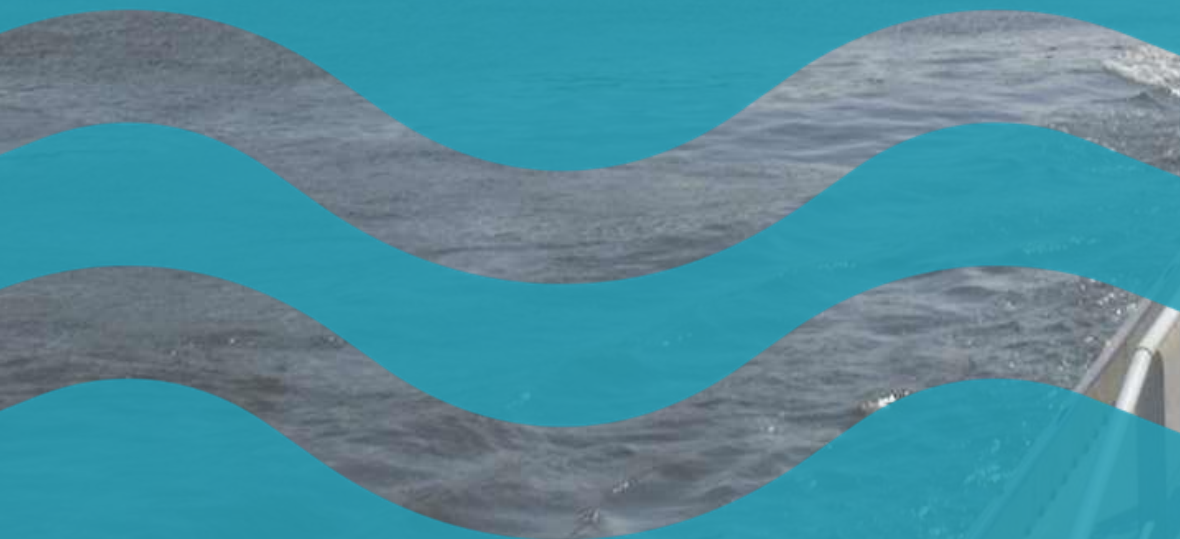


European Inland Waterway Transport Platform

Annual Report 2019



03

Foreword - Coordination

Coordination of the
platform in 2019

09

Environment & Safety

Waste and safety
regulations

18

Nautical & Technical

Technical regulations
in inland navigation

Innovation & Greening

Sustainability in
inland navigation

Social & Education

Social and education
regulations

Infrastructure

Maintaining and improving
inland waterways

06

13

23



1. Foreword: coordination

Coordination in 2019 was juggling multiple balls in the air at once. On the one hand, internal matters such as executing first time procedures that were already written down during 2018 and to start the build of "EU-IWT platform's house" based on rough maps also drawn in 2018. And on the other hand, more external matters such as external communication and profiling the platform in Brussels and beyond.

1.1 Internal Matters

Payment procedures, budget follow up, releasing the first annual report, following the progress made by the different Committees, while ensuring the coordination between respective teams and, last but not least, preparing the workplans and respective budget for the next year were amongst the tasks that that were done for the first time. Not all went smoothly, but in the end all was delivered properly and on time.

The follow up and coordination of the different workplans were greatly assisted by our secretary's days. Three of them took place during which the secretaries exchanged progress made and expressed their view on horizontal matters like communication, etc. These meetings are however not just about ticking boxes, but also about teambuilding.

Communication with both IWT's board and the advisory board is of vital importance. The AB was held 3 times: at the launch of the platform upon the publication of the first annual report and when the workplan for 2020 was ready to present.

IWT's Board gathered 5 times in 2019 which proved to be necessary given that the platform is still in the start-up phase. Also, a reporting mechanism from the coordinator to the board was set

up and after a slow start the reporting is now done on a 2-3 weekly basis.

1.2 External matters

Communication is of extreme importance and is a specialty. The website went live mid-2019, but that was just a start. Given the fact that the topics the platform covers are numerous and that the number of stakeholders (from policymakers, via shippers to shipowners) are not to be underestimated and that all this needs to be addressed via the right channels and tone, it was decided to call for specialized support. At the end of 2019 the first phase, the research part, of this project on communication strategy was finished. All in all, it needs to be admitted that progress in this area was not as much as expected.

'Getting better known' as platform was also an objective and it was done successfully. Apart from finding its way into the many working or expert groups organized by the European Commission, River commissions and suchlike, EU-IWT platform was on stage on different occasions: Pro-Danube in Vienna, ECG in Dusseldorf, Annual Fair in Gorinchem, ETP-WATERBORNE conference in Brussels, TEN-T days in Bucharest, Digital Transport Days in Helsinki, meetings with NGO's like 'Transport and Environment', etc. Closer to home is the platform's active participation in the Commissions' experts' groups like NAIADES, DINA, DTLF, etc. And, maybe as the cherry on the cake, the platform co-organized an event presenting green vessels in the Port of Brussels in October 2019.

Also, important to mention that the Platform is partner in a recently assigned H2020 project called IW-NET and that together with other parties we are preparing project proposals for current and upcoming project calls.



Finally, the EU-IWT platform was elected board member of both ETP- ALICE and ETP- WATERBORNE. Both technology platforms drive the research and innovation agenda of the Commission. ALICE is important when it comes to a better and greener integrated transport system from a Supply Chain perspective, and WATERBORNE focuses rather on the vessels, fuels and all that goes with them. Apart from having a say when it comes to setting the agenda, it clearly demonstrates to the other stakeholders that the Platform takes R&I seriously. All this is in line with recommendations.

1.3 Outlook 2020

The teething troubles from which some internal processes suffered, will be cured. Secretaries' days, board meetings and related reporting will become more structured and sustainable.

