



Directorate General for Mobility and Transport
Ms Daniela Rosca, Head of Unit for Ports and Inland Navigation

2018 IVR Congress

Introductory remarks to the panel debate:

*"150 years Mannheim Treaty - Role and contribution to the development of
IWT in Europe"*

Strasbourg, 17 May 2018

Dear IVR President Weber,

Dear CCNR President Wehrmann,

Dear IVR members,

Dear panellists,

Ladies and Gentlemen,

INTRODUCTION

It is a pleasure and honour for me to attend the 2018 IVR Congress and to come back to the *Palais du Rhin* in Strasbourg.

The Rhine Commission is one of the most successful projects of cross-border cooperation in the European history.

For many years, navigation on the Rhine has shown the way forward and the CCNR has played a successful role in this regard. CCNR is a reliable partner with over 200 years of experience that it is ready to share with the rest of the Union and beyond.

Looking at the broad picture of transport in Europe, we face the common challenge of ensuring that inland navigation is well integrated in the logistic chains.

This challenge is about unleashing its untapped market potential. Inland waterways transport could further contribute to the goals of the EU low emission mobility strategy by tackling, for example, road congestion.

The sector has also the potential to create quality jobs for a skilled workforce and to contribute much more to the Union's sustainable economic growth, but also to lead in the field of innovative technologies and business models. It can revitalize cities and regions, and industries, while inland waterways' modern infrastructures could contribute to the environmental recovery of rivers, prevention of flooding and natural disasters.

WE HAVE A COMMON INTEREST IN ENHANCING INLAND NAVIGATION TRANSPORT IN THE RHINE AND IN THE WHOLE EUROPEAN UNION AND BEYOND.

It is not by chance that the joint work of the CCNR Secretariat and DG MOVE has increased substantially in the last years with the signature of an Administrative Arrangement and a related contract for the period 2016-2018.

We are grateful to the CCNR for the support provided so far with the implementation of the TEN-T corridors, in particular the Rhine-Alpine Corridor, and also the Rhine-Danube Corridor.

DG MOVE also welcomes the work of CESNI, the European committee for drawing up common standards in the field of inland navigation, created in 2015 under the CCNR umbrella. Under the Directive on technical requirements for vessels, we launched the adoption of the so-called ESTRIN-2017 standard; CESNI was instrumental in preparing these technical requirements, making it their first big result since its creation. CESNI is now working at full speed.

The adoption of the new EU Directives on technical requirements for inland waterways vessels in 2016 and professional qualifications in 2017 has been possible thanks to CESNI's contribution and the involvement of the CCNR.

THE EUROPEAN COMMISSION FULLY APPRECIATES THE CONTRIBUTION RECEIVED FROM THE CCNR SECRETARIAT AND FROM THE CCNR MEMBER STATES.

DG MOVE has and will continue to inform and involve the CCNR in the EU policy making process. For example, the CCNR Secretariat participates regularly in the Commission's expert groups, regular bilateral meetings are taking place and, in turn, DG MOVE participates regularly to the CCNR Plenary or other relevant meetings.

In exchange, I would like to stress the importance of good cooperation and communication in order to guarantee a sound division of policy making responsibilities, in particular in matters that fall under the competence of the EU.

The EU approach is not to create administrative burden. We don't want to over-regulate or create unneeded bureaucracy.

Our approach fully respects the subsidiarity principle. The purpose is to ensure technical harmonisation and administrative simplification for connections open to all operators in a fair and non-discriminatory manner.

I think this is a shared objective of all actors concerned, the EU and the Member States, the CCNR Member States, the European Commission and the CCNR Secretariat and, of course, the inland navigation sector in Europe.

TEAMWORK BETWEEN CCNR AND DG MOVE IS ESSENTIAL IN THE COMING MONTHS AND YEARS. WE HAVE MANY IMPORTANT FILES OF COMMON INTEREST IN THE PIPELINE, SUCH AS:

- the evaluation of the River Information Services Directive in the framework of a Digital Inland Navigation Area (DINA);
- the introduction of electronic tools in inland navigation;
- the continuous market observation;
- the institutional consolidation of CESNI (future financing has been ensured for the period 2019-2021 through a Programme Support Action funded under the Connection European Facility);
- the completion of TEN-T infrastructure works for the Rhine;
- the implementation of the recently adopted Directives on technical requirements for vessels and, respectively, professional qualifications in inland navigation;
- the discussions on the way forward under the Austrian Presidency of the Council of the European Union, in the second semester 2018, with possible Council Conclusions on a NAIADES III action programme for post-2020.

THIS YEAR IT IS ESSENTIAL THAT WE JOIN FORCES ON MAKING INLAND NAVIGATION MORE VISIBLE, showing its benefits and success stories, especially in the discussions on the next-Multiannual Financial Framework.

We would like to have a reinforced CEF-2 allowing both to complete the TEN-T network and to address decisively the transition to smart and low-emission mobility, with alternative fuels. Inland navigation should benefit from a boosted CEF post-2020.

CONCLUSION

Ladies and Gentlemen,

We should take full advantage of the Multimodal Year announced by Transport Commissioner Violeta Bulc, of the 150th Anniversary of the Rhine Commission-Mannheim Act in October, and of the upcoming Austrian Presidency of the Council of the EU.

CCNR will remain a key actor in the implementation of the EU inland navigation policy. We are happy with the good work done together until now. It is a necessary one and we wish to work even better in the future.

Only through combined efforts we will succeed, together, in further developing the sector, supporting and delivering economic growth and maintaining and hopefully increasing quality jobs.

Thank you very much for your attention.