The European Union last year adopted a regulation to introduce new emission standards for a.o. inland vessel engines (EU) 2016/1628 (http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32016R1628). This regulation aims to introduce strict EURO VI standards for air emissions of new engines which is expected to pose high burdens on the industry. Engines with a power above 300 KW that are brought to the market by manufacturers need to fulfill the new stringent prescriptions of the regulation regarding NOX and PM as of 1.1.2020. In practise this means that in case of renewal of engines or in newly built vessels the new standards apply as of mentioned dates (difference above and below 300 KW). According to the information from manufacturers the engines in combination with after treatment and filters will be much more expensive if available.

Existing engines excluded

Existing engines do not need to fulfil these strict emission criteria. The Dutch Ministry on Infrastructure and Environment recently commissioned a study on the emission performance of the existing fleet with a focus on the consequences of the NRMM regulation and its impact on the sector. One of the most important findings is the expectation that due to the high expected costs and additional after treatment investments many ship owners will decide to revise their existing engines or replace the old engines with a new CCNR Stage 2 before the entering into force of the regulation. By doing so the vessels would meet the new environmental requirements by the Port of Rotterdam as of 2025. The intended effect of the regulation however would be met only many years later.

In this part of the workshop we want to address the consequences of this new regulation for the inland shipping and insurance industry.

Stability issues related to unknown or even wrong notified container weights have been a serious issue in inland container shipping for long. There are well known examples of nearly capsized or heavily listed inland barges and feeder ships causing serious damages and congestions. In the maritime world the new SOLAS VGM resolution has entered into force on 1st July 2016 with the aim that all container gross weights are verified before loading.

Unidentified hazards from the cargo stowed within containers have been a serious issue in shipping as well. A recent fire on board of a container vessel in the port of Hamburg revealed that cargo loaded within a number of containers caused an explosive atmosphere in the cargo hold without that the carrier or the crew had any knowledge of the hazards. What can be done to protect the inland barge carrier from those hidden hazards resulting from wrongly marked dangerous goods?

In this part of the workshop we want to address the issue of container weight and container contents verification for inland shipping with a focus on safety, liability and insurance.

Registration fees:
- For IVR-members included in congress fee.
- For IVR-members not attending the congress EURO 50,-- excl. VAT
- For non-members EURO 100,-- excl. VAT
PROGRAM

PART 1: INNOVATION OF IWT AND CHALLENGES REGARDING NEW EMISSIONSTANDARDS

14.45 Opening and Moderation:  
Ms. Lucia Luijten, Head of Unit IWT at the Dutch Ministry of Infrastructure and Environment, The Hague

14.55 Practical requirements and implementation of the regulation  
Dr.-Ing. Philipp Troppmann, Policy Officer, Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs (DG GROWTH), European Commission Brussels  
Marta Wolska, Seconded Official Directorate-General for Mobility and Transport (DG MOVE), European Commission Brussels

15.15 Panel with questions from the industry regarding the development and implementation of the Regulation as well as options to meet the NRMM stage V requirements  
Khalid Tachi, Director EICB Dutch Innovation Lab and Chair EIBIP (European Inland Barging Innovation Platform, Rotterdam

Jan Vogelaar, Adj. Director CBRB and Environmental Coordinator EBU, Rotterdam

16.00-16.30 BREAK

PART 2: CONTAINER WEIGHTS AND CONTAINER CONTENTS – HOW TO PROTECT THE INLAND CARRIER FROM UNKNOWN HAZARDS

16.30 Opening and Moderation:  
Klaus Weber, President IVR, Mund & Fester GmbH & Co. KG, Hamburg

16.35 How to practically and legally protect the inland carrier based on some well known incidents  

Dr. Johannes Trost, Lawyer at LEBUHN & PUCHTA Hamburg and member of the Legal Committee IVR.

17.15-17.30 Discussion

17.30 Closure