Decisions on communication strategy and its implementation will be taken before the end of Q1/2020 and we will continue to be actively present at many gatherings across Europe: TRA in Helsinki, TEN-T days in Croatia, Digital Transport Days in Leipzig.

In 2020 the commission will publish the final version of the Horizon Europe funding program and will, most probably produce one regarding the recently published 'Green Deal' policy. These programs will lay out the future of European inland navigation for that matter. It is our ambition to be at that drawing table with all the expertise we have.

- Nik Delmeire



02. Innovation & Greening Committee

What are the future perspectives for sustainable and innovative International inland navigation?



2. Innovation & Greening

The year 2019 was a launch for both the EU-IWT platform and the I&G committee. A new committee that took shape with a working plan and two secretaries. Subjects as greening, innovation and digitalization are applicable for all transport modes. But a clear and specific perspective for inland navigation is what this new committee is focusing on.

The importance of existence of the I&G committee can no longer be denied. For example, in 2019, several objectives were set for inland shipping both at national and European level. Each governmental agency is looking at its transport modes and sees the potential of inland shipping if applicable. The Netherlands, among others, just before the summer launched their "Green Deal Sea Shipping, Inland Shipping and Ports" with ambitious targets for the sector. And just after the formation of the new Commission in December 2019, Europe also came up with the European Green Deal, where inland shipping is also clearly directed towards zero emissions.

The question is no longer whether inland shipping will be put under pressure, but rather how we will achieve the objectives in a sustainable, efficient and economical way. On the other hand, there are also urgent short-term topics which affect the sector.

Given the very broad scope and the large number of topics in the workplan it was therefore decided to make a clear division between innovative digitalization and innovative greening. Also, most of the members were/are not familiar with the policy-environment the secretaries are working in and what the expectations are. Last but not least, not all members are interested or knowledgeable about both digitalization and greening.

Building on that first experience, the agenda for the second (and later the third) meeting was constructed around two main subjects: innovative digitalization and innovative greening. This is now the basis of every future meeting and therefore this annual report.

2.1 Innovative Digitalisation

Nobody will contradict the fact that this topic is everywhere; extending from autonomous vessels (or: smart shipping) to digital tools that help ship operators defining their crews. Smart shipping is overarching concept, where smart vessels play one role. Some say it is disruptive and, in any case, it is transversal.

After 5 months of investigation it was decided to prioritize topics that relate to the conclusions of the DINA-study, made by the European Commission in 2018 and that are indeed relevant for the sector.

Further development of RIS, reducing administration, better integration in Supply Chains. Basically, it is all about defining useful data/information that can be shared easily and secured between all relevant parties (B2A as well as B2B) and which contribute to the above-mentioned objectives.

The advantage of this focus is that there are already a lot of ongoing initiatives which could help the committee to realize its own objectives. Within the area of inland navigation there is:

- RIS-evaluation
- RIS-COMEX project
- Kick-off of CESNI/TI
- DINA-expert group
- Preparing for Naiades 3

And from a broader transport perspective:

- DTLF
- ETP-ALICE



○ ETP- WATERBORNE

All the above are just a non-exhaustive list of initiatives that are connected to the EU commission's current and future policies. Inclusive of those are initiatives undertaken in the B2B environment and that could well add value to the objectives listed above.

The stage is as good as set, EU-IWT platform has, by means of the secretary of the committee, an active role (or soon will have) in most of the initiatives above. The main challenge will be the integration of committee members with the relative practical experience into the different workgroups. If that is not done properly, the risk is run that their requirements are not fully met.

2.2 Innovative Greening

Just like digitalization, greening is ubiquitous. The I&G committee has established itself as an essential link between the policymakers and the sector. Achieving concrete results and building a realistic connection is in our view the distinction between short and long-term objectives.

In the short term we see the EU 2016/1628 directive, also known as the NRMM Directive, as an existing challenge for the entire inland shipping sector. The mandatory installation of an engine that meets the STAGE-V emission standards described in the directive creates uncertainty. The I&G committee organized its first meetings on this theme already early in 2019. Luckily, during the course of 2019, this uncertainty seemed to fade.

Subsequently, biofuels also come into the picture as a possible short-term solution in the transition to zero emission and applications such as electrification and hydrogen are already up and running. The hype on LNG applications in IWT seems to diminish while other solutions like ammonia and methanol appear. The only certainty in this necessary field of energy transition is that there is no silver bullet at this moment. Developers of regulation on

each new technology coming to life have to keep this in mind to avoid unnecessary delay in the innovation-cycle.

Demonstrations of inland navigating pioneers were shown at the EU Green Inland Shipping Event, which was held in October 2019 at the port of Brussels. The event was co-organized by the EU-IWT Platform. Together with other relevant stakeholders in inland navigation (INE, EIBIP, EFIP) we gave a clear signal to about 200 visitors and decisionmakers. Our sector is future oriented.

In addition to technological developments and regulations, the crucial question is how the financing for zero-emissions inland shipping looks like. The CCNR has therefore initiated a study that maps the financing of zero emissions from inland shipping. As a member of the steering committee, the I&G Committee anticipates in every step. The pre-study that mapped out the scope of the main study was completed mid-2019. In the meantime, the main study is ongoing and is expected to be completed in Q3 of 2020. The outcome of this study could mean the start of future policy choices that will influence inland shipping and its image.

