

## SPRING 2018 PLENARY SESSION OF THE CCNR

Ref: CC/CP (18)07

Strasbourg, 07 June 2018 – The Central Commission for the Navigation of the Rhine (CCNR) held its spring plenary session on 07 June 2018 chaired by Mr Achim Wehrmann, the head of the German delegation. Representatives of the UNECE, Danube Commission, the International Commission for the Protection of the Rhine (ICPR), and of the Czech Republic attended this plenary session in their capacity as observers.



### **6<sup>TH</sup> CCNR CONGRESS TO MARK THE 150<sup>TH</sup> ANNIVERSARY OF THE MANNHEIM ACT**

The Plenary session was the opportunity for President Wehrmann, to bid the delegations and observers a very warm welcome to the 6<sup>th</sup> CCNR Congress, which will be held on 17 October 2018 to mark the 150<sup>th</sup> anniversary of the Mannheim Act, in line with the CCNR strategy adopted in December 2017 and entitled “**A driver for a vibrant Rhine and European Inland Navigation**”.

The CCNR is celebrating the birthday with a Jubilee Congress in the historical location of the signing in Mannheim Palace. The Congress affords political, economic and administrative VIPs an outstanding opportunity to discuss the current relevance of the Mannheim Act and to unveil the broad outline of a forward-looking European inland navigation sector.

The pinnacle of the Congress will be the signing of a joint declaration by the relevant ministers of the CCNR Member States. The Congress will be rounded off with an attractive accompanying programme, including the traditional inland navigation banquet as well as an exhibition of the original historical documents. You will soon be able to find additional information about the programme and how to register to attend at [www.zkr-kongress2018.org](http://www.zkr-kongress2018.org).

The CCNR is staging these Jubilee events to commemorate one of the oldest international treaties in the world. The Mannheim Act, as the founding act of the CCNR, is not just the precursor of the Riparian states' joint navigation regime but also marks the advent of free trade and traffic on the Rhine and beyond.

### **SUSTAINED ACTIVITY AT EUROPEAN LEVEL**

In parallel with its extensive agenda, the CCNR continues to be heavily involved at European level.

For example, the Central Commission welcomed the progress that has been made by CESNI, the European Committee for drawing up standards in the field of inland navigation, and reiterated its solidarity with its European body, which is the outcome of enhanced collaboration with the European Commission. The CESNI Committee is currently putting together its work programme for 2019 to 2021.

The CCNR also welcomed the fruitful and ongoing collaboration with other international organisations. Mrs Schulte-Wülwer-Leidig of the ICPR, Mrs Ivanova of the UNECE and Mr Schindler of the Danube Commission also affirmed their readiness to continue this collaboration.

### **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.



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](mailto:ccnr@ccr-zkr.org)  
[www.ccr-zkr.org](http://www.ccr-zkr.org)

## **ECONOMIC SITUATION OF INLAND NAVIGATION IN EUROPE**

In September, in collaboration with the European Commission, the CCNR will publish its new 2018 annual Market Observation report on inland navigation. The data for the Rhine is already available and was presented at the plenary session.

The transport volume on the Rhine in 2007 remained approximately at the previous year's level at 186,4 million tons. Coal and agricultural produce posted losses (knock-on effects of a poor harvest in 2016), whereas there were increases primarily in container traffic and for metals.

After relatively weak growth in the two previous years, container traffic on the Rhine was up 6% in 2017, both in terms of freight volume transported and TEU. Special factors played a role in this. More specifically, a construction site accident blocked the railway track along the Rhine for several weeks in the summer of 2017 at Rastatt, considerably boosting container traffic on the Rhine. These beneficial effects were very noticeable in terms of transshipment volumes in Swiss Rhine ports. Container traffic on the Rhine increased by no less than 84% in the period 2000-2017. It even doubled if one compares 1999 with 2017.

Freight traffic on the tributaries of the Rhine in 2017 increased by more than on the Rhine itself. Almost 11 million tons was carried on the Moselle, plus 13.5%. Within this, container transport growth was even higher, almost 15%. More than 16 million tons was carried on the Main in 2017, 4% more than in 2016.

Container traffic on waterways beyond the Rhine has remained a relatively minor phenomenon to date. Traffic on the Elbe and the Mittelland Canal in North Germany is increasing. The Weser suffers from infrastructure constraints (under-dimensioned locks in particular), resulting in a decline in the transport volume. Container traffic in the Ruhr is relatively stable. It has been extremely light thus far on the Danube and in the Berlin area. Container traffic on the French waterways is increasing, primarily on the Seine and in the Nord-Pas-de-Calais territory. Declines were observed on the Rhône in 2016 and 2017 owing to transshipment bottlenecks in the Port of Marseille. For example, new maritime alliances disrupted the inland navigation container routes in 2016 and 2017. Temporary high water episodes also played a role.

The demand for river cruising in 2017 on the other hand failed to match the same high growth rates it enjoyed in 2014 and 2015. The reasons are to be found in the terror attacks that have occurred since then in Europe with these incidents dampening American demand in particular.

