



Launch event

21 januari 2019

# background

- On 4 June 2014 Regulation 516/2014 amending Council Regulation (EC) No 718/1999 on a Community-fleet capacity policy to promote inland waterway transport entered into force.
- This amendment enlarges the scope of Article 8 of mentioned Regulation which broadens the use of the fund. By doing so the fund now can also support measures to adapt vessels to technical progress, including higher environmental standards.
- The amended regulation also intends to strengthen the international organisations representing inland waterway transport at Union level to mitigate fragmentation in the sector.

# overall objective

## EBU & ESO

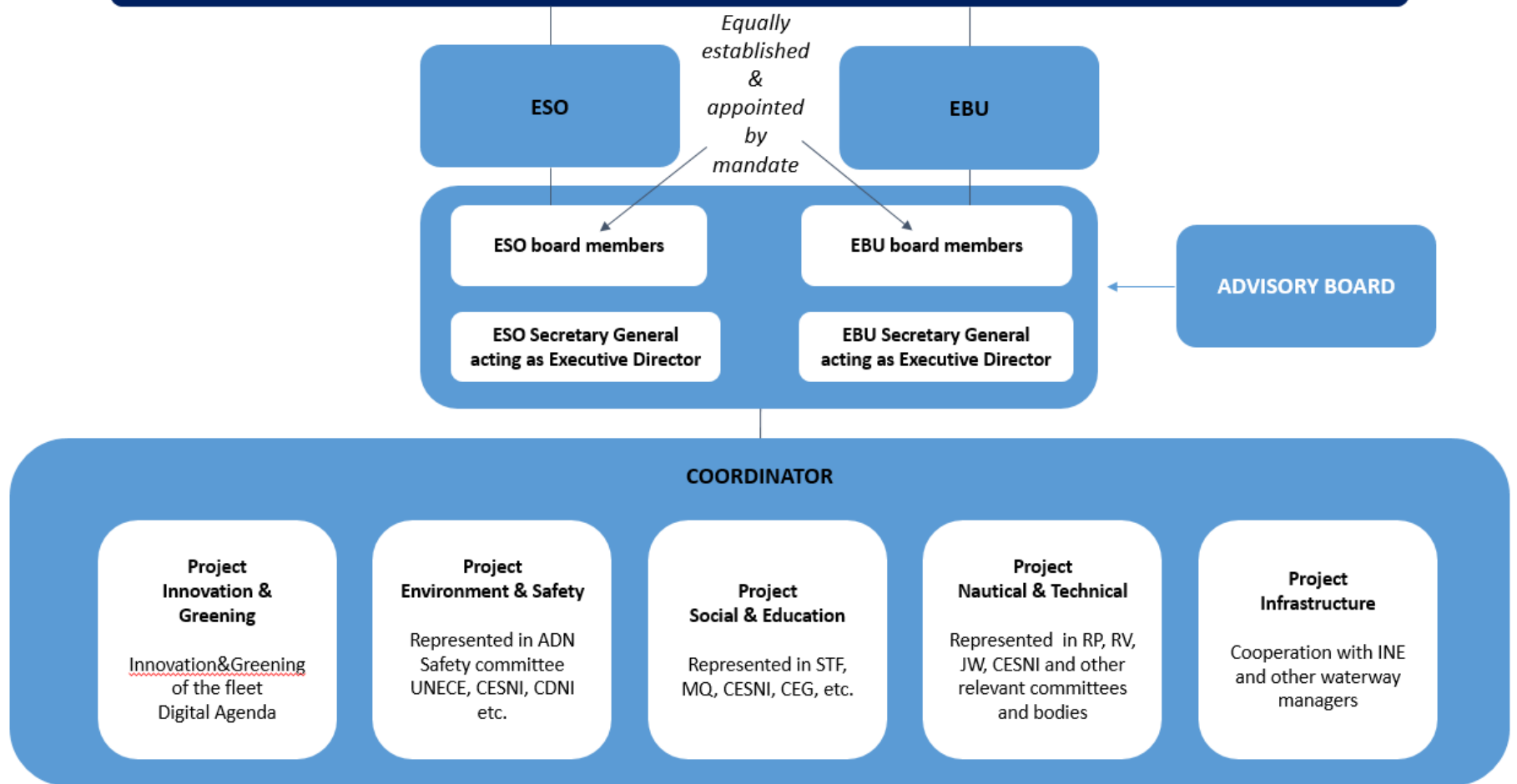
- Stronger positioning of IWT in European and national transport policy
- Improving conditions for the sector
- Increasing market share of IWT
- Intensified contribution to various governing bodies and working parties as well as technical standard setting committees
- encourage innovation in respect of vessels and their adaptation to technical progress as regards the environment, including environmentally friendly vessels
- Encourage ways of leveraging the use of the reserve funds in conjunction with available financial instruments, including, Horizon 2020 and CEF and other financing instruments from the European Investment Bank