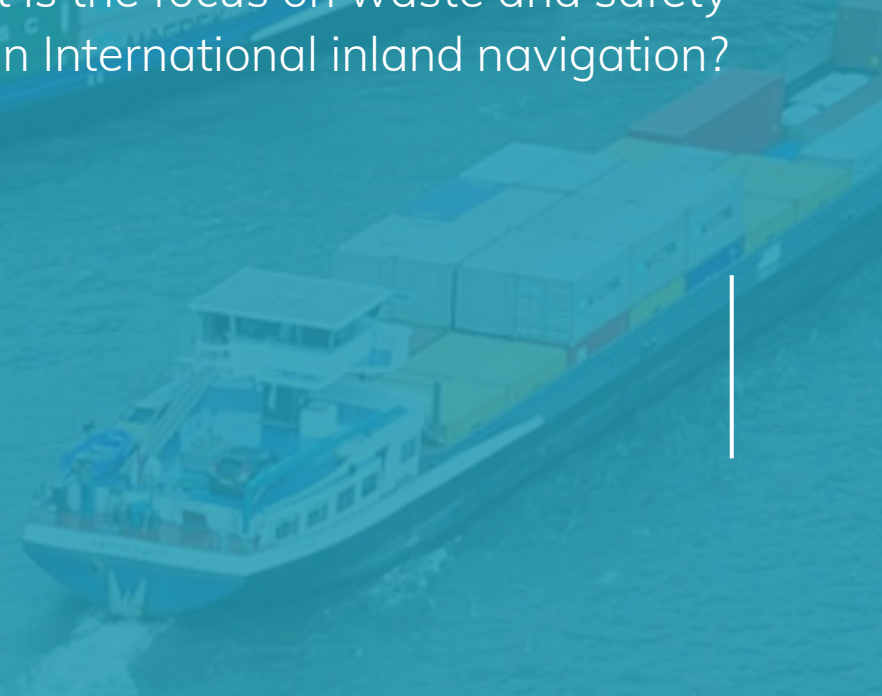
In 2019, the I&G committee focused primarily on design and the policy world. In addition, contacts were made with, among other things, EIBIP, TNO, CCNR, T&E, etc. The objectives for 2020 are therefore to continue collaborations and to deepen our functioning as a communication point between the sector and the policy world. A first achievement already for the sector in January 2020 is the marinized EURO VI engines that were officially certified according to the STAGE-V emission standards. In addition, the I&G Committee will also initiate a survey to give the sector a voice. These extra insights will allow the committee, with its proactive approach, to become an even better link between the sector and the policymakers.

- Nik Delmeire & Daisy Rycquart



03. Environment & Safety Committee

What is the focus on waste and safety regulations in International inland navigation?



3. Environment & Safety

3.1 Environment

The Environment & Safety Committee has welcomed three new experts to its CDNI section during the year. Four meetings were arranged with perhaps the most important being the December 2019 hearing, reviewing the implementation of the CDNI convention.

The tenth anniversary of CDNI is not only a reason for celebrations. Especially when current results show that present funding which has been accumulated over the past seven years, looks likely to run out in a few years time. Increased costs are inevitable and thus leaves the industry in a state of uncertainty.

Therefore Mr. Van der Werf, former secretary of the Central Commission for Navigation on the Rhine, was asked to review the relevant mechanisms and investigate possibilities within Part A and Part C of the CDNI convention. As a committee we presented the result of the study. The intention and content of the study is to be considered as a basis for further exploration of the possibilities and strategic options for the industry. The study presents scenarios of the development of the system in the near future, in 2030 and afterwards.

Questions as outcome from the study now to be answered by the industry are: what level of service is necessary in about 10 or 20 years? What should it mean for the collection of bilge water? How many companies are involved? What are the costs? All those questions are referred to, but not fully answered in the study.

Items to be considered are:

- Autonomous acting of contracting states. (Coordinated investments on international level in cost relevant areas.)

- Prevention at the source, as an aspect of the existing procedures and mechanisms. (Monitoring the process of modernisation of the fleet by data of the national institutes.)
- Ways to reduce or at least, to stabilize costs of the network of facilities. (Investigation of proposed starting points in the study: i.e. bunker companies)
- Exploration of synergies on operational level, between Part A and of Part C. (Collecting type C wastes by part A facilities.)
- Service level desired by the industry (to be explored, perhaps by a survey?)
- Statistical information. (How often do the ships require disposal of Part A wastes?)
- Yearly follow up of the country description in CPC (19) 33 (integration of some uniform tables).

3.1.1 Other relevant topics

- Scrutinizing the proposed FAQ's by governments.
- Eastern European countries and parts of France will join the CDNI convention
- Digitalization of the oil log.
- Degassing
- Implementing CDNI rules of domestic wastewater for passenger vessels.
- International uniform payment system for 'other waste' of Part C.

3.2 Safety

The SAFETY part of the Environment & Safety Committee and its predecessors are distinguished by a high number of members. More than a dozen experts meet at least twice a year for a day long workshop. Membership in the Committee offers considerable



advantages such as receiving information early on, and thus having the chance to influence the work and exchanges of experience. The field of work concentrates on the preservation and improvement of safety levels in the transportation of dangerous goods, governed by different regulative frameworks and numerous activities from different sides. The section “Safety” also covers activities under the headline “security” – a very important item since 9/11.

The orientation of the “Safety” section is predetermined mainly by the UNECE ADN Safety committee in Geneva which is responsible for the development of the legal framework for the transportation of dangerous goods on inland waterways (ADN). This particular orientation means firstly acting on different proposals to amend ADN and secondly, developing its own proposals for the safer and more efficient transportation of dangerous goods.

In addition to the activities around ADN there are lots of schemes and other influences following the basic idea to improve the Safety level of the transportation of dangerous goods, which in Western Europe is probably already the highest in the world.

