

IVR GENERAL ASSEMBLY 3.6.2022 Croatian State Archives REPORT BY THE SECRETARY GENERAL

INTRODUCTION

How happy am I to see our members in person only 8 months after our successful and sunny congress in Ghent. After organizing our event in autumn 2021, we are back with our traditional dates of Thursday and Friday before Pentecost.

The year under review, the year 2021 was undoubtedly still marked by the pandemic. However, I can inform our members that we closed the year very successful on several levels.

COOPERATION IVR WITH INTERNATIONAL INSTITUTIONS

Ever since our founding in 1874 and re-establishment in 1947 we are closely cooperating with the CCNR and its Member States. While cooperating we are able to focus and collaborating to achieve the objectives of the association.

To get back to the cooperation with international institutions, IVR, as observer is contributing to the development of these standards and closely involved in the works of CESNI with a focus on the technical standards that are exceptionally important for our members. Especially given the rapidly evolving sector with respect to digitalization and other developments. Like we have seen yesterday.

Besides IVR has been strongly involved in the elaboration of international agreements under the umbrella of the CCNR in the field of private law aspects, mainly the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and CLNI 2012, the Strasbourg convention on the limitation of liability in inland navigation. But also recently with respect to CDNI and its relevant documents.

To the benefit of its members IVR is promoting the ratification of these conventions by the very states. Thanks to the specialist know-how and extensive experience IVR is able to maintain a database of publications on relevant international conventions and decisions with respect to the international conventions CMNI and CLNI. Also relevant international decisions with respect to the international convention CDNI will be collected from now on.

STRATEGY

As we are on the brink of the 150th anniversary of our association, the new mission, vision and strategy has a slightly different focus without losing the unique independent and neutral position of our association. Anticipating on the challenges related to the path to zero emission in 2050.

1. Main Tasks

IVR's main objective will still be the observation and representation of the **common interests** of the involved industries on the network of the major European inland waterways. It is coping with all topics within the common sphere of interests of its members which more concrete translates into

- Loss prevention



- Legal harmonisation and unification
- Maintaining a vessel database

However, as the sector is on the eve of a major transition, our association should also focus on the important unavoidable aspects of greening, digitalization, autonomous sailing and the energy transition in general. For the upcoming period the activities should take into account the consequences of alternative fuels and the aspect of Loss Prevention. Also the aspect of insurability is a very important issue to keep in mind. Just recently we have organized a working group on the topic of autonomous sailing in collaboration with the municipality of Rotterdam and SMASH!. I think this is also something we learned from the workshop of yesterday. We need each other and IVR can be the connecting linking pin in achieving successful collaboration.

In 2020 and 2021 IVR formed, together with other organizations, a reporting point “bio fuel” to make sure that shipowners could inform the market about their experiences with the use of bio fuel. As an independent and neutral organization it was encouraged to also include positive experiences. With the postponement of both RED II and the Fuel Quality Directive, IVR has proven to play an important role in sharing information and making sure that new initiatives are safe and reliable before they are introduced to the market on a wider scale.

Within the described context the IVR committees have intensely continued the work and consultations in their respective fields in order to achieve the objectives of the association.

The chairs of our committees will inform you in detail about their activities following this speech. If course, you have been already informed about many of their activities during the year by receiving the monthly IVR reports. From this we can take that they have been very successful in realising their goals for which I would like to express my sincere thanks to the chairs and committee members.

Vessel Database

The IVR vessel database continues to offer online access for users and ship owners to the technical details of more than 20.000 vessels. The need for reliable and accessible data continues to grow within the inland navigation sector and is also an important topic on a European level (Platina 3). IVR is happy to contribute to this very important task.

Fleet development in 2021

As we can see from these statistics which were published just last week in the annual report, the inland fleet is still renewing substantially. In 2021 115 newly built vessels were added to the Western European fleet (Belgium, Germany, France, Luxemburg, Netherlands and Switzerland). Part of these 115 new buildings are 55 tank- and 25 dry cargo vessels. The passenger fleet increased by 20 new vessels showing the importance of this booming business on European waterways. As I cycle along the river “Meuse” when I go to the office every morning it gives me much joy to see the amount of passenger vessels along the “Maasboulevard”. What a big contrast compared to the previous two years.



