



Central Commission for the Navigation of the Rhine **CCNR**



Functioning of the CCNR

The Central Commission comprises mainly the **delegations of the different contracting States**, which are responsible for drawing up and adopting resolutions and a permanent **Secretariat** which is responsible for preparing the CCNR's work and organising its meetings. A number of **observer**

States are also associated with its work (Austria, Bulgaria, the Grand-Duchy of Luxembourg, Hungary, Poland, the Czech Republic, Republic of Serbia, the Slovak Republic, Romania, the United Kingdom, Ukraine)



The Central Commission **adopts resolutions by unanimous vote; each State has one vote**, and the resolutions are **binding** on the member States. Voting on the resolutions, drawn up by specialist committees and groups of experts from the member States throughout the year, takes place

at **plenary sessions, which are held twice a year.**

Since the Rhine is at the heart of the European network, the CCNR **developed special relations with the European Commission and cooperates intensively with the UNECE**, and the other river commissions, in particular the Danube Commission, the Moselle Commission and the Sava Commission as well as the **International Commission for the Protection of the Rhine**. This cooperation takes the form of joint projects as well as the mutual recognition of regulations.



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History of the CCNR and its missions

The Central Commission for the Navigation of the Rhine (CCNR), the oldest intergovernmental organisation in the world, was created in 1815 at the Congress of Vienna.

It was created to ensure **the freedom of navigation on the Rhine**. Its role was strengthened by the **1868 Mannheim Document**, which extended its terms of reference to include ensuring the **prosperity of navigation on the Rhine and throughout Europe, and a high level of safety for navigation and its environment**. The Document was the precursor to the setting up of a free common market for transport, brought about by the European Union to a large extent a hundred years later.

The headquarters of the Central Commission, which currently has **five member States (Germany, Belgium, France, the Netherlands and Switzerland)**, are in Strasbourg. A number of observer States are also associated with its work.

1815 CONGRESS OF VIENNA
CREATION OF THE CCNR

1868 MANNHEIM DOCUMENT ON THE PROSPERITY OF NAVIGATION

FIVE MEMBER STATES
GERMANY | BELGIUM | FRANCE | NETHERLANDS | SWITZERLAND



The "Rhine Palace"

Built in a neo-classical style between 1884 and 1888 as the imperial palace to accommodate the German emperors during their visits to Alsace-Lorraine, the "Rhine Palace" has been the headquarters of the CCNR and its Secretariat since 1920.

The Rhine – a navigable waterway of vital importance to the European economy

The Rhine constitutes the backbone of inland navigation in Europe; it is used by more than **two-thirds of all goods carried by inland waterway**.

Navigation on the Rhine offers not only competitiveness but also greater safety than other modes of transport. New markets are developing strongly; these include the transport of containers, weight-intensive goods, and chemicals.

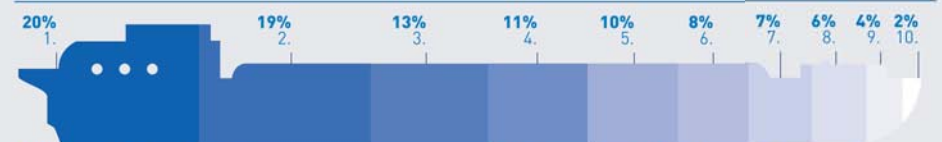
884KM BASLE / ROTTERDAM
LENGTH OF THE NAVIGABLE SECTION OF THE RHINE

330 000 000
TONNES IN TRANSIT/YEAR

fleet : total transport capacity
10 000 000 TONNES



VESSEL TYPE



1. Oil and oil-based products
2. Unproc. and proc. ores, construction mater.
3. Solid mineral fuels
4. Machines, vehicles, manufactured goods
5. Chemicals
6. Ores and waste for the metallurgy industry
7. Agricultural products
8. Foodstuffs and animal feed
9. Metallurgy products
10. Fertilisers

TYPE OF GOODS CARRIED ON THE RHINE

Areas of activity of the CCNR

In accordance with the Mannheim Document, the CCNR plays a vital **regulatory role** in navigation on the Rhine. The **close cooperation with the river transport profession** is an essential feature of the CCNR's work, enabling it to provide specific responses to various needs. In all its areas of action, the guiding factors are and always have been the **efficiency of transport on the Rhine, safety, and care for the environment**, in keeping with **sustainable development**.

In view of the proportion of the European market covered by the course of the Rhine, the work carried out by the CCNR in respect of the Rhine is often reflected in much wider geographical areas. As a result, the fundamental texts and agreements for the profession are also applied **beyond the conventional Rhine area** and currently cover a large part of the navigable waterways of Europe.