3.2.1 ADN regulations

Next issue date of the ADN is the 1st of January 2021. In this respect the 36th meeting of the UNECE Safety Committee in January 2020 was the last meeting in which amendments for the next edition could be accepted. IWT experts provided practical guidance, justified desirable amendments and received diverse information for the shipping companies. The following items were the most important ones during the last meeting of the UNECE Safety Committee:

- New checklist for surveillance of dangerous goods transport (*barge owners can be sure that they are controlled according to actual regulations*)
- Limited quantities dry cargo (*unreadable regulations were switched into understandable and well-structured texts and tables*)
- Shortening of transition rules for autonomous systems (*creating legal certainty and elimination of safety risks in an appropriate time frame*)
- Sampling devices: shut off devices and pressure settings (*elimination of safety risks*)
- extension of the time frame for ADN examinations (*clarification and facilitation for training courses*)
- updating of regulations for performance of maintenance on board (*facilitation for executing works on board in non-dangerous situations*)
- Bilge water with or without Sludge as new entry in table C (*closing of a gap in the regulation, legal certainty for the whole branch*)

For other items a conclusion could not yet be found. But the cooperation of IWT experts in the working groups and the discussion in Geneva itself has led to significant progress. This cover:

- reloading on top (*very important topic to avoid the prohibition of good practised procedures*)
- membrane tanks (*shipping industry is first in the queue to get information for a new tank design*)
- degassing in densely populated areas (*important to be up to date in this discussion and possibility to influence outcome*)



3.2.2 Other activities

Beyond this the positions of the Safety committee were made known in numerous consultations with national authorities, associations and a network of class societies, safety experts, education & training centers, etc. Besides the UNECE Safety Committee the CCNR is still playing a role on the field of the transportation of dangerous goods. The safety section in 2019 was an attentive observer of the Dangerous Goods committee (MD) in Strasbourg.

One very important initiative to improve the Safety level on inland waterways is the European Barge Inspection Scheme (EBIS). As it involves the operational and organizational basics of the carriers in the IWT sector it is essential to observe and comment actively on the development of this scheme whilst informing the sector about these activities. Momentarily the transfer of the system to another organization is in discussion. IWT will bring in its opinion as far as possible.

An initiative that is intensively dedicated to the human factor is only a few years old. Platform Zero Incidents (PZI) is not only the name of this initiative, but also its aim. With understandable information in words and pictures, the crew members should be made aware of the dangers associated with difficult tasks and that even everyday operational situations carry inherent risks.

In order to promote increasingly safety -conscious behavior, raising awareness often hits the mark better than laws and regulations.

3.4 Activities in the future

A key aspect of the Safety part of the ENVIRONMENT & SAFETY Committee will be the work on ADN which will be reedited every two years. The IWT experts will advise, comment on or improve the proposals amending ADN and – last but not least – submit their own

proposals. To achieve this close contact with the industry is necessary to obtain information as to where the shoe pinches.

Furthermore, IWT experts will be involved and react to several other activities like i.e. the development of EBIS and PZI.

- Erwin Spitzer, Jan Vogelaar, Michael Zevenbergen.



04. Social & Education Committee

What is the focus on education and social regulations in International inland navigation?



4. Social & Education

4.1 About the committee

The activities of the Social & Education Committee cover all topics directly or indirectly related to the crew, its work on board ships and training and further education in inland navigation. This includes, for example, the regulations on minimum crew numbers, the Directive on the recognition of professional qualifications and its delegated acts, access to the market for entrepreneurs, regulation of labor and social law such as the Working Time Directive, the Posted Workers Directive, the Regulations on the Coordination of Social Security Systems or minimum wage regulations and the development of a crew data base and digital tools. It also includes the human factor in new technical developments such as automation or in accidents.

In the last years there has been a lot of activity in the field of S&E at European level. New regulations have been created or are in preparation. Fundamental questions appertaining to existing regulations are under discussion.

Our Committee is represented in all relevant bodies at European level. These are above all CESNI/QP, CESNI/QP/Crew, CESNI/QP/QM, Social Dialogue, and sub-working groups such as Social Security and Crew or the Commission Expert Group on Social Issues.

The committee is challenged everywhere with its own ideas, positions and experience. This is based on an intensive exchange with all members of the Committee as well as with the associations represented in EBU and ESO and their members. In addition, we maintain good cooperative relations with the European Transport Workers' Federation and try to find common positions and results wherever possible.

4.2 The main topics in 2019

4.2.1 Professional qualifications

The recognition of professional qualifications in inland navigation must be implemented by 17.01.2022 (directive (EU) 2017/2397). Many of the required delegated acts, drafted by the European Commission (and CESNI/QP), are ready or already published such as the Standards for medical fitness, standards for competences, standards for practical examinations and standards for the approval of simulators. They can be found on www.cesni.eu.

A temporary working group on quality management (CESNI/QP/QM) was set up in May 2019. CESNI/QP and CESNI/QP/QM continued the work with discussing further standards such as for model exams for the management level, standards for a practical examination for the boatman qualification, standards for assessing and assuring the quality of training programs and examination or standards for the basic safety training of deckhands.

4.2.2 TASCs and manning requirements

After the TASCs project (Towards A Sustainable Crewing System) was completed with the final report at the beginning of the year, proposals for new manning requirements are to be developed based on this report. For this purpose, a separate sub-working group CESNI/QP/Crew has been established in May 2019, which has the task of developing proposals for a framework by June 2020 in order to be able to present this to CESNI/QP.

The TASCs report opts for a task-based approach for a future manning instrument, in contrast to the current RPN. This means that it should not be the characteristics of the ship and the respective operating time that should be decisive for the crew size, but rather the time, physical and mental workload of the crew. In

addition, the crew should be determined in relation to the respective voyage based on various parameters with the aid of a digital tool.

This tool, its legal basis and its practical suitability has been the subject of numerous discussions in the working group. Following the views of our committee, we have always taken the position that a tool can only be an additional helping instrument based on a clear written regulation. In the process of the meetings it became apparent that this is the view of most of the other members of the CESNI working group.

