



## **Statement of the Secretariat of the Central Commission for Navigation on the Rhine (CCNR) Concerning the Common Implementation Strategy (CIS) for the Water Framework Directive (WFD) and the Activity on Hydromorphological Pressures Resulting from Hydropower, Navigation and Flood Defence Activities**

Inland navigation is a mode of transport that is highly efficient, very safe and has clear ecological advantages. Large parts of the European waterway network have spare capacities. Therefore, the governments of countries with access to this network as well as the European Community promote the shift of cargo towards inland navigation in the face of ever increasing transportation needs.

The CCNR is the supranational institution governing navigation on the Rhine, promoting freedom, prosperity and safety of inland navigation for almost 200 years. Its member states Belgium, France, Germany, the Netherlands and Switzerland represent some 80% of all inland navigation in Europe. In addition, the CCNR has formal ties with other European countries and international organisations, being involved in inland navigation.

The CCNR has always been leading the development of inland navigation and its regulations were mostly the first of their kind in Europe. For more than a century it has undertaken concrete measures to protect the water bodies the vessels are sailing on and the wider environment. Examples are the

- Requirements concerning the transport of dangerous goods,
- Technical prescriptions forbidding the leakage of lubricants into the water,
- International agreement concerning the collection of waste from inland navigation, including bilge and waste water,
- Requirements concerning the reduction of noise and exhaust emissions from engines on inland navigation vessels.

Its current activities concern, among others, regulations requiring the transport of many more substances in double hull vessels, the next stage of reduction of exhaust emissions and sediment movements caused by navigation. Thus, the CCNR has taken, within its boundaries of competence, necessary action to protect the water and the wider environment from possible adverse effects of inland navigation and it continues to do so. Other international organisations, such as the Danube Commission or the European Community, and individual countries are using CCNR regulation in this field as inspiration or even blueprint for their own work.

The CCNR views the WFD and its goal of improving the quality of the water bodies used by inland navigation in principal as being not in conflict with the goals of safe, environmental friendly and economical inland navigation. Furthermore, the WFD offers an opportunity to enhance the ecological soundness of inland navigation and to further its progress towards a truly sustainable mode of transport. Accordingly, the CCNR has already been engaged in the process of the implementation of the WFD, mostly through its partnership with the International Commission for the Protection of the Rhine (ICPR), in particular contributing to the economic analysis.

Now, that within the CIS a new activity on hydromorphological pressures resulting from hydropower, navigation and flood defence activities has been initiated, the CCNR wishes to become more intensively involved. This involvement should achieve four specific goals:

1. Making use of the CCNR's technical and regulatory competence for reaching the goals of the WFD as far as inland navigation is concerned;
2. Establishing on all levels functioning cooperation between policy makers and the responsible administration on one side and all major parties of the inland navigation sector, especially the operators of the inland navigation fleet and the inland ports as well as the industries whose future economic development relies on an efficient inland navigation sector, like the chemical and steel industry, on the other side to enable them contributing to the implementation of the WFD; (as the CCNR is not the only navigation commission in Europe, the cooperation of the sister organisations of the CCNR should also be ensured;)
3. Avoiding in the process of practical implementation of the WFD those measures that may impede safety or efficiency of inland navigation or that may lead to an increase in costs of waterborne transport and thereby a shift to other modes of transport, which are less sustainable;
4. Ensuring that by better integration of water and transport policies inland navigation will be able to fulfil the role foreseen for it by the European Community, the CCNR and their member states: being an environmentally friendly way of transport with an increasing share in the modal split.

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