



INLAND WATERWAY TRANSPORT EVENT 2015 3 March 2015 Brussels

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“POTENTIAL OF IWT AS SUSTAINABLE CARRIER OF FREIGHT AND PASSENGERS”

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Ladies and gentlemen,

This year, we are celebrating the decision to establish the CCNR 200 years ago. That makes the CCNR the oldest intergovernmental organization in the world, but I assure you that we are thriving with youthful élan. The CCNR is looking ahead to the future, a future full of challenges.

As we just heard from Mr. Onidi the world of Inland Navigation has expanded from a river to a corridor. With that corridor approach the navigation on the Rhine is not only connected to other corridors, but also to other modes of transport. This change of framework has its consequences for the CCNR. I would like to share with you my thoughts on the process that is developing: the CCNR at the nexus of a participation organization.

The Dutch presidency of the CCNR has three priorities:

- greening of inland navigation;
- modernization of professional qualifications for crew members;
- European wide common standards and better technical regulations for the fleet.

In my opinion, to be successful on these topics, we must focus on the governance of inland navigation and play our role in collaboration with other stakeholders. New regulations must be uniform throughout Europe, as simple as possible and acceptable for the sector.

The establishment of CESNI, the Committee for the realization of technical standards in Inland Navigation, is the way for the CCNR to fulfill these requirements. The governance paragraph of Naiades II has shown us the possibilities and together with the European Commission we are working out a possible formula for the realization of CESNI.

The cornerstone of CESNI is participation. All member states of the EU and the river commissions of Europe will of course be taken in. As are the branch organizations and the classification societies. In the CCNR we will actively lay down the ground rules for the work in The CESNI Committee. The secretariat of the CCNR will provide assistance so that the work will run smoothly. Without the financial help of the European Commission however this would not be possible so I thank them for their commitment in that field. Hopefully we will together attend the first Meeting of CESNI later this year.

The first standards CESNI is going to formulate, will be in the field of the professional qualifications and the technical provisions. The new professional qualifications will enable the use of state of the art techniques and technologies for training facilities all over Europe, such as The competences of all graduates will be higher than before but, more importantly, also comparable. In this way we can ensure the widest possible mobility for graduates throughout Europe, and that is of crucial



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importance for the attractiveness of the profession. Hopefully this will enable the industry to face the expected shortage of personnel.

Work on the technical provisions is nearly finished already in the Joint Working Group with the expert support of the secretariat of the CCNR. But, as this is one piece of the jigsaw puzzle of a harmonized system, it needs to be finished together with the Technical Directive. I hear the Latvian presidency is making excellent progress on that for which I congratulate them. If all the puzzle pieces fit together we will have a complete picture before the end of the year.

I sincerely hope that the work within CESNI will be successful so that it can expand to other fields of legislation. An important success factor is the acceptance of regulations by the sector. Regulations must be regarded as reasonable and proportional. The starting point in the regulation process should therefore be a thorough problem analysis. Then the solutions should as much as possible be found in goal based and simple regulation so that the industry gets a maximum of responsibility and flexibility.

A good example of goal based regulation are the CCNR- and EU standards for the main engines. No rules on how to do it, but just the standards for the exhaust. That leaves industry space to find innovative and the most efficient solutions. In the further development of rules, we want to go on in this way.

Of course I hope that the new standards will enable the use of LNG as the most promising transitional fuel for inland navigation. We have worked hard and will be able to decide on the LNG legislation this year. There are rules for the police regulations; how much distance needs to be held from a vessel that is being bunkered, the marking of an LNG powered vessel etc. Rules for the education so that crews can work safely with LNG installations and bunkering. And of course technical rules for the use and safety of LNG containment systems, engine rooms etc.

The establishment of LNG legislation contributes to a much larger objective: the greening of the fleet. If inland navigation wants to keep its position as an environmentally friendly mode of transport, greening is an absolute necessity. This challenge must be taken up by all of us.

CCNR might be the oldest international organization in the world, but you see the CCNR is looking ahead and works hard to make it possible that inland navigation will stay the most efficient and green mode of transport.

Thanks for your attention.