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Towards a modern inland waterway fleet: Achievements and needs for further action

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Central Commission for the Navigation of the Rhine (CCNR)

**1815 | CREATION**

**1868 | MISSION**
Freedom and prosperity of navigation of the Rhine

**INTERNATIONAL ORGANIZATION**
Member states
Close cooperation with

**DOUBLE FUNCTION**
Regulatory authority
Platform for promotion of IWT

**AREAS OF WORK**
Safety | Economy | Infrastructure & Environment | Crews | Transport law

**FUTURE | ONE VISION FOR SUSTAINABLE IWT IN EUROPE**

*In support of NAIADES II*
Newbuildings (2000-2012) as a percentage share of the total fleet in 2013

- Among the four segments, liquid cargo and river cruises showed the strongest newbuilding rate in 2000-2012.
- Newbuilding rate is stronger when it is based on tonnage increases.
- This reflects the increase of the average tonnage per ship in 2000-2012.

Source: IVR and calculations CCNR
Newbuilding volumes (2000-2012) in the dry cargo and liquid cargo segment

- Newbuilding rates reached a peak in 2009
- Liquid cargo segment shows a kind of “phase shift”, when compared to the dry cargo segment
- This phase shift results from the shift from single to double hull vessels and different demand factors

Source: IVR and calculations CCNR
Demand side: Transport volumes on the Rhine (2002-2012)

- 2/3 of the transport volumes is dry cargo
- 1/4 is liquid cargo
- 1/12 (or 8%) is container transport

When it comes to the newbuilding rates, the liquid cargo segment absorbs an over-proportional share of all newbuilding activity.

Source: destatis and calculations CCNR
Needs for further action (I)

1) ENVIRONMENTAL QUALITY | Reducing air pollutant emissions through innovations

- **ENABLE** | Standardization of new technologies, amendment of regulations
  - Regulations for use of LNG (and other alternative fuels) as a fuel *(works on-going)*
  - Further standardization activities on EU and member state level

- **STIMULATE** | Tighter emissions limits
  - Proposal will come from COM: Revision of Directives 97/68/EC & 2006/87/EC
  - More ambitious emission limits in due consideration of sector’s economic and financial capacities *(analyses on-going)*

- **SUPPORT** | Coordination and funding
  - Funding from EU programmes (CEF, Horizon 2020) and member states
  - Platform activities, including monitoring and information exchange *(on-going)*
Needs for further action (II)

2) QUALITY OF GOVERNANCE | Harmonized European standards for a level playing field

- DG MOVE – CCNR JOIN FORCES | Administrative Arrangement signed in 05/2013

  - Areas:
    - Unified technical standards for inland vessels
    - Professional qualifications
    - Market observation

- NEW GOVERNANCE STRUCTURE | Involving both EU and CCNR member states

  New committee CESTE to be established under the auspices of the CCNR (IWT industry shall be granted observer status)

  Adapt existing regulations to take account of new structure

  Proposal for a Directive laying down technical requirements for inland waterway vessels (still to be amended by COM – Parliament should focus on general procedural provisions)

- A FRAMEWORK FOR QUICK IMPLEMENTATION OF NEW TECHNOLOGY | Focus on safety targets and processes

  Strengthen shipping industry’s responsibility for safety measures
Conclusions

- Implementation of NAIADES II will together with VISION 2018 support continued modernization of inland navigation fleet
- Close cooperation with partners & stakeholders and sufficient funding for projects from CEF and Horizon 2020 will be essential

Thank you for your attention!