

2018 vision



www.vision-2018.org

Inland navigation is a dynamic, forward-looking mode of transport. With its "Vision 2018", the Central Commission for the Navigation of the Rhine (CCNR) is setting itself a number of ambitious objectives **for the next five years** which will contribute to **the sustainable development of inland navigation in ecological, social and economic terms**. In this way, the CCNR aims to contribute to the emergence of a mode of transport that is part of sustainable development and to emphasise the prospects offered **by an inland navigation which uses resources economically and contributes to the competitiveness of businesses**.

Due to its cross-border nature, inland navigation requires an effective European framework. Through its **"NAIADES"** action programme, **the European Commission** has already contributed fully to the promotion of inland navigation in Europe. Its new **"NAIADES II"** action programme – "Towards quality inland waterway transport" – includes provision for additional initiatives intended to create the conditions to enable inland waterways transport

to become a quality mode of transport: well-governed, efficient, safe, integrated into the intermodal chain, with quality jobs occupied by a skilled workforce, and adhering to high environmental standards. Within the close cooperation between the CCNR and the European Commission, **"Vision 2018" aims to contribute to the implementation of "NAIADES II" in these key areas.**

"Vision 2018" is a CCNR initiative for inland navigation on the Rhine and in Europe. **The stakeholders in inland navigation** (administrations, European and international organisations, professional associations and social partners, research bodies, etc) are invited to **make their contribution to the implementation of "Vision 2018". The consistency and the coordination of actions will be encouraged and the ecological, social and economic objectives will be aligned.**

In the present economic context, which is affecting the dynamism and the development of inland navigation and placing certain businesses in a difficult position, it is important **to strengthen**

the positions of inland navigation in the medium and long term. "Vision 2018" therefore lays down a number of objectives for the sustainable development of inland navigation; **these take account of its financial possibilities, and their achievement should help to boost the dynamism and the prosperity of the sector.**

"Vision 2018" defines a number of objectives drawn up after consulting all the stakeholders in inland navigation. Because of the extent of their implications and their ambitious nature, the follow-through of some of these objectives could continue beyond 2018. **The stakeholders in inland navigation are nevertheless required in the medium and short term to adopt the initiatives necessary for making as much progress as possible with the objectives by 2018.** In this respect, the CCNR will carry out its work in close cooperation with its partners and will make the best possible use of the resources and structures available. Over the next five years, the CCNR will draw up an intermediate report and a final report assessing the progress achieved on the sustainable development of inland navigation.

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FOR SUSTAINABLE INLAND NAVIGATION



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SAFETY AND RELIABILITY



By 2018, inland navigation should have consolidated its positioning as a safe mode of transport, and the reliability of river transport services should have progressed in keeping with market demands.

1. Provision of single standards for modernised technical prescriptions suited to inland navigation vessels for inland navigation on the Rhine and elsewhere in Europe.
2. Support for inland navigation businesses in optimising safety and risk management, with a view to strengthening the shipping industry's responsibility for safety measures and to being able to reduce the number of prescriptions in the long term.
3. Quality river information services making use of innovative technologies will be used by the shipping industry in order to both improve the safety of inland navigation and take more account of logistics aspects and ecological concerns.



In support of **NAIADES II**

"Quality of governance" priority and "Integration of inland navigation into the multimodal logistics chain" key area of intervention, actions involving RIS

TRAINING AND QUALIFICATION



By 2018, inland navigation should have an employment market meeting the growing need for a qualified work force and ensuring renewal of the work force in river transport jobs in the long term.



1. Modernisation of training courses and qualifications for crew members so that attractiveness of jobs in inland navigation increases in order to ensure sufficient available labour.
2. Statement of language requirements in order to contribute to an improvement in communication and hence also in the safety of inland navigation.

In support of **NIAIDES II**

Skilled workforce and quality jobs" key area of intervention, actions involving professional qualifications

FUEL CONSUMPTION AND EMISSIONS OF GREENHOUSE GASES



By 2018, inland navigation should be making an even more significant contribution to combating global warming by reducing both its fuel consumption and its emissions of greenhouse gases.

