

## PLENARY SESSION SPRING 2025

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On 5 June 2025, the Central Commission for the Navigation of the Rhine (CCNR) held its spring plenary session in Strasbourg. A number of resolutions were adopted, relating to the economic situation of inland navigation, the energy transition, the service record book and the recreational boatmaster's certificate, matters concerning the Rhine waterway, and the cooperation with EADINS.

### THE ECONOMIC SITUATION OF THE RHINE WATERWAY

The volume of goods transported on the Rhine in 2024 was 284.5 million tonnes; this figure was 2.6% higher than the figure for 2023 (276.5 million tonnes). Of the goods transported on the Rhine, petroleum products, chemical products, and sand, stones and gravel were the three most important market segments, as was also the case in 2022 and 2023. Generally speaking, in 2024, the transport of goods on the Rhine benefited from the recovery in overall demand generated by the fall in inflation and the indexation of salaries. The demand for liquid bulk transport has increased by +5.5% for petroleum products and +6.7% for chemical products. For dry goods, the situation is variable across the different market segments: -1.8% for sand, stones, gravel and construction materials; +2% for containers; +6.8% for agricultural and food products; -0.1% for iron ore; -13.3% for coal and +3.4% for metals. Looking at the various segments, the near future suggests a moderate but uncertain recovery in the [main markets for inland navigation](#).

### REGULATORY FRAMEWORK FOR ALTERNATIVE SOURCES OF ENERGY

As part of its work to reduce emissions and promote innovation, the CCNR has adapted its Police regulations for the navigation of the Rhine (RPR). The aim is to establish a modern and secure regulatory framework for the use of alternative sources of energy, i.e. methanol and accumulators. These significant amendments to the RPR are based on the experience gained on the Rhine by means of the derogations granted by the CCNR to innovative pilot projects.

The changes relate in particular to:

- the marking of vessels;
- refuelling or replacing an exchangeable tank;
- passing through locks;
- berthing;
- watch and surveillance;
- vessel safety, ensuring the presence on board of a person with the appropriate skills.

The RPR has also been amended to include a new arrangement of the berths near Wesseling and Cologne-Godorf. This distribution maintains the possibility currently offered to vessels displaying two blue cones to moor in the harbour at Wesseling. At the same time, it will be possible to use the mooring dolphins without hindrance from other vessels.

These changes to the RPR will enter into force on 1 June 2026.

### 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.*


**CCNR**

 CENTRAL COMMISSION  
FOR THE NAVIGATION OF THE RHINE

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## REDUCTION OF INLAND NAVIGATION EMISSIONS

The CCNR [roadmap](#) for reducing inland navigation emissions, adopted in 2021, sets out the transition pathways for the fleet and identifies a number of financial, regulatory and voluntary measures. The CCNR reiterates its willingness to work together with the profession, the institutions of the EU and European partners to face the challenges involved. During its plenary session in June 2025, the CCNR adopted a report on the progress made in implementing the roadmap and the need to update it. The CCNR welcomes the progress achieved in the implementation of the roadmap, while recognising that it has not yet been possible to put certain measures in place. The CCNR is preparing a possible revision of the roadmap for 2030, which would include aspects such as:

- updating research work, in particular the economic and technical evaluation of the technologies that contribute to the development of zero-emission inland shipping,
- consulting the approved organisations of the CCNR in a hearing on 16 October 2025.

## AMENDMENTS TO THE SERVICE RECORD BOOK AND THE RECREATIONAL BOATMASTER'S CERTIFICATE

A number of amendments to the Regulations for Rhine navigation personnel (RPN) were adopted at the spring plenary session. The first change concerns the service record book. In the future, helmsmen may opt not to have sailing times recorded in their service record book. This will reduce the administrative burden if they do not intend to seek an additional qualification. This decision will need to be recorded in the service record book. A second change to the RPN is intended to extend the exemptions and concessions for certificate examinations. Authorities will be able to exempt candidates seeking to obtain a recreational boatmaster's certificate from the practical examination if they have already obtained a corresponding national certificate.

These amendments of the RPN will enter into force on 1 January 2026.

## MATTERS RELATING TO THE RHINE WATERWAY

At its plenary session, the CCNR approved various construction projects on the Rhine:

- the laying of a concrete pipe, by means of microtunnelling, under the Rhine riverbed for the creation of a heating network linking Kehl and Strasbourg;

- the construction of a new road bridge and the removal of the existing bridge over the Lek, near Hagestein;
- maintenance work on the lock-dam complex at Amerongen, on the Nederrijn
- the modernisation of the industrial automation systems at the lock-dam complexes at (Driel, Amerongen and Hagestein, on the Nederrijn;
- changes in water levels in the vicinity of the Iffezheim lock.

On 28 April 2025, the CCNR also adopted a resolution by written procedure. It concerned the construction of a second road bridge over the Rhine, between Wörth and Karlsruhe.

Finally, the CCNR welcomes a number of measures intended to improve conditions for navigation on the Rhine: the supply of bedload at Iffezheim, on the Middle Rhine and on the Lower Rhine; the stabilisation of the riverbed downstream of Iffezheim and at Bockum-Krefeld; and the dredging on the Upper Rhine and the Middle Rhine (Mainz-Weisenau).

## COOPERATION WITH EADINS

The CCNR has granted the status of approved organisation to the European Association of Developers of Inland Nautical (EADINS). Created in 2019, EADINS represents most of the companies involved in the development of on-board software related to river information services (RIS). These companies are also active in other areas, such as the automation of navigation, in particular track guidance assistants for inland navigation (TGAIN) and container management software.

EADINS is invited to participate in the work of the CCNR, particularly in the fields of digitalisation (notably the regulations relating to the use of RIS and TGAIN) and automation.

## NEXT PLENARY SESSION

The next plenary session of the CCNR will be held in Strasbourg, on 4 December 2025.

From mid-July 2025, all the resolutions adopted at the plenary session will be available on the CCNR website at: <https://www.ccr-zkr.org/13020400-en.html>.



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