can continue to develop thanks to free capacity. Here in particular the CCNR could lend impetus to closer integration between port operators, the shipping community and stakeholders.

The aforementioned priorities will find concrete expression in the CCNR committees' work programmes and in initiatives to be developed by the Secretariat over the next two years.



ABOUT ACHIM WEHRMANN

Between March 1996 and December 2000 Achim Wehrmann worked in the German Bundestag as the research assistant for Member of the German Bundestag (MdB) Annette Faße, the deputy transport spokesperson for the SPD Parliamentary group. Since 2001, he has held various positions in the BMWI, initially as personal adviser to the Parliamentary Secretary of State Angelika Mertens until July 2003. In August 2003, Mr Wehrmann took over as deputy head of the maritime shipping policy, maritime affairs and seaports unit. In September 2004 he was appointed as the head of this unit. This was followed in January 2007 by responsibility for the National maritime and inland navigation policy and port industry unit. Since October 2008, Mr Wehrmann has headed the Shipping section in the BMWI.

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.



CCNR

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