

**PRESS RELEASE****CCNR extends the simplified procedure for applying the “hardship clause” of the Commission’s technical requirements for inland navigation vessels**

Strasbourg, 23 November 2011 – The Inspection Regulations Committee of the Central Commission for the Navigation of the Rhine (CCNR) decided on 27 October of this year to extend for one year the validity of Recommendation 1/2009 of the Rhine Vessel Inspection Regulations (RVIR) of 27 October 2009, “Simplified and standardised procedure for applying Article 24.04 (4) of the Rhine Vessel Inspection Regulations (RVIR) in response to the current economic crisis”. At the same time it was decided that the Recommendation would finally expire at the end of 2012. In a subsequent decision-making procedure carried out in writing, the Committee also decided to exclude certain transitional provisions from the extended period of the simplified procedure. These are specifically: the transitional provision for Article 7.06 (1) – navigation radar equipment which was approved before 1 January 1990; and the transitional provision for Chapter 8a – exchange engines, which up to 31 December 2011 are installed on board craft which were in operation on 1 January 2002.

In taking the decision on the transitional provisions, the Commission had requested the Secretariat of the CCNR to examine the issue. The results of the examination are given below.

Transitional provision for Article 7.06 (1) – navigation radar equipment which was approved before 1 January 1990

1. The transitional provision requires such equipment to be installed for no longer than until 31 December 2011. Unlike transitional provisions for other requirements, the expiry date of this provision is not related to the date of renewal of the vessel certificate and thus does not vary for each individual vessel; rather, the RVIR specifies in this case an absolute date, which is the same for all vessels.
2. The ITU requires that, beginning from 1 January 2012, only vessel navigation systems be in operation which produce spurious responses at least 60 dB below the threshold of wanted emissions. The CCNR consequently limited the period of operation for the “old” radar equipment to 31 December 2011. Any operation beyond this date would be an infringement of the ITU decisions.
3. Operation of the radar equipment mentioned above had originally been limited to 31 December 1999. This period was then first extended until 31 December 2009 and subsequently extended a second time until 31 December 2011 for the reasons given.
4. According to the Secretariat’s information, the expiry date given above is also included in the directive to amend Directive 2006/87/EC, which is pending adoption.

Transitional provision for Chapter 8a – exchange engines, which up to 31 December 2011 are installed on board craft which were in operation on 1 January 2002

1. The transitional provision requires such engines to be installed by no later than 31 December 2011. Unlike transitional provisions for other requirements, the expiry date of this provision is not related to the date of renewal of the vessel certificate and thus does not vary for each individual vessel; rather, in this case an absolute date is specified, which is the same for all vessels.
2. This transitional provision is related to one of the CCNR’s main concerns, the reduction of pollutant emissions from inland shipping. In this respect, we face a special challenge with the existing fleet, because vessels do not fall under emission requirements until the engines are exchanged. Extending the approval of engines not subject to emission standards would therefore all the more contradict the objective of inland shipping becoming an ecological means of transport.
3. The expiry date specified above is also included in Directive 2006/87/EC.