

# Strategy for the CCNR



The environment of Rhine navigation and CCNR is subject to constant change. Rhine navigation is increasingly integrated into the global economy. Political, legal, social and technical decisions concerning Rhine navigation have progressively a European dimension. The CCNR therefore sees the need to base its activities on strategic guidelines that take account of this change and its shaping.

## **Resolution A driver for a vibrant Rhine and European Inland Navigation**

Building on its expertise and on the Act of Mannheim of 17 October 1868 and its subsequent protocols assuring freedom of navigation on the Rhine;

Recalling other international legal instruments created at its initiative, such as the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), the Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways (CDNI), Administrative centre for the social security of Rhine boatmen (CASS), the Convention on the Limitation of Liability in Inland Navigation (CLNI) and the Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI);

Supporting the sustainable development of the European transport system;

Prompted by the many socio-economic advantages of a robust, innovative and sustainable inland navigation, and determined to further promote its full potential on the Rhine and European waterways as an integral part of the intermodal transport system of the future;

Recalling, that in 2015, the CCNR has taken the lead in the creation of the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) in close collaboration with the European Commission;

Aiming at further improving and harmonising inland navigation standards and regulations, while maintaining the highest levels of safety, efficiency and competitiveness, through innovation and modernisation;

Acknowledging the role and competences of the European Union (EU) in the field of transport, including inland navigation, notably through its Trans-European Transport Network policy (TEN-T);

Recognising the various missions and obligations of other river commissions, the United Nations Economic Commission for Europe (UNECE) as well as other international organisations and inland navigation actors, and welcoming their valuable input to the development of inland navigation;

Recalling the long tradition of consistent and close cooperation with key representatives of the profession and industry, including sea and inland ports.

## **The CCNR adopts the following strategic guidelines:**

### Principles

The Act of Mannheim and its protocols remain the foundation for the activities of the CCNR. Free and safe navigation on the Rhine remain important pillars of inland navigation in Europe. As the oldest and foremost international organisation for inland navigation, the CCNR shall continue to promote the Rhine as an active pilot for innovation of inland navigation in Europe.

The CCNR maintains and develops its core competences for safety regulations, infrastructure, environment and social matters. It aims at the adoption of provisions for improved working conditions and social welfare for inland navigation personnel.

The CCNR continues to support and strengthen inland navigation in all available ways as a sustainable transport mode with extensive spare capacity along the Rhine as well as in the broader European and international context. Throughout its work, the CCNR also continues to support national, regional and global sustainability goals and initiatives, in particular by adopting the vision of zero emissions from inland navigation vessels by 2050 and assisting in the further development and implementation of the CDNI.

The CCNR further enhances the advantages of inland navigation as an important transport mode and promotes modal shift towards the latter by addressing new challenges facing inland navigation, through innovation and digitalisation.

The CCNR continues to be the prime centre of competence and point of reference for all fields of inland navigation, taking full advantage of its expert knowledge and accumulated experience.

### International cooperation

The CCNR maximises the results of its actions by further deepening and strengthening its long cooperation with the European Union, notably the European Commission, as well as in the domain of the TEN-T corridors.

The CCNR continues to facilitate and promote the successful activities of CESNI as an innovative, efficient and inclusive governance instrument, in order to contribute to high-quality inland navigation in Europe. The CCNR also promotes the activities of CESNI through working relations with the European Parliament and the Council.

The CCNR continues the development of standards in the fields of technical prescriptions for vessels and their equipment and of professional qualifications. Furthermore, it advocates the harmonized implementation in all member states, and inclusion of new areas of activity in CESNI.

The CCNR is open-minded for a permanent strong partnership with the European Union, to which it contributes its long-standing expertise and experience. The CCNR aims for a long-term agreement with the latter, acknowledging the CCNR as an international partner organisation and assuring longterm financing of CESNI and related activities.

The CCNR explores ways to enhance the efficiency of its long-standing cooperation with river commissions, the UNECE and other international organisations and inland navigation actors such as the International Commission for the Protection of the Rhine and the International Transport Forum.

To achieve its ambitions, the CCNR continues its long tradition to take into account the work and input of key representatives of the profession and industry, including sea and inland ports, with whom it pursues its close consultation and cooperation, including in CESNI.

The CCNR taking all appropriate measures to meet its objectives continues to be the driver for a vibrant Rhine and European Inland Navigation sector.