

THE CCNR APPROVES A REDUCTION IN THE STRETCHES WITH SPECIFIC RISKS ON THE RHINE

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At its plenary session on 5 December 2024, the CCNR agreed a significant reduction in the number of stretches on the Rhine designated as presenting specific risks. There will now only be two such stretches: one on the Upper Rhine (km 335.66 to km 425.00) and one on the Middle Rhine (km 498.00 to km 592.00). The resolution approved during the plenary session will enter into force on 1 July 2025.

With this change, the CCNR intends to relax the requirements for the profession where this can be done without compromising safety. This measure will also allow boatmasters easier access to the Rhine navigation, make working conditions more flexible and help to combat the shortage of qualified personnel.

OLD SECTORS WITH SPECIFIC RISKS VS NEW SECTORS

Until now, the stretch of the Rhine from km 335.92 (Iffezheim locks) to km 857.40 (Spyck ferry) has been designated as a stretch with specific risks. In order to navigate on this stretch, boatmasters must have completed a certain number of voyages on the sector and have passed an exam, as set out in the Regulations for Rhine Navigation Personnel (RPN).

The adoption of the new resolution on 5 December 2024 reduces the number of sectors with specific risks to two:

- On the Upper Rhine: from km 335.66 (Wintersdorf road bridge) to km 425.00 (Mannheim)
- On the Middle Rhine: from km 498.00 (Mainz/Mainz-Kastel road bridge) to km 592.00 (Koblenz, mouth of the Moselle)

Stretches of the Rhine currently identified as presenting specific risks



Future stretches of the Rhine identified as presenting specific risks



Red addition by the German delegation to the CCNR
 Source: Fachstelle für Geodäsie und Geoinformatik, zur Verfügung gestellt gemäß GeoNutzV



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Thus, the specific authorisation requirements for boatmasters (i.e. the specific authorisation to navigate on inland waterways designated as stretches presenting specific risks) will only apply to the newly defined stretches. This means that these two stretches will require boatmasters to have additional competences, in order to ensure the safety of navigation. In addition, national authorities will be able to recognise national licences on the entire Rhine: these can be used in place of the sports licence or the administration licence.

FOCUS ON SAFETY

The reduction in the number of stretches presenting specific risks follows an examination carried out by the competent German authority. This easing of the regulations is explained by the fact that nowadays the waterways are well marked. Furthermore, the use of navigation tools and aids – such as Inland ECDIS, superimposed radar images, etc. – means that navigating there is no longer a problem.

LENIENCY

The delegations involved will instruct their monitoring authorities not to penalise the absence of a specific authorisation, between the adoption of the resolution and its entry into force, on sections which in the future will no longer be considered as presenting a specific risk. This leniency measure will apply to boatmasters who wish to obtain the specific authorisation for the Rhine between 5 December 2024 and 1 July 2025. They will not have to take the exam for stretches with specific risks that will be removed from the list.

In the meantime, and if there are more detailed questions, those concerned by this measure can contact the competent national authorities. The German delegation will also make information available on the website: <https://www.elwis.de/DE/Startseite/Startseite-node.html>.

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.



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