On the other side in 2021 64 vessels of the Western European fleet have been scrapped, amongst them 14 tank- and 42 dry cargo vessels. Almost twice the amount compared to last year!

The modernisation of the fleet is equally demonstrated by the increasing number of double hull tank vessels sailing on the European rivers and thus contributing to the high level of safety of the carriage of dangerous goods.

Green Award 2021

As just mentioned, included in our Online Ships database is also an overview of the ships that have obtained a Green Award, at what level it is classified and until when it is valid. What this shows is that the vast majority of ships are rated at a Green Award Silver level. Most Green Awards are awarded to tankers with 543 tank vessels, but what is interesting to know is that the Green Award is also on the rise in passenger shipping (125 ships now, 59 ships last year in 2020, 50 ships year before). If you compare this number to 19 vessels in 2019 this is an extremely sharp increase.

The development that green, clean and sustainable shipping is getting more and more attention is a very good signal towards the ambition on the road to zero emission in 2050.

Greening

It is because of the transition to a more sustainable fleet that we will make sure the IVR Ships Information System is adapted to the needs of the users. We are focussing on the engines, use of alternative fuels and other instruments (for example emission label). As the focus across all modality sectors is becoming apparent to get insight in the amount of Green House Gases (CO₂, NO_x, PM) we are currently working on an entire new project. Our new project is installing a tool in our IVR Ships Information System which allows shipowners to simple calculate their amount of Green House Gases based on either ship characteristics (for example tonnage, engine, et cetera) or via a more extensive calculation method (using exact amount of bunker information). With this tool we hope to contribute to the information provision the sector is needing.

2. Forum role

IVR is known as the **unique international platform** at which national organisations of inland navigation, insurance industry and surveyors as well as individual companies and persons from these and related areas such as brokers, lawyers, manufacturers, yards etc. are represented.

One of the unique points of our association is its broad European network. I think it is greatly demonstrated also in Zagreb with members from various European countries and sectors. This allows the exchange of experience between the various sectors and industries involved. With the workshop of yesterday still in mind, I am convinced that working together is key in achieving the goals that are set for the future of inland navigation. It is my goal to keep expanding our European IVR family from Amsterdam to Zagreb and to include more related sector to broaden and enhance our network. With 10 new members joining IVR this year already, I am happy and proud that we keep expanding our network and hereby offering our existing members an even more extensive network.



3. Modernization of visibility & communication

During the pandemic, more important than ever, was to inform our members via other ways than our regular meeting in persons. Therefore we increased the amount of IVReports per years to up to 12 times informing our members about the various activities we undertake. As part of the current communication strategy we also intensified the use of new media, like LinkedIn. Apart from that we broadcasted a Digital Out of Home Campaign to wish everyone happy holidays instead of sending regular Christmas cards. We already see the first results of our new communication strategy. Other parties, being non-members, find their way to the IVR secretariat more easily. Although the world opened up since this spring, we will continue to communicate with our members via our monthly newsletter. However, meeting each other in person during events like these, but also during events like Maritime Industry has proven to be very important to reconnect and to exchange new ideas.

CONCLUSION

Only 8 months ago I expressed my sincere hope to meet each other in person in Zagreb in June 2022. Happy that I can personally address all of you today to express my sincere thanks to all members present. Especially given the fact that travelling nowadays via various European Airports are not without its own challenges. Another sincere thanks goes to the board of directors and the committees for their contribution to the works of IVR in the past year. Also special thanks to the IVR secretariat. Without my team in Rotterdam this congress could not have been organized.

But for now I want to take some of your time to thank a very special person, Dr. Philippe Grulois. Philippe, from the moment I joined IVR you welcomed me with open arms and showed me the versatility of the inland navigation sector, and very important, the versatility of our beautiful association. You are an example for our association but also for me personally with your loyalty, knowledge and language