

SPEECH BY PRESIDENT DR. GUNTHER JAEGER AT EBU EVENT 9.3.2017

1. INFRASTRUCTURE

Precondition for the functioning of the industry and guaranteeing the realisation of EU goals in terms of economy, ecology

- IWT is represented in 7 of the 9 Ten-T corridors, in some of them with a modal share (f.e. 54 % in Rhine Alpine)
- The recently released 2nd Workplans of the TEN-T coordinators show severe deficits in terms of reaching the Key Performance indicators
 - a. Example: Rhine Danube corridor where the targeted depth according to waterway managers reached is (only) 43 % (decrease of 18 % since 2013!).
- The reasons for these deficiencies are well known.
- To quote the coordinator of the Rhine Alpine corridor: "IWT can perform an important role for the development of the region. This statement is conditional to a real political will to develop navigability! **One thing is for sure, the use and maintenance of river navigability for transport is safer and much cheaper than the use and maintenance of roads and rails.**"
- EBU therefore –together with 30 other involved stakeholder associations – called for more CEF budget.
- EBU also wants to be closer involved in the corridor fora, to stronger contribute to the elaboration of the multimodal corridor concept and better integrate inland waterway transport

2. GOVERNANCE

Public level

- Importance of close cooperation between EC and river commissions, mainly CCNR
 - o CESNI to be continued in a permanent structure rather than ad hoc
 - o Strengthening IWT through a strong institutional cooperation between EC and CCNR based on a sustainable structure and guaranteeing continuity (based f.e. on an agreement between EC and CCNR rather than a contractual relationship as is the case with CESNI in the actual situation)
 - o Such long term cooperation should allow to commission CCNR to take over all relevant tasks to support IWT enabling a strong involvement by the relevant IWT Member States

Private level

- IWT platform as vehicle for a strong IWT sector representation and support for public administrations in IWT matters
- For which we hope the Commission will take a formal decision shorttermed!

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3. LABOUR MARKET AND EDUCATION

Professional Qualifications

- EBU welcomes the Commission proposal on the recognition of professional qualifications in inland navigation which is intended to increase workers mobility in the sector.
- It is expected to support the sector in attracting qualified people.
- The proposal sets up a common system of qualification certificates for deck crew members, from apprentices to boatmasters. Holders of such a certificate will be able to practice their profession across the European inland waterway network. It replaces the current experience-based system by a competency-based system.
- EBU however expects that the requirements are in line with existing best practices and **the existing level of safety** on major inland waterways in Europe must at least be preserved. The high level of safety must be ensured through:
 - The elaboration of standards by the European Committee for drawing up Standards in Inland Navigation (CESNI).
 - Keeping intact a coordinated river basin approach for international standards on knowledge of specific risks, at least for cross-border rivers, also in third countries, with two or more stretches with specific risks .
 - Avoiding certificate shopping by restricting the issuing of qualification certificates to member states with navigable waterways.
- The approach should also allow to exclude regional waterways that are not linked to the navigable network of other Member States.

Social security

- Through the cooperation within the social dialogue EBU and its social partners share a joint position on the rules to determine the applicable social security law with regard to international transport activities.
- The Social Partners in IWT called upon the European Commission to extend the applicable social security rules applicable on the Rhine, on the entire European Union.
- According to the proposal the deciding factor in determining which social security legislation applies should be the vessel operator's seat. The experiences with the application of this principle in Rhine navigation in the last decades have been overwhelmingly positive.

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4. PROTECTIONISME

- Member States more and more introduce barriers and administrative burdens for the transport sector via the implementation of **Directive 2014/67/EU on the enforcement of Directive 96/71/EC concerning the posting of workers**
- Recent examples are Austria and mid 2016 France, while Germany already in 2014 posed high administrative burdens on transport and IWT
- EBU considers these laws as measures of protectionism which we believe are not compatible with EU law. Therefore we called upon the involved Member States to withdraw Inland Waterway Transport from the scope of these regulations or at least to withdraw or mitigate the unnecessarily high administrative burdens referred to above.
- EBU besides launched official complaints at the EC which already opened some infringement procedures.

5. INNOVATION

- EBU strongly supports and encourages innovation in the sector and is committed to keep its environmentally friendly profile
- EBU members are forerunners in terms of innovation, such as use of alternative fuelled vessels
- To avoid a standstill of innovation after the adoption of the NRMM regulation EBU supports a voluntary renewal scheme of the existing fleet through the establishment of a European Inland Navigation Innovation Fund (EINIF) by combining EU and MS funding.
- Following the actual practice of grants allowed for the retrofitting of existing rolling stock in rail under CEF a support for voluntary renewal of the existing stock of inland vessels in terms of **engine renewal or retrofitting should be granted under CEF II**.
- **3 bio of funding will decrease external costs up to 22 billion**

A WIN-WIN SITUATION FOR SOCIETY AND INDUSTRY!

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