Both the Danube and Rhine continue to account for the bulk of all European cruises. On the Danube the river cruise segment had to contend with both high and low water conditions in 2013 in 2016 but experienced a phase of stabilisation in 2017. The Rhine posted traffic growth of 20% in 2017.

As usual, the annual report, which will be published in September 2018, will contain more detailed information on the economic situation of inland navigation in Europe as a whole. It will also pay particular attention to urban traffic by navigable waterway (example: Paris) and to the transport of biomass as a new market.

## **THE CCNR MODERNISES THE LEGAL FRAMEWORK OF ITS PROFESSIONAL QUALIFICATIONS**

The CCNR has begun a major programme of work to amend its Regulations for Rhine Navigation Personnel (RPN), aiming to pave the way for incorporating CESNI standards and putting in place a competencies-based approach to professional qualifications, akin to directive (EU) 2017/2397 adopted last December. Conducted in close collaboration with other international organisations, this work aims to ensure high levels of safe navigation on the Rhine and an efficient system for the responsible authorities involved and for the sector.



**CCNR**

CENTRAL COMMISSION  
FOR THE NAVIGATION OF THE RHINE

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

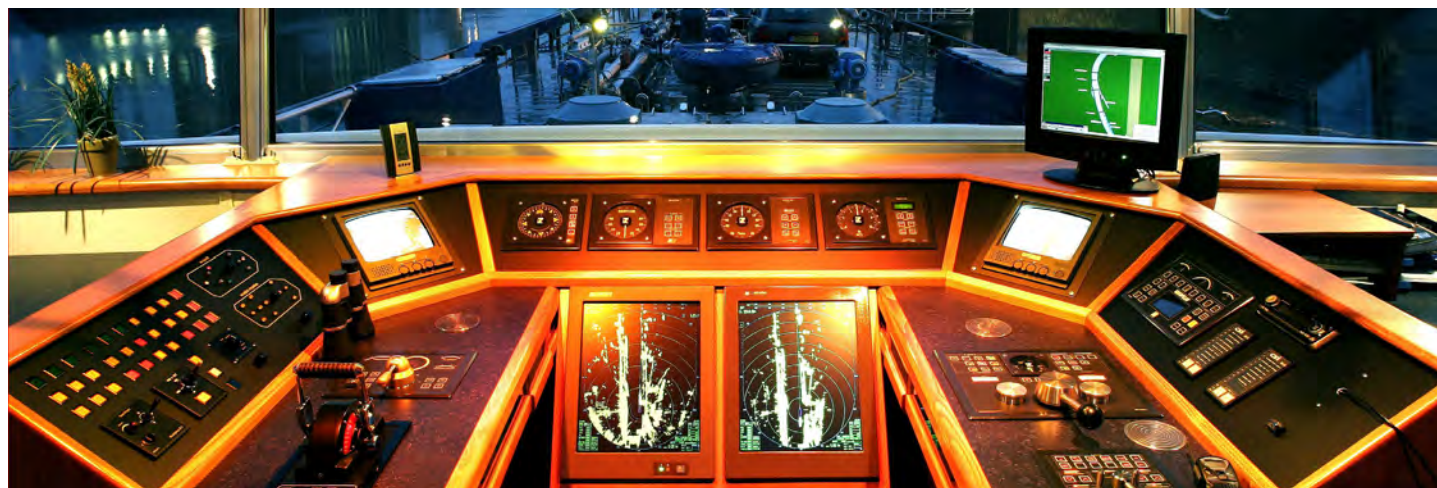
Tél. +33 (0)3 88 52 20 10  
Fax +33 (0)3 88 32 10 72

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



## ANNEXES (for the specialist press)

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### **MANDATORY POSSESSION OF INLAND AIS EQUIPMENT AND ELECTRONIC CHART DISPLAY SYSTEMS: TOWARDS THE DEVELOPMENT OF A PLAN OF ACTION**

To improve the safe navigation of the Rhine and to provide boatmasters with additional information, with effect from 1<sup>st</sup> December 2014, the CCNR introduced the obligation to fit Inland AIS equipment and Inland ECDIS devices or comparable chart display devices. Two years after this decision was implemented, in 2016 the CCNR decided to conduct an online survey to gather information from the various participants, to evaluate the difficulties and problems encountered by users as best it could, and to enable those individuals affected by these requirements to propose improvements.

The CCNR has published the survey's findings. The analysis of the findings, after consulting the participants, culminated in the drawing up of around 60 recommendations addressing both safety and reliability, as well as technical aspects and issues concerning confidentiality and monitoring.

In adopting the aforementioned resolution, the plenary session of the CCNR is calling on its Police Regulations Committee to examine the conclusions and recommendations developed on the basis of the evaluation and identify, based on an action plan, the activities and measures arising with a view to their inclusion in its work programme reflecting their priority (resolution: 2018-I-13).

### **IMPLEMENTATION OF RIVER INFORMATION SERVICES (RIS) AND ADAPTATION OF THE POLICE REGULATIONS FOR THE NAVIGATION OF THE RHINE (RPR)**

#### *Inland AIS equipment*

The CCNR has adopted a final amendment of article 4.07(2) and (4) of the RPR which aims to supplement the requirements governing the installation and use of an inland AIS device (resolution: 2018-I-11). This resolution follows the survey conducted by the CCNR in 2016 in close collaboration with the profession.

