



**CCNR**

CENTRAL COMMISSION  
FOR THE NAVIGATION OF THE RHINE

**viadonau**

# The energy transition in the inland navigation sector – A challenge for the energy infrastructure as well

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# The CCNR

- **Governs navigation** on the Rhine
- **Guaranteeing freedom of navigation** and promoting navigation on the Rhine
- **Binding regulations** from Basel to the Sea (police/operational rules, vessel technical requirements, crew qualification and manning)
- Political, organisational, technical and social innovator
- Strategy (sustainable inland navigation, vision of zero emissions, automated navigation, cooperation with EU ...)
- Some two thirds of IWT goods transport in Europe takes place on the **Rhine**



# Drivers for energy transition in IWT

## ↳ Paris Agreement (2015)

- Legally binding international treaty on climate change
- Limit global warming to well below 2, preferably to 1.5 degrees

## ↳ The Mannheim Declaration (2018)

- Adopted by CCNR ministers in charge of transport
- Objective of largely eliminating GHG and other pollutants by 2050
- CCNR tasked to develop a roadmap

## ↳ EU Policy (2020 – 2021)

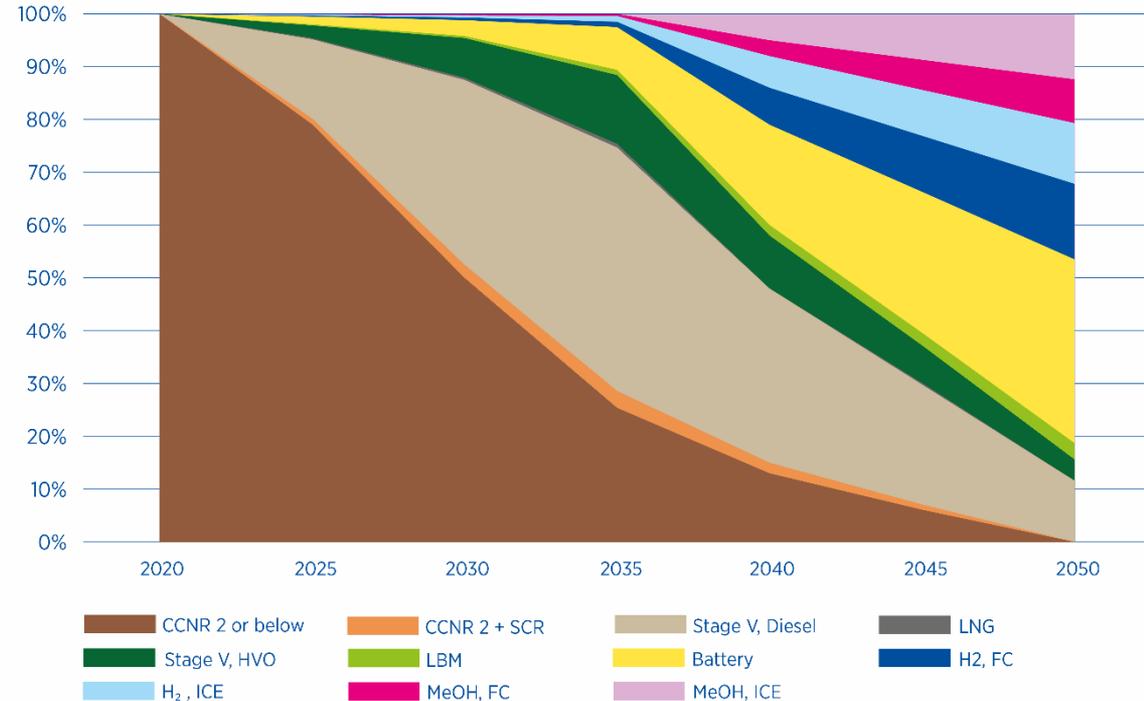
- European Commission's Green Deal for Europe and "Smart and sustainable Mobility Strategy"
- Naiades III : action plan for IWT
- On going revision of the Alternative Fuels Infrastructure Directive

 The CCNR and EU share the same long-term vision with "a zero GHG emissions inland navigation sector by 2050"

# CCNR Roadmap (dec 2021)

↘ Sets transition pathways to achieve the objectives for emission reduction

↘ Proposed measures



Source: CCNR

*“R1f : Scrutiny and where appropriate amendment of safety and statutory requirements for bunkering of alternative fuels in inland waterway transport*

*R3 : Infrastructure requirements for alternative fuel and electricity for propulsion”*

↘ Battery electric propulsion will play a relevant role after 2035

↘ Inland waterway infrastructure needs to be adapted

# Initiatives at the Committee for Infrastructure and Environment

- ∨ In 2020 Agreement on a method to determine the desirable quantity of berth on the Rhine and publication of collection of examples of the need for and equipment of berths

[https://www.ccr-zkr.org/files/documents/infovoienavigable/Aires\\_de\\_stationnement\\_fr.pdf](https://www.ccr-zkr.org/files/documents/infovoienavigable/Aires_de_stationnement_fr.pdf)

- ∨ Work programme 2022-2023 of the IEN Committee
  - Proposals for improving the quantity and quality of berths on the Rhine, in particular for equipping berths with shore power
  - Requirements for the Rhine as a future-proof waterway
  - Implementation of the measures proposed in the CCNR Roadmap
  - Representing the interest of Rhine navigation on the Good Navigation Status (GNS) concept (for example Soft GNS components)

# Thank you for your attention !

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