

London

Rotterdam

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Frankfurt am Main

Rouen

Metz

Luxembourg

Mannheim

Nuremberg

Paris

Strasbourg

Stuttgart

Ratisbonne

Basel

Chalon-sur-Saône

Lyon

Mantua

Ferrara

Venice

Marseille

MISSIONS & FUNCTIONING

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation which has been ensuring the freedom and safety of navigation on the Rhine since 1815. It has five Member States: Belgium, France, Germany, the Netherlands and Switzerland.



The CCNR is composed of the delegations of its Member States, which are responsible for drawing up Rhine regulations, and a standing Secretariat responsible for preparing its work. The CCNR proceeds by unanimously adopting Resolutions which are binding on its Member States; each Member State has one vote.

A number of Observer States (Austria, Bulgaria, the Czech Republic, Luxembourg, Hungary, Poland, Romania, Serbia, Slovakia, Ukraine and the United Kingdom) and a number of approved organisations are also involved in its activities.



Given the central position of the Rhine in the European transport network, the CCNR has developed a special relationship with the European Commission; it also works closely with the UN-ECE and the other river commissions, particularly the Danube Commission, the Moselle Commission and the Sava Commission, the International Commission for the Protection of the Rhine, and the International Commission for the Hydrology of the Rhine Basin. This cooperation is reflected in both the mutual recognition of regulations and a number of joint projects.





**YEARS
OF HISTORY**

**1815
CREATION
OF THE CCNR**

HISTORICAL BACKGROUND

The CCNR, which is the oldest form of institutionalised intergovernmental cooperation still in existence anywhere in the world, was created in 1815 at the Congress of Vienna.

The purpose of its creation was to ensure the freedom of navigation on the Rhine. The Act of Mannheim affirmed its role in 1868 and extended its area of competence to ensuring the prosperity of navigation on the Rhine and throughout Europe as well as a high level of

**DEVELOPMENT
OF THE PORTS OF
ROTTERDAM AND
ANTWERP**

**BOOM IN RHINE
TRAFFIC**

safety for navigation and its environment. This was the first step towards the setting up of a free common market for transport, which was largely achieved a hundred years later by the European Union.

Today the activities of the CCNR are at the heart of European transport policy. Because of its acknowledged expertise, many of its activities now focus not only on the Rhine but more broadly on all Europe's navigable waterways.

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1815

DEVELOPMENT WORK ON THE WATERWAY

1815
Congress of Vienna

SECOND INDUSTRIAL REVOLUTION

FIRST WORLD WAR

BOOM IN RHINE TRAFFIC

RESTRUCTURING OF THE FLEET

TOWARDS THE SUSTAINABLE DEVELOPMENT OF NAVIGATION OF THE RHINE AND THROUGHOUT EUROPE

1919
**STRUCTURAL
REORGANISATION
OF THE CCNR**
|
Headquarters moved
to Strasbourg

1992
**RHINE CONNECTED TO
THE DANUBE** BY THE
CANAL FROM THE MAIN
TO THE RHINE

1975
**OPENING OF THE
CANAL BETWEEN
THE SCHELDT AND
THE RHINE**

2003 & 2013
**INCREASED
COOPERATION
BETWEEN THE CCNR
AND THE EU**

1945
**RECONSTITUTION
OF THE CCNR**

2016

SECOND WORLD WAR

1945
Creation of the UNO

1957
Creation of the EEC

1992
Creation of the EU

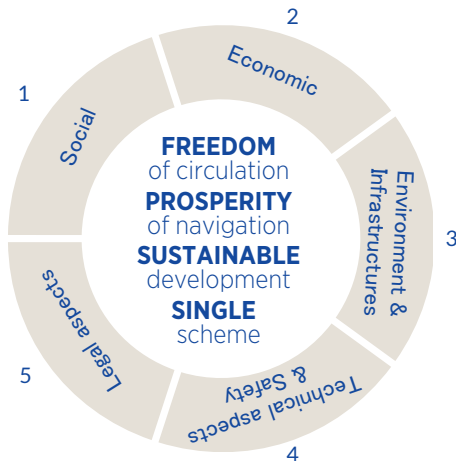
GLOBALISATION

5

AREAS OF ACTIVITY

In accordance with the Mannheim Act, the CCNR plays an essential role in regulating navigation on the Rhine. It is active in technical, legal, economic, social and environmental areas. Its traditionally close cooperation with the river profession is an essential feature of the CCNR's activity, enabling it to respond effectively to the various needs of the market. All the areas of its activity are guided by the efficiency of Rhine transport, safety, and respect for the environment, with the aim of achieving sustainable development.