1. Definition and quantification of the long-term objectives of reducing fuel consumption and emissions of greenhouse gases for inland navigation on the Rhine and elsewhere in Europe with a view to concerted action by the shipping industry, the States, international organisations and other stakeholders.
2. Encouragement for the efforts made by inland navigation on the Rhine and elsewhere in Europe to reduce its fuel consumption and its greenhouse gases as part of concerted action by all the stakeholders based, inter alia, on the CCNR's CO² and fuel strategy.



In support of **NIADES II**

"Environmental quality through low emissions" key area of intervention, actions involving emission limits and substitute fuels

EMISSIONS OF POLLUTANTS INTO THE AIR AND INTO THE WATER



By 2018, inland navigation should be contributing even more significantly to preserving air and water quality by reducing even further the emissions of pollutants caused by propulsion and by optimising the management of cargo residues.



1. Encouragement for innovation in favour of alternative fuels and forms of energy, particularly LNG, while maintaining safety conditions.
2. Improvement of conditions enabling inland navigation on the Rhine and elsewhere in Europe to reduce its emissions of pollutant gases and particles.
3. Development of the network of CDNI waste disposal points so that waste disposal becomes an everyday practice. Definition of a concept for treating gaseous residues of liquid cargoes, together with a regulatory framework.

In support of **NAIADES II**

“Environmental quality through low emissions” key area of intervention, actions involving emission limits and substitute fuels

CHANGES IN ENVIRONMENTAL CONDITIONS



By 2018, the infrastructures and operating methods should have been optimised, so that inland navigation and navigable waterways are in a position to guarantee their reliability and their performance levels even when adaptation is necessary in the future because of changes in environmental conditions.

1. Constant improvement in infrastructure performance in order to improve the safety and efficiency of navigation on the Rhine even more.
2. Improvement in international coordination with a view to planning and the integrated use of the Rhine and other navigable waterways in Europe.



In support of **NAIADES II**

“Quality infrastructure” key area of intervention, actions involving corridors

LOGISTICS CHAINS



By 2018, inland navigation should have consolidated its positioning within logistics chains for traffic both in the hinterlands of seaports and throughout the continent using corridors with relevance for inland waterway transport.



1. improvement in physical, electronic and organisational links with other modes of transport in the framework of the European multimodal transport corridors so that inland navigation is better integrated in logistics chains. Inland navigation will then be in a position to attract more of the flow of goods that is generated by growth in cargo volumes handled in seaports.
2. Integration of navigation on the Rhine in a transboundary corridor management.

In support of **NAIADES II**

“Quality infrastructure” and “Integration of inland navigation into the multimodal logistics chain” key areas of intervention, actions involving multimodal corridors, and logistics chains and RIS/e-freight

APPLICATION OF THE REFERENCE SOCIAL CONDITIONS



By 2018, the application of the appropriate reference social conditions which could substantially promote the attractiveness of jobs in inland navigation ought to be optimised.

1. Guarantee for boatmen of a sufficient level of legal certainty for social protection in order to take into account the mobile nature of their professional activity.
2. Assurance of actual compliance with the applicable social conditions through the introduction of appropriate instruments making use of the potential of innovative technologies, such as the electronic tachograph and the electronic service record book.



In support of **NAIADES II**

“Skilled workforce and quality jobs” key area of intervention, actions involving equipment for recording navigation times for crew members and vessels and professional experience

INFORMATION



By 2018, inland navigation ought to have the benefit of the greater availability of relevant, reliable information on waterways as a transport system.



1. Creation of an observatory of inland navigation in Europe in order to draw up a comprehensive panorama of inland navigation, meet the specific information requirements of public and private stakeholders in inland navigation and the general public, and provide a platform for the exchange of data.
2. Improvement in communication on transport safety, the reliability of inland navigation on the Rhine and elsewhere, and impact studies of technical prescriptions and the effects on climate change, directed more particularly at political and economic decision-makers and administrations.

In support of **NIAIDES II**

“Quality through innovation” key area of intervention, actions involving market observation services

2018
vision 

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