# establishment of the European IWT platform

EBU and ESO aim **to strengthen and improve the entire sector**. For this purpose EBU and ESO established a joint platform, the so called **“European IWT platform”** in line with the rationale and wording of the revised Regulation. This platform will be

- coordinated and steered by the two organisations as
- a separate legal entity, called European IWT platform
- under which a number of areas will be covered to strengthen the industry and proactively participate in and anticipate on decision making processes in the foreseen areas

# EUROPEAN INLAND WATERWAY TRANSPORT (IWT) PLATFORM



# **board of management & advisory board**

## **BOARD OF MANAGEMENT**

- 3 representatives EBU and ESO each
  - EBU: Paul Goris (President), Philippe Grulois (Treasurer), Martin Staats
  - ESO: Christiaan van Lancker (Vice-President), Leigh Wootton, Alain de Vos

## **ADVISORY BOARD**

- Representatives of involved Member States
  - Austria, Belgium, France, Germany, Netherlands

# Organisation

## **Secretaries General EBU/ESO acting as Executive Directors:**

Theresia Hacksteiner/Gerard Kester

## **Secretaries:**

**Innovation&Greening:** Nik Delmeire

**Safety&Environment:** Michael Zevenbergen (CBRB), Erwin Spitzer (BDB), Jan Vogelaar (CBRB)

**Social & Education:** Andrea Beckschäfer (BDS) & Gerit Fietze (BDB)

**Nautical Technical:** Lijdia de Pater (CBRB) & Leny van Toorenburg (BLN)

**Infrastructure:** Erik Schultz (BLN)

**Coordinated by  
Nik Delmeire**

- IWT : my destiny !
- .... and some fate ?
- From shipper to skipper
  - Innovation and Greening



# Committee Innovation and Greening

# Innovation & Greening

- Vision, mission, roadmap
  - New Committee
  - Putting things in the right perspective
- Greenhouse Gases
  - Measuring, improving,...
  - GLEC as a basis ?
- Smart Shipping
  - Logistic solutions
  - Non energy related
- Digital Agenda
  - DTLF,DINA,RIS,ALICE,....
  - Waterborne
- Funding

# Innovation & Greening

- Water level
  - History and future impacts?
- Air pollution
  - NRMM – Stage V
  - Emission measuring
- Energy source
  - LNG, H<sub>2</sub>, Batteries, Biofuels, etc...
- EU Study on financing the greening of the fleet
  - IWT carried vision



# Committee Social & Education

# Directive Professional Qualifications

- In force since 16.01.2018
- Implementation in national law till 17.01.2022
- A lot of standards whose contents have to be prepared by CESNI/QP
- 14 of them already finished and approved in 2018.
- These are important standards like competences at OL and ML competences for specific qualifications or practical examinations at ML
- Secretaries and members of our committee were actively involved in discussion and development of standards

# Some of the important standards to be discussed and developed in 2019:

- Practical examination at OL
- Assessing and assuring the quality of training programs
- Theoretical exams for competence standards
- European Crew Qualification Data Base, E-SRB and E-Logbooks

## Task and Challenge for our Committee:

- Developing proposals in consideration of various traditions in the field of training and education in the Member States
- Appropriate applications for the Crew Data Base under consideration of data protection and data minimisation

# Sectoral Social Dialogue at European Level

- Useful institution for involvement of the Social Partners in the process of developing social policy law and discussing other important issues for the IWT sector
- On base of a Social Partner`s Agreement IWT-sector has its own specific Community legislation concerning working time law
- Important issues we worked on in 2018 were questions of implementation of the working time directive in some Member States, the project TASCs or the uniform application of social security law

# Tasks and challenges for our committee in SSDC 2019:

- Starting the discussion and developing proposals for setting up new manning requirements
- Establishing a SSDC sub-working-group “Crew” together with ETF
- Continuing work in SSDC sub-working group “Social Security”