As well as the tool, many other issues concerning TASCs and the creation of new manning requirements were discussed in our committee before the meetings of the working group CESNI/QP/Crew started. In April 2019 the committee already held a first brainstorming session in which the proposals of TASCs were compared with the current RPN and examined what aspects appear to be worth retaining and which elements of TASCs are of interest for new crew regulations. Another brainstorming session was planned for January 2020, this time involving entrepreneurs from the member associations of the EBU and ESO.

Overall, the discussion in the Committee showed that there is an urgent need for greater flexibility, but that a measured approach is needed and that good and proven elements should be maintained.

4.2.3 Digital tools

It is clear, however, that more flexibility in manning requirements will go hand in hand with better control. This had been agreed by the social partners. In addition, the directive on professional qualifications stipulates that data on certificates of competency, service record books and logbooks are to be collected in a European database. In addition, the Commission is mandated to examine to what extent these paper documents can be replaced by electronic

solutions in order to modernize, reduce administrative burdens and prevent manipulation.

ECORYS was contracted to carry out a study “Support for the impact assessment of options for digital tools for inland waterway transport”. The final report of the ECORYS consultants is currently being finalized and the Commission will publish it in the near future.. This report will be the basis for an impact assessment and the drafting of a legislative act in 2020.

In October 2019 an ECORYS background document was presented to the Commission Expert Group containing various proposals and policy options for the introduction of digital tools. In a written response to this document, we supported option 3 - Business must use e-docs with tamper-proof systems for automated recording of information in real time - but without the obligation to record working time automatically, and without the approval of remote access. Furthermore, we pointed out, that the Professional Qualifications directive does not provide a legal basis for the recording of working time. We described clearly the legal and practical problems with automatic recording of working time and remote control as we did in several discussions and written statements before.

The report is not fully ready yet, therefore it has also not been published. "The report" is a support study that has been contracted to support the Commission in the impact assessment. We will have to continue our work on the development of the legislative act.

4.2.4 Social security

Since 2018 the Social Partners’ working group “coordination of social security in inland waterway transport” has been dealing with various difficult social security issues relating to workers on board a ship. In particular, the cabin crew on board river cruise vessels has become the focus of attention.

On the one hand, complicated company and contract structures in the river cruise sector seem to make it difficult to determine who is the company to which the ship's personnel should be assigned. Furthermore, there appear to be situations where personal is employed in Member States such as Malta and Cyprus, which have another level of social security systems as the Rhine States.

The working group has discussed the question, whether the current rules for the determination of the applicable social security legislation are appropriate. The determination of the applicable law for employees who work in two or more Member States in principle is based on Article 13 of Regulation 883/2004: This rule assigns the employee to the social security system of the State of the employer, if the employee does not carry out a substantial activity (25%) in his State of residence.

An exemption applies if a derogation agreement has been concluded under Article 16. Such an agreement is the “agreement on determining the legislation applicable to Rhine boatmen”: It applies in the territory of the signatory States and assigns the Rhine boatman to the social security system of the State in which the operator is established.

Finally, Article 12 of Regulation 883/2004 contains a special rule for posting of workers: the employee remains in the social security system of the posting State if the posting does not last longer than 24 months.

In June 2019 the working group drafted a document with common conclusions. The main questions were how Regulation 883/2004 should be applied to situations not covered by the derogation in Article 16, how legal certainty could be found in various constellations, particularly common in river cruise sector, with regard to the question of who is the company operating the vessel. We all want to avoid social dumping.

4.2.5 Fitness check on market access in Inland Waterway Transport

In July 2019 DG Move published a roadmap “Fitness Check on market access in Inland Waterway Transport”. Its background is the EU legislation on access and organization of the EU inland waterways market between the 1960s and 1990s, that has not been revised since its adoption. A total of seven regulations such as

- Council Directive 87/540/EEC of 9 November 1987 on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation,
- Council Regulation (EEC) No 3921/91 of 16 December 1991 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State or
- Council Regulation (EC) No 1356/96 of 8 July 1996 on common rules applicable to the transport of goods or passengers by inland waterway between Member States with a view to establishing freedom to provide such transport services.

There are also two more recent regulations,

- the Derogation Agreement on determination of legislation applicable to Rhine boatman concluded based on Art. 16 of Regulation (EC) 883/2004 and
- the Posting of Workers Directive (96/71/EC) and its enforcement directive (2011/67/UE).

We have emphasized to the Commission that these are important regulations overall. We have pointed out that the two most recent regulations are of particular importance, especially in view of the issue of social security and many difficult issues that need to be



clarified, such as the scope of application, the terminology and the interrelation between them. The Commission has kindly acknowledged this and will launch a separate call for tender for the social provisions, whereby it will remain a consistent study.

4.2.6 Study on the human factor in inland navigation accidents

Last but not least at the end of the year the Nautical-Technical Committee has announced a study on the human factor in inland navigation accidents. This study is supported by the IVR and the Dutch delegation and is carried out by Interigo. Regarding the human factor, the Nautical-Technical Committee asked whether our committee is interested in supporting this study as well - we were interested and are looking forward to good cooperation on an important project.

4.3 Conclusions and outlook 2020

Many of the issues that are covered by our committee are long-term issues that will accompany us for several years.

The first milestone in 2020 will be June, when the work of CESNI/QP/Crew on a framework for new manning requirements will have to be completed. Discussions and the formulation of the guidelines will still be necessary in order to present a good result to CESNI/QP. We are very confident that it will be possible to incorporate the good proposals and ideas of our members and companies, which we have collected and presented, in these guidelines. Once this preparatory work is complete, we are looking forward to working on the concrete development of new standards for European crew regulations.

The Fitness Check will be another major challenge for 2020. We will examine all the regulations relevant to us in order to be able to present our assessment to the experts who will be entrusted with

the study. We will place emphasis on social legislation and will take the opportunity to raise the many difficult questions relating to the Posted Workers Directive and the exemption agreement to Regulation 883/2004.