Most of the work carried out by the CCNR is in fact applied far beyond the navigable part of the Rhine; it is currently applied to a large part of Europe's navigable waterways.





1 SOCIAL

- Working conditions for crew members
- Social security arrangements for crew members
- Regulations on crews

2 ECONOMIC

- Observation of the market for inland navigation
- Topical studies and forecast analyses
- Congresses on economic topics

3 ENVIRONMENT & INFRASTRUCTURES

- Optimisation of navigation on the Rhine
- Ecological profile of inland navigation
- River information systems (RIS)
- Organised prevention and elimination of waste (CDNI)

5 | 8

4 TECHNICAL ASPECTS & SAFETY

- Police Regulations
- Technical regulations for construction and equipment of vessels
- Conditions for issuing the Rhine boatmaster's certificate ('patente')
- Transport of dangerous goods (ADN agreement)

5 LEGAL ASPECTS

- Harmonisation of the River Law
- Court of appeal for the Rhine Law
- The law governing transport by waterway

THE RHINE, AN ESSENTIAL WATERWAY IN EUROPE

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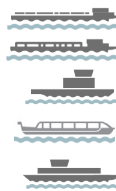


The Rhine is the backbone of inland navigation in Europe. It accounts for more than two-thirds of the goods carried on inland waterways in Europe.

Rhine navigation is competitive and safer than other modes of transport. New markets are currently developing strongly: the transport of containers, heavy packages, chemicals, and passengers.

DISTRIBUTION OF THE FLEET BY TYPE OF VESSEL*

* Fleet of the Rhine countries (Germany, France, Switzerland, Netherlands, Belgium and Luxembourg)



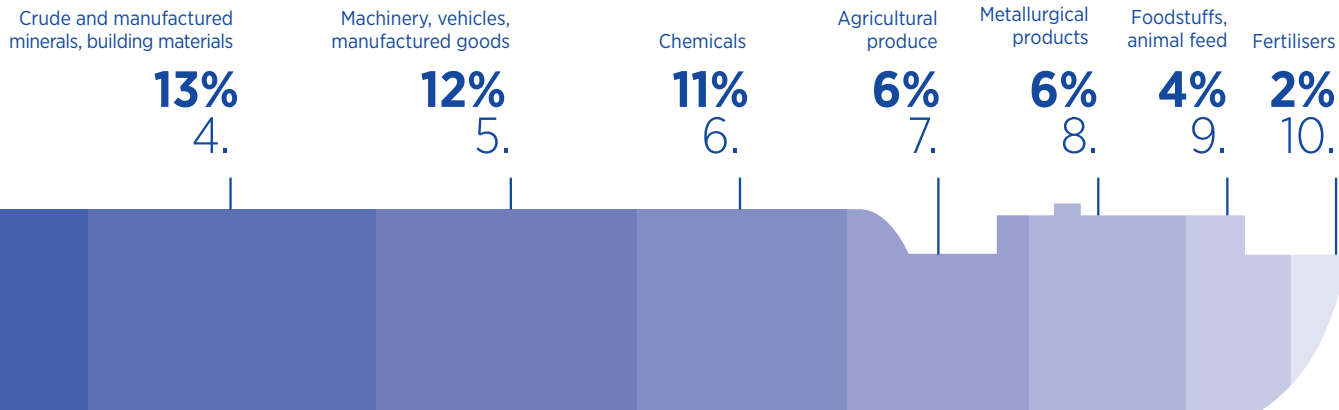
7.600 units | **Vessels carrying dry bulk goods** | Tonnage 10.687.000 t.

1.600 units | **Tanker vessels** | Tonnage 3.100.000 t.

1.475 units | **Tugs and pusher vessels**

1.800 units | **Passenger vessels** (Day-trip vessels)

300 units | **Cruise vessels**



884 KM

Length of the navigable part of the Rhine from Basel to Rotterdam

330 000 000 t.

Transport/year on the entire Rhine

13 800 000 t.

Total transport capacity of the Rhine fleet



Szczecin

Berlin

Dresden

Prag

Linz

Wien

Bratislava

Budapest

Belgrad

Ruse

Constanta



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