# TASCS – Towards a sustainable crewing system

- Joint project of Social Partners funded by EU-Commission and supported by CCNR and several experts
- One of the priorities in 2018 with a lot of discussion, with meetings in steering committee, focal groups and expert groups
- Core of the work is a study concerning the workload on board of vessels conducted by DST, Intergo and Prof. Turnball
- Next step for our committee is to analyse and comment the final concise report with view to the conclusions for new manning requirements

# New Manning Requirements

- One of the main issues in 2019 and the next years
- At the moment RPN is the only harmonised manning regulation
- IWT-sector needs a legal instrument at European level
- We have to engage in an intensive discussion with the sector and all partners to develop proposals for a modern and flexible regulation



# Posting of Workers Directive

- New regulation in 2018
- Question of application to IWT-sector
- Mobility package for road transport adopted by the Council is discussed controversial
- In principle Posting of Workers Directive is a useful instrument against dumping wages but not practicable for IWT-sector in the existing form
- We will come up with a proposal to EU-Commission





# Infra Commission



# Infrastructure Commission

## Aim:

to enhance a stronger position on the Inland Waterway Transport in Europe by participating actively in the Ten-T network events, meetings, programs, etc

## Experiences of 2018:

Although started later in the year, the secretary participated in various events and contributed to position the “navigation” into the discussions and programs.

Targeting the Corridors where IWT is present but not represented in the various platforms

# Infrastructure Commission

## Results and presentations:

- Inland Waterway Awareness event Poland (Wroclaw)
- Ten-T days 2019 in Slovenia
- Danube Corridor meetings:
  - Fairway Danube Advisory Committee (for some years)
  - Danube Business talks
  - Ris-Comex stakeholders review
  - 10<sup>th</sup> WG Rhine-Danube Network meeting
  - EIBIP advisory board
- Ship Berthing & Car droppings along European rivers
- River commissions such as ICDPR/ ICPR/ ...
- NSB Corridor: Emma Conference input and presentation
- Nature and Transport: WFD/ Natura 2000/ FFH Guidelines
- WG CCNR- IEN

# Infrastructure Commission

## Workplans:

WP2019 to enhance the presence of IWT and participate actively in the discussions and p in more platforms and corridors

- Most important Corridors: Rhine-Alpine and Rhine Danube
- Second best: NS-Med (Seine-Nord connections)
- Naiades II and DINA
- RIS-Comex
- River Commissions: Danube-Rhine-Moselle
- CCNR-IEN

# Infrastructure Commission

- Represent the IWT Sector in waterway manager programs for Climate change consequences ( Ablade Optimierung Mittelrhein)
- What means Low water for the IWT Sector on the main Rivers
- GNS follow-up and implementation of programs

*Transportation over water or on rail where possible,  
over road when needed*





# Nautical Technical Committee

*Lijdia Pater*

# Technical Part

- A large part of the work of the NTC is related to the European Standard of Technical Requirements for Inland Navigation vessels: ES-TRIN.
- Participation in the meetings of the European Committee that draws up standards in the field of inland navigation (CESNI) and participation in the European working group on technical requirements (CESNI/PT).



# Technical part

- Proactive involvement in the establishment of technical requirements for inland waterway vessels.
- An active participation of the NTC contributes to:
  - ✓ Greening and innovation of the fleet,
  - ✓ Ensuring sustainability in terms of safety and environmental protection.



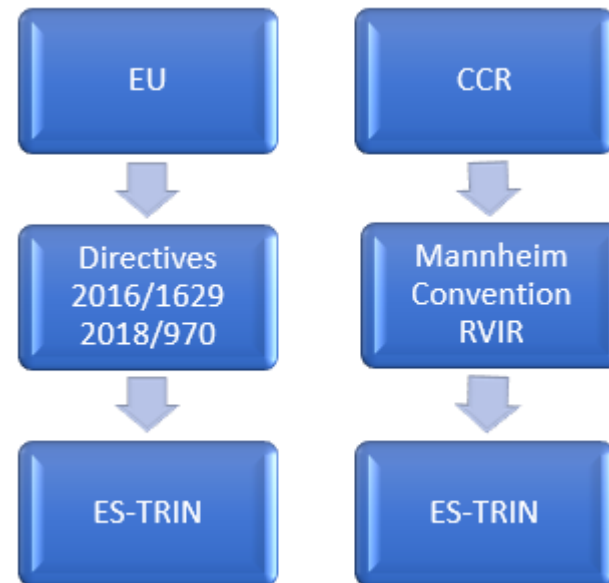
# Nautical Part

- The NTC also contributes to improvements in the area of police regulations. These regulations will raise the safety level of navigation on European waterways.
- Leny van Toorenborg is responsible for the nautical part of the work of the NTC.