We hope that with the continuing of the working group on social security we will achieve a good result that considers the fair interests of employees and employers.

- Andrea Beckschäfer, Ingrid Blom & Gerit Fietze



05. Nautical & Technical Committee

What is the focus on technical regulations in International inland navigation?



5. Nautical & Technical

5.1 Introduction

In 2019 the Nautical & Technical committee (NTC) worked largely on the technical regulations for inland vessels. NTC's vision is that IWT must concentrate on regulations that are necessary for innovation as well as those that could potentially impact the existing fleet of vessels. Simultaneously, to guarantee a higher level of safety we are paying considerable attention to navigation (police) regulations.

It is NTC's mission to be pro-actively involved in the work that is centered around the European Standard of Technical Requirements for Inland Navigation vessels, namely ES-TRIN. The objectives of the NTC mainly concern participation in the meetings of CESNI, which is the European Committee that draws up standards in the field of inland navigation and the European Working Group on Technical Regulations (CESNI/PT). The input of NTC contributes to: promoting greening and innovation of the fleet, including measures aimed to adapt vessels to technical progress as regards new designs and standards, with increased efficiency and environmental performance of engines with introduction of digital technologies enhancing the connectivity of inland navigation operations in the multi-modal logistic chain, and ensuring sustainability in terms of safety and environmental protection, including measures aimed to reduce risks of accidents and to promote cleaner operation of vessels, including all interface operations with port facilities and waterways infrastructures.

5.2 Workplan and results 2019

The work plan for 2019 of the NTC largely corresponds to the work plan of the European Working Group on Technical Regulations (CESNI/PT) for the period 2019-2021. Considerable results have

been achieved in 2019 and the NTC is pleased to mention the most important of them.

5.2.1 Portable fire extinguishers

(Article 13.03 ES-TRIN)

The inland shipping industry has raised a problem, namely that the option for fire extinguishers which spray foam, desired by ship owners could not happen due to the requirements on these foam fire extinguishers. With a problem analysis, the inland shipping industry introduced the subject onto the work program of CESNI/PT. The CESNI/PT working group discussed this issue in June and September. The NTC is pleased that the CESNI/PT working group has decided to delete the requirement for alcohol resistance in Article 13.03 (2) of ES-TRIN. In addition, the correction of the third paragraph of Article 13.03 ES-TRIN proposed by the inland shipping industry will also be included in ES-TRIN 2019/1. The proposed amendment of Article 13.03 of ES-TRIN aims at improving a few unworkable rules, by allowing the possibility for operators to choose portable spray foam fire extinguishers. This amendment of the inland shipping industry solves this problem without jeopardising the safety of crew members and/or navigation. An excellent example of the proactive involvement of the inland shipping industry affecting technical regulations for inland vessels.

5.2.2 Guide for the eligibility of marinized engines aboard inland navigation vessels

Work was done in 2019 on a guide aiming at clarifying the administrative procedures for the recognition and installation of marinized engines (NRE and Euro VI) on board inland navigation vessels in the framework of Regulation (EU) 2016/1628 and the ES-TRIN. This procedure needs to be harmonized and transparent for the competent authorities, engine manufacturers and engine users



alike. In 2019 the CESNI/PT working group discussed a proposal for these guidelines at several meetings. The inland shipping industry indicated that the possibility of installing marinized engines is topic of major importance, while emphasizing that these guidelines should not be a major obstacle. At its meeting on 15 October, the CESNI Committee decided to publish a guide. The guide complements the frequently asked questions document (FAQ) already published earlier by the CESNI and EUROMOT to help understand and interpret the provisions related to engines.

5.2.3 Regulations for electrical propulsion systems

(ES-TRIN chapter 11)

Chapter 11 ES-TRIN (version 2019) contains new rules for the electric propulsion of inland vessels. These will come into force for new-build vessels from 1 January 2020. Given the ambitious objective of moving towards a zero-emission transport, it is essential to adapt existing rules to reflect technological developments. In this regard, much attention is needed about electrical vessel propulsion. Therefore, it is important that Chapter 11 ES-TRIN is well suited to this development in view of facilitating the envisaged transition and new developments.

In line with the CCNR's guidelines for impact assessment of regulatory decisions, CESNI has decided to commission an impact assessment to examine the impact of these new regulations. This impact assessment has confirmed the complexity of these regulations. The research has uncovered several bottlenecks in the interpretation of Chapter 11 ES-TRIN. The inland shipping industry has emphasized the importance of a good explanation, so that people who must work in accordance with these regulations understand the meaning of the original intention. The preparation of a good explanation has high priority. Afterwards work will start

on the determination of the transitional provisions for that part of the fleet that already have an electric propulsion system.

5.2.4 Implementation of the roadmap on noise and vibration

In April 2019, the CESNI committee approved a roadmap to pursue the work regarding noise and vibrations from inland navigation vessels. The content of this noise and vibration road map is intended - in brief - to collect data, to analyse it before considering the tightening of the requirements in ES-TRIN regarding noise and vibrations.

Legal questions

The shipping industry asked the European Commission to provide answers to legal questions of principle regarding the application of Directives 2002/44/EC and 2003/10/EC to inland waterway vessels and the coherence with ES-TRIN. The response from the European Commission was discussed by the CESNI committee on 15 October. The following conclusions were drawn by CESNI;

- Directives (EU) 2002/44 and 2003/10 apply to inland navigation;
- These are implemented in the Health and Safety legislation of national member states;
- The European Commission has found a discrepancy between article 14.09, third paragraph ES-TRIN and article 3 third paragraph Directive (EU) 2003/10/EC;
- ES-TRIN and Directive (EU) 2003/10/EC have a different purpose and application. Both refer to a certain noise level;
- A solution would be to adjust ES-TRIN (either deletion of the article or lowering the threshold for making available and using individual hearing protection with 5 dB(A);



- This solution is provided for in the road map adopted by CESNI;
- An adaptation of ES-TRIN requires an impact assessment, because the scope of the directives is different from ES-TRIN;
- This impact assessment will be carried out urgently;
- The outcome of the impact assessment will be the basis for adjusting ES-TRIN.

Contribution to the inland shipping industry

The fact is that the scope of application of the afore mentioned directives is different and thus more limiting than ES-TRIN. Furthermore, the inland shipping industry prefers that any change to ES-TRIN is preceded by an impact assessment. For this change to ES-TRIN - namely a reduction of the limit from 85 dB (A) to 80 dB (A) for the provision and use of individual acoustical protection equipment - the inland shipping industry is willing to make an exception to the requirement of an impact assessment. After all, this is a very simple way to protect the hearing of the people on board. This is to distinguish from the - more often discussed - problem of the (im)possibility to meet noise requirements in accommodation on board existing ships. In short: the inland shipping industry proposes to save the costs of an impact assessment, and to implement this change of ES-TRIN. The inland shipping industry wants to contribute to a solution in this way. This change will be incorporated in ES-TRIN 2021.

5.2.5 CESNI workshop ‘Systems intended to avoid collisions between vessels and bridges’

In European inland navigation, collisions with bridges and other infrastructures remain a frequent type of accident (around 40% of total accidents) and unfortunately with several fatal accidents in

recent years. The analysis of the accidents revealed that human failure was overwhelmingly identified as the reason for the collision. CESNI has therefore included this subject in its work program for the period 2019-2021.

Objectives CESNI

CESNI has organized this workshop with the following objectives:

- To evaluate the impact of the human factor in collisions with bridges and identify supplementary measures to improve safety of inland navigation;
- To develop an overview of the available technical solutions;
- To collect experience from shipping operators who already use such systems;
- And allow a discussion between the manufacturers, the shipping industry, classification societies and the representatives of national administrations on minimum requirements that would be necessary to improve safety of inland navigation when using such systems as well as the need of certification of such systems.

Crucial role of the human factor

An important outcome of this workshop was the crucial role of the human factor in incidents in inland shipping. The NTC has the opinion that the usual knee jerk reflex, with regulations following an incident - is too limited. That is why the NTC wishes to use the available study budget to investigate the causes of accidents in which the human factor is primordial.

After all, human error is the cause of 70-80% of the inland shipping incidents. An in-depth analysis of the cause of incidents is needed which should then become the basis for the required measures. In some cases, technical measures are required, but the NTC is convinced of the importance of education and experience,



as well as training and awareness. Because the human factor plays a large part, the NTC has asked the Social & Education Committee of the IWT Platform for its assistance. This committee appreciates participation in research and will also spend a part of its available study budget on this study. The Dutch Ministry of Infrastructure and Water Management (I&W) also sees the added value of the analysis of the human factor in inland shipping incidents , and will also contribute financially to the research. In this particular research project, the committees of the IWT Platform are working together with IVR, and with insurers also having an interest.

Example of collaboration

At the beginning of 2020, an investigation will be conducted into the 'Human factors, root causes or accidents in inland navigation'. The NTC is happy with this bundling of knowledge, strengths and resources from the various organizations.

5.2.6 Inland ECDIS and Automatic course determination systems

Following the Round Table held on 6 September 2019 about 'Automatic channel guidance systems with Inland ECDIS and navigational radar equipment', the inland shipping industry has come up with a policy statement. EBU / ESO / IWT Platform have submitted a document setting out their opinion on Information mode versus navigation mode of Inland ECDIS. The purpose of the document is to prevent unnecessary regulation. Based on several arguments, the European inland shipping industry recommends member states do not make Inland ECDIS mandatory in navigation mode for vessels sailing with automatic channel guidance systems.

5.3 Conclusion

The NTC is pleased with the rewarding results achieved in 2019. We can now all see the benefits of the joint efforts in the European Inland Waterway Transport Platform! Within IWT the close collaboration with the other committees Innovation & Greening, Infrastructure, Environment & Safety and Social & Education is guaranteed. Together we can contribute to a future-proof European inland shipping fleet!

- Lijdia Pater-de Groot, Leny van Toorenburg



06. Infrastructure Committee

What is the focus on inland waterways and how to maintain / improve this infrastructure?



6. Infrastructure

A well-maintained infrastructure network is crucial for the reliability of the inland waterway transport sector. In the past years inland waterway infrastructure has been neglected in terms of maintenance, leading to negative effects on the water levels. According to the Midterm progress report of Naiades II, the main factors that have negatively affected the performance of inland navigation between 2014-2017 are that inland waterway infrastructure, including locks, bridges, minimum draught levels and river information systems (RIS) is inadequate.

To meet the sustainability goals of the European Union and its transport policy, waterways need to become climate resilient. Waterways also need to meet the Good Navigation Status (GNS) and provide the necessary infrastructure for energy transition and support for future automation.

Inland waterways are part of the TEN-T corridors and as such are represented in 7 of the 10 corridors. In the past year only 7 % of the CEF portfolio has been dedicated to inland waterways. To meet the above criteria this, share should be increased by support of the Member States and the European Union.

Inland waterways have extra capacity at their disposal that could be better and more efficiently used. Therefore, one of the aims of the European transport and sustainability policy and recently the "Green Deal" of the European Commission is to increase the modal share of inland waterway transport. This is in line with the sector's policy.

