PRESS RELEASE

ES-TRIN 2019 STANDARD ADOPTED BY THE CESNI COMMITTEE

EBU and ESO welcome the results that have been achieved after many years of extensive deliberations. The solutions for difficult transitional measures incorporated in ES-TRIN 2019!

The CESNI-Committee has adopted on 8 November 2019 the new European Standard laying down Technical Requirements for Inland Navigation vessels ES-TRIN 2019, and replacing the ES-TRIN 2017. The solutions for difficult transitional measures are incorporated. EBU und ESO associated in the " European Inland Waterway Platform (IWT Platform)" have fully participated in the negotiations to make sure that the interests of the inland waterway transport sector will be taken into account as far as possible. The common efforts are now clearly yielding fruit!

ES-TRIN 2019

In order to guarantee a high level of safety of the transport on inland waterways and consider the technological developments, the European Standard laying down Technical Requirements for Inland Navigation vessels ES-TRIN is subject to a regular revision. ES-TRIN on itself is not binding. The Central Commission for the Navigation on the Rhine and the European Union will refer to it in their statutory framework, as with currently applicable Standard ES-TRIN 2017. ES-TRIN 2019 will enter into force on 1 January 2020.

Links ((pay attention with printing: 534 pages!)

- CESNI ES-TRIN 18_15 nl
- CESNI ES-TRIN 18_15 en
- CESNI ES-TRIN 18_15 de
- CESNI ES-TRIN 18_15 fr

New in the ES-TRIN 2019 are the transitional measures for electric vessel propulsion in chapter 11. Furthermore transitional measures have been introduced for existing vessels concerning the new provisions established for electrical equipment's and installations in chapter 10 in ES-TRIN 2017. And – very important for the inland waterway transport sector! – the solutions for difficult transitional measures have been incorporated in ES-TRIN 2019.

Solutions for difficult transitional measures

It takes long to formulate new regulations and if necessary even longer to change the regulations. Detailed studies, extensive deliberations and many years of intense engagement of the inland

waterway transport sector have resulted in a solution for difficult transitional measures. They refer to noise protection, models for electrical equipment's and installations, ship's boats, escape routes and propulsion systems for passenger vessels, all serious bottlenecks for the inland waterway transport sector. EBU and ESO are pleased that with ES-TRIN 2019 solutions in the interest of the inland waterway transport sector were found.

Bottleneck: Noise Protection

A large bottleneck within the transitional measures are represented by the noise protection requirements to vessels constructed before 1976. This concerns approx. 95% of the total European Inland Navigation fleet. If no solution was found, all these vessels would have been forced to fulfil the current requirements on noise protection by 2020, which would have caused enormous investments for the owners of inland navigation vessels. EBU and ESO are pleased that a solution has been achieved on an international level, enabling the owner of inland navigation vessels to reduce the noise level at acceptable costs and to contribute at the same time to the health of the crew.

Bottleneck solutions for the passenger fleet

The transitional measures for the passenger fleet are also included in ES-TRIN 2019. These involve escape routes that must avoid galleys as well as second independent propulsion systems. For both bottlenecks solutions have been created in the interest of the inland navigation sector on the basis of alternatives that are founded on studies.

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