# Results

Harmonization of technical requirements for inland vessels in Europe.



# Results

- The adoption of ES-TRIN 2019
- Solutions for some serious bottlenecks in the transitional provisions for the inland navigation sector.



# Working plan 2019

- The NTC 2019 work plan largely corresponds to the work plan of the European working group on technical requirements (CESNI/PT).
- Very extensive work plan of CESNI/PT with almost 30 topics!



# Collaboration

- The NTC aims for a good collaboration with other committees.
- Together we can contribute to a future-proof European inland shipping fleet!





# Committee Sustainability / Environment & Safety

Alain de Vos  
Jan Vogelaar

# “Environment & Safety”

Two commissions, different experts:

## **Environment:**

- Secretary Mr. Jan Vogelaar (EBU/CBRB)

## **Safety:**

- Secretary Mr. Erwin Spitzer (EBU/BDB)
- Secretary Mr. Michael Zevenbergen (EBU/CBRB)
- Chair Mr. René Overveld (ESO/BLN/Interstream Barging)
- Member of delegation Mr. Alain de Vos (ESO)



# Safety (committee) “first”

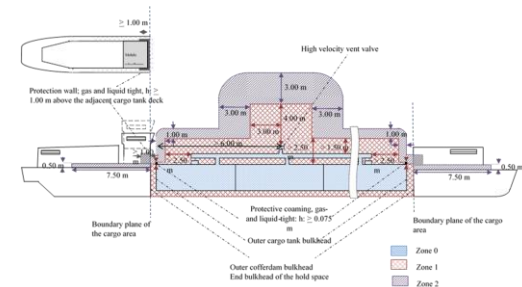
## Commission:

- Focuses on the preservation and improvement of the safety level in the transportation of dangerous goods. This field is formed by different regulative frameworks and many other activities from different sides;
- Orientation predetermined mainly from the UNECE Safety committee in Geneva which is responsible for the development of the regulatory framework for the transportation of dangerous goods on inland waterways (ADN).
- This orientation means on one hand acting on the different proposals to amend the ADN and on the other hand to develop own proposals for a safer and more efficient transportation of dangerous goods.

# Safety committee

## Commission:

- already up and running as Joint Dangerous Goods Meeting under EBU/ESO;
- successor of the Internationale Arbeitsgemeinschaft der Rheinschiffahrt (IAR), which started in 1994;
- Working on safety topics as;
  - Main topic is Accord européen relatif au transport international des marchandises dangereuses par voies de navigation intérieures (ADN)
  - EBIS, ISGINTT, degassing of dangerous goods (Part B of CDNI-convention)



# Safety committee

## ADN annual cycle:

January and august: 5-days ADN Safety Committee UNECE Geneva meeting with delegates of 18 countries, representatives of Class Societies and Oil- & chemical industries, etc.

## Before each meeting:

- national meeting with members
- national pre-consultation Ministries
- feed back moments with and agreement of mandatory from members of international IWT DG-Committee Duisburg

## After each meeting:

- feed back moments in newsletter
- preparing road map for next session



UNITED NATIONS  
New York and Geneva



# Safety committee

## Workplan

based on semi-annual meeting schedule;

- Meeting ADN Safety Committee
- Joining working groups (under mandatory) of ADN Safety Committee