Given that the failure of the Inland AIS device is capable of immobilising the vessel, with possible economic consequences, some boatmasters have

decided to fit their vessel with two AIS devices so that they can also continue to operate should one Inland AIS device fail. This equipment redundancy was not envisaged in the regulations. If two AIS devices were to be switched on for the same vessel, this could affect the safe navigation of the Rhine. Indeed, the chart display system would show two vessels when in fact they are one and the same vessel. This being so, the primary aim of these amendments to the RPR is to lay down the following principle: *"At any given moment there should be one AIS device, and one only, transmitting for one vessel or one convoy"*.

Secondly, these amendments to the RPR aim to stipulate that the Inland AIS device must transmit at maximum power. Indeed, the Inland AIS device has a power output of 1 W or 12.5 W. If its power output were 1 W, the signal transmitted by the Inland AIS device would be weaker and the other vessels would risk receiving this signal too late.

Thirdly, these amendments to the RPR aim to add the call sign to the data the AIS device is required to transmit. This item of data enables each ship station to be identified. These amendments will come into force on 1<sup>st</sup> December 2018.

#### *Exemption from mandatory electronic reporting*

With effect from 1<sup>st</sup> December 2018 mandatory electronic reporting will be extended to all vessels intended for the carriage of goods in fixed tanks referred to in article 12.01 of the RPR. This extension will enable the safe navigation of the Rhine to be improved yet further and make life easier for boatmen, while helping to digitalise the sector. Nevertheless, in the wake of the conclusions arrived at by the RIS workshop on 17 November 2017, representatives of the profession signalled the need to grant exemptions for supply vessels and oil separator vessels playing a supply role. Aware as it is of sector realities and in order to avoid imposing disproportionate constraints on these vessels, which operate only on short stretches of the waterway, the CCNR has adopted a resolution exempting supply and oil separator vessels from mandatory electronic reporting (resolution: 2018-I-12). These amendments will come into force on 1<sup>st</sup> December 2018.

### **ONGOING AND CONSISTENT ADAPTATION OF THE POLICE REGULATIONS**

At its plenary session in June 2018 the CCNR adopted a resolution aiming to convert various temporary requirements into final requirements, with a view to facilitating the clarity and implementation of the RPR. This concerns the following areas: loading, visibility and maximum passenger numbers as well as restrictions on navigation during high water upstream of the Spijk ferry (resolution: 2018-I-9). Accordingly this resolution confers final status on these requirements, while ensuring ongoing and consistent adaptation of the RPR.

With a view to clarity and intelligibility, the CCNR also adopted final amendments to the Police Regulations to take account of changes to the ADN (resolution : 2018-I-10). These amendments aim to harmonise references to the ADN and to bring the three language versions into line with one another. These amendments will come into force on 1<sup>st</sup> December 2018.



# CCNR

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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

## **MODERNISATION OF PROFESSIONAL QUALIFICATIONS: OVERHAUL OF THE REGULATIONS FOR RHINE NAVIGATION PERSONNEL (RPN)**

The CCNR has begun a major programme of work to amend the Regulations for Rhine Navigation Personnel (RPN), aiming to pave the way for incorporating CESNI standards and putting in place a competencies-based approach, akin to directive (EU) 2017/2397. Dated 12 December 2017, this European Parliament and Council directive concerns the recognition of professional qualifications in the field of inland navigation and abrogates Council directives 91/672/EEC and 96/50/EC.

Directive (EU) 2017/2397, which is based on joint preparatory work by the European Union and the CCNR, envisages a two-year period, until January 2020, for adopting the delegated acts based on CESNI standards governing:

- medical fitness;
- the professional competencies of navigation personnel;
- practical examinations and the simulators used during these exams.

To establish identical requirements for professional qualifications throughout Europe, the CCNR will undertake modernisation of the RPN with the following objectives:

- maintain the safe navigation of the Rhine at a high level;
- ensure a single Rhine legal regime;
- recognise European certificates and ensure the recognition of Rhine qualifications within the new legal regime;
- modernise and harmonise the law as it relates to professional qualifications in Europe;
- strive to achieve the most coherent implementation possible with the transposition into the various national laws of directive 2017/2397;
- enable CESNI standards to be incorporated into the RPN;

- play a partner role in the electronic register envisaged by directive 2017/2397;

- facilitate the controllability of certificates of qualification by ensuring that one individual cannot hold several certificates for the same qualification;

- pursue a high degree of integration on the one hand, and administrative cooperation on the other hand between the powers of the Rhine authorities, thus making it possible to facilitate and streamline Rhine navigation initiatives (examples: issuing, amending or renewing licences or medical certificates);

- continue the close co-operation in Europe, in particular with the EU, the UNECE, the river commissions and States that have entered into an administrative arrangement with the CCNR for recognising boatmasters' certificates and sailing times.

During its plenary session, the CCNR invited international observer organisations to report on where they are at with their thinking and activities so as to open a dialogue on possible future cooperative ventures.



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