6.1 Focus 2019

The infrastructure committee in its last years activities focused on the following aspects to deliver the overall policy aims:

- High quality and climate resilient infrastructure in order to remain a reliable partner and to increase the share of IWT;
- Upgrade of infrastructure, removal of bottlenecks and realisation of missing links;
- Support for energy transition;
- Sustainability by means of innovation to offer high quality services ;
- Digitalization and better integration of inland waterway transport in the multimodal transport chain via ports and terminals;
- More and better mooring and rest places along the waterways including better accessibility for changing of crews.

To realise these goals the infrastructure committee contributed to the discussions and gave expert input to various decision-making bodies within the European Union , River Commissions and River Protection Commissions.

6.2 High quality and climate resilient infrastructure in order to remain a reliable partner and to increase the share of IWT. TEN-T & GNS.

The existing transnational legal framework for navigation channel-related provisions and minimum requirements are basically shaped by the TEN-T Regulation (EU) No. 1315/2013 and the European Agreement on Main Inland Waterways of International Importance (AGN) – both referring to the CEMT waterways classification.

According to the regulation all waterways with the minimum requirements for class IV as laid down in the new ECMT classification of inland waterways have to comply with its minimum requirements on draught (not less than 2.50 m) and on height under bridges (not less than 5.25 m). At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission



from the minimum requirements on draught (less than 2,50 m) and on minimum height under bridges (less than 5,25 m); besides rivers, canals and lakes are equipped with RIS.

Member States will have to comply with these requirements by 2030 when according to the regulation an evaluation shall take place in 2023. However, there is no stipulation on the length of the periods in the TEN-T regulation that these minimum requirements have to be available for inland navigation. Therefore, the concept of “Good Navigation Status” needs to elaborate a methodology that guarantees reliability of inland navigation.

In 2019 a first public consultation took place as preparation of this evaluation to which the IWT platform contributed. In this contribution we defended a regeneration and life cycle approach of the infrastructure to keep up the quality of the network and a better use of uncongested waterway transport in multimodal logistics and mobility which has a positive impact on air quality, safety, living and working conditions.

Inland waterways are part of 7 of the 10 TEN-T corridors. The IWT platform not only participated in the meetings of these 7 corridor fora as well as at the 2019 TEN-T days in Bucharest, but also had the opportunity to present itself to a broader audience. This was an excellent occasion to emphasize the needs of the sector and IWT within this concept.

One of the major projects within the TEN-T corridor concept is the Seine-Scheldt canal on the North-Sea Med corridor which aims to connect Paris and the North of France to the Northern European waterways. On the Rhine-Danube corridor the FAIRway Danube project intends to increase the fairway conditions of the Danube in order to allow much higher volumes of transport in this important waterway region.

On the Orient-East Med the increasing navigability of the river Elbe is high on the agenda. And there are more opportunities that could be turned into projects. In 2020 the platform will examine how we could play an active role in bringing project ideas at least up to the stage of project proposals.

6.3 Infrastructure and Environment

Last year the IWT platform contributed to CCNR's Working Group IEN (Infrastructure & Environment). The IEN Working Group meets twice a year and discussed various topics over the past year. All items related to construction, as far as they have an impact on shipping in the dedicated CCR region, are regularly scheduled talking points.

Berths and the way in which they are arranged are an important topic in this working group. Well-obtained berths are a major part of safe inland navigation. Facilities that have been discussed are:

- shore power for household use;
- charging points for electric propulsion;
- flexible signaling (E.5.4. to E.5.15 of the RPR) or;
- automatic signs indicating the occupation of berths.

The results of the consultation can be considered when drawing up the draft work program regarding the task relating to the berths.

Furthermore, topics as cyber security, sustainability and environmental issues were also points of discussion. The consequences of climate change for inland shipping were discussed extensively here. Through the participation of the business community on behalf of the IWT platform, matters can be brought up for discussion in time or influenced by the business community.



6.4 Water Framework Directive and participation in the WFD Navigation Task Group, International Commissions for the protection of the rivers Danube and Rhine.

As a kick-off activity for the European IWT Platform, Jan Brooke ran a workshop to outline the main requirements of the EU Water Framework Directive; their relevance to inland waterways; and the role of the WFD Navigation Task Group. The workshop also introduced the EU Birds and Habitats Directive and illustrated how these Directives can affect inland waterway transport developments.

Throughout 2019, a key activity on behalf of the WFD Navigation Task Group (including the IWT Platform) was to provide a coordinated input into the WFD Fitness Check. This activity involved a facilitated exercise to identify concerns and establish a common position, followed by a series of meetings, interviews and submissions to ensure that these issues were communicated to the Commission and to their consultants. The crucial role of sediments in natural systems, the influence sediments can have on achieving the WFD's ecological and chemical status objectives, but relative lack of attention in the Directive to sediment management was a main concern highlighted by the sector. Policy coherence, including links between WFD implementation and transport policy, was another important aspect. Work on the Fitness Check process culminated in a Position Paper summarising the views of the navigation sector, finalised in November 2019.

The IWT Platform was represented in a workshop in April 2019 run jointly by the WFD ECOSTAT Working Group and SedNet (the European Sediment Network), to explore the role of sediments and sediment management in meeting the objectives of the WFD. This event led to the setting up of a new CIS activity on sediment management, the kickoff meeting for which was held in late 2019.

As these relationships are of such importance to the navigation sector because of activities such as dredging,

As an observer the IWT Platform attended meetings of the International Commissions for the Protection of the rivers Danube and Rhine, which committees are responsible for the implementation of the WFD and the establishment of a good ecological state of the rivers.

! Annual congestion costs reach 1% EU GDP and GHG emission share of transport continue to rise instead of decreasing.

- Contrary to the congested roads the network of European waterways has extra capacity at its disposition, offering a huge potential for modal shift.
- Investment in inland waterways is well spent money and has a high economic and societal return on investment.

- Resi Hacksteiner, Gerard Kester & Erik Schultz





Thanks!

For questions, suggestions or to plan
a meeting, feel free to contact us

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