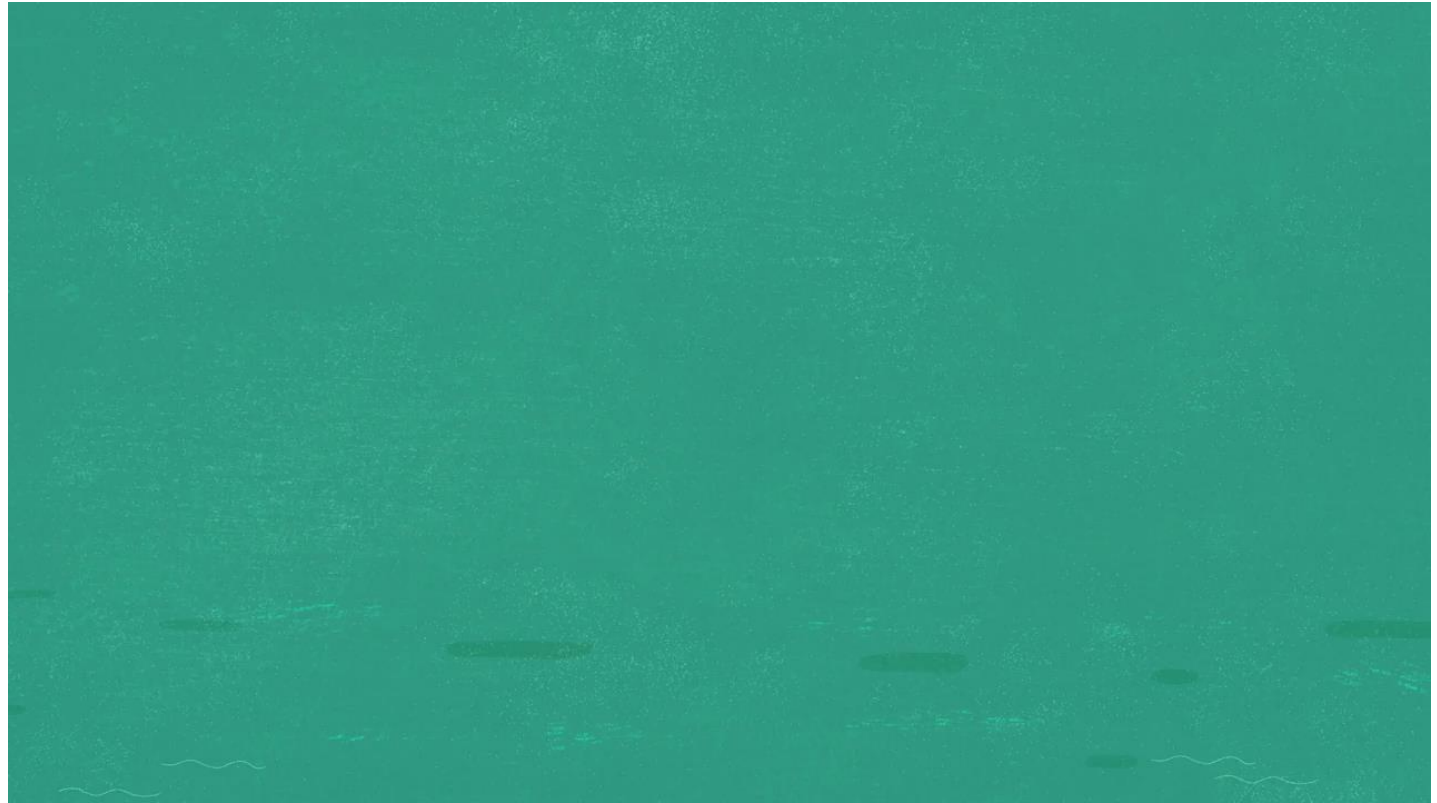
## 2018 Highlights:

- Cooperation of implementation of explosion safety (harmonization with ATEX)
- Improvement of legibility and usability of ADN
- Classification of substances and flame arrestors
- Clarification of transport of Palm Kernel Expeller
- Revising regulations of construction materials



# Environment committee

Introduction  
of  
CDNI



# Environment committee

## General - CDNI

The CDNI convention is drafted in 1996 and in force since 2009. First financed by contracting parties, since 2011 financed by shipowners.

CDNI convention consist of three parts, all three related to waste of ships and cargo:

- Part A oily and Greasy waste;
- Part B cargo related waste;
- Part C other vessel generated waste;



# Environment committee

## CDNI

As industry we are consulted by contracting states about the working, the financing and the operational performance.

After almost ten years of operational functioning, evaluation and optimization of the convention is necessary. Most important reason is the national origin of the activities.

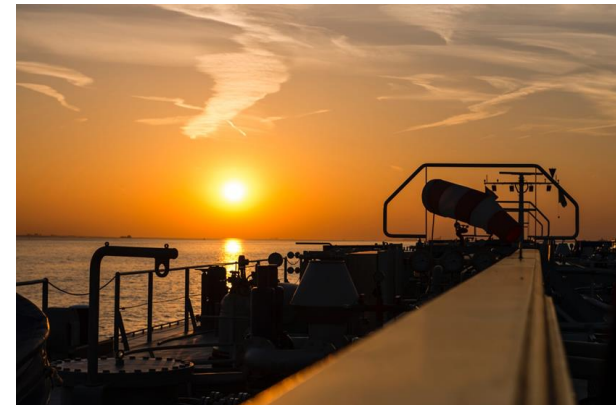
Also the wish of East-European states to join the convention and outlook for more European expansion the need to bring the highly appreciated convention up to date is imminent

# Environment committee

## 2018 Highlights

**Degassing**

**Classification of the goods**



# Environment committee

## 2019 Road map

Highlighting of some items to be considered by the IWT platform in 2019;

Part A: oily and greasy waste:

- prevention of waste;
- increasing costs;
- decreasing waste volumes;
- new (double hull) regulations for waste collecting ships;
- evaluation of the system;
- internationalizing;
- evaluation services;



# Environment committee

## 2019 Road map

Highlighting of some items to be considered by the IWT platform in 2019;

Part B: cargo related waste:

- monitoring ratification of the modified CDNI convention;
- implementing degassing from cargo;
- establishing degassing plants;
- correct delivery of ships after unloading;
- correct attestation of unloading;
- digital unloading attestation;



# Environment committee

## 2019 Road map

Highlighting of some items to be considered by the IWT platform in 2019;

Part C: other ship waste: (garbage, sewage and miscellaneous)

- unroll an international system to collect waste;
- unroll an international system to finance;
- evaluation existing costs;
- evaluation existing services;
- extension of the scope for passenger ships;





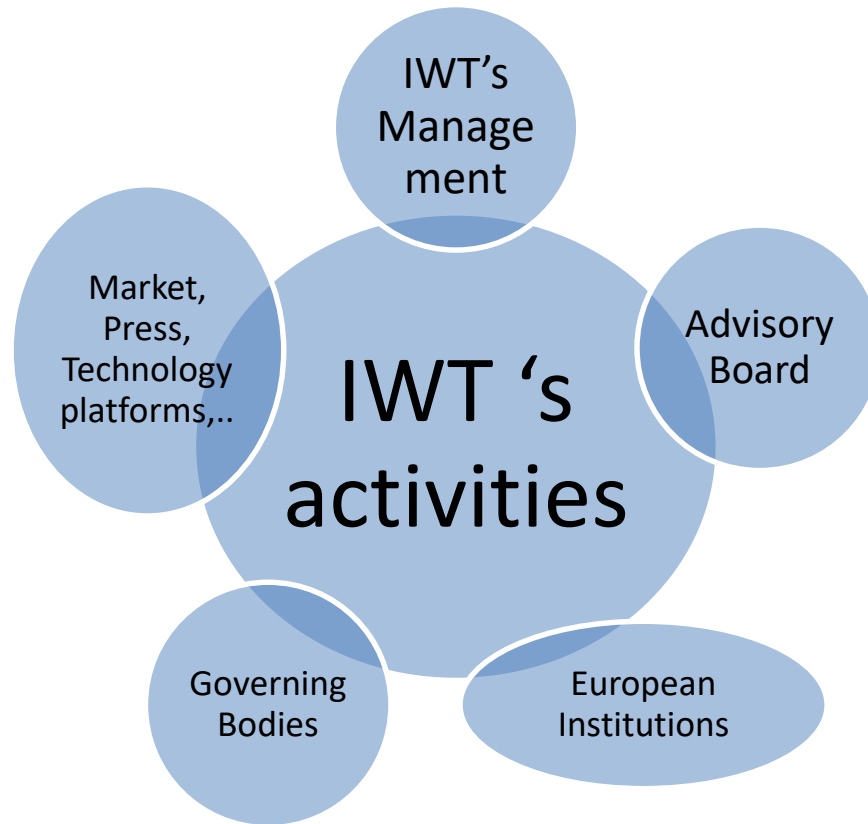
# Coordination



# A Proactive approach

COORDINATION	I & G	E & S	S & E	N & T	Infra
	Topics ↓	Topics ↓	Topics ↓	Topics ↓	Topics ↓
Communication/ Dissemination					
Crossfertilisation/ Collaboration					
Peer review					
Reporting					

# Proactively co-operating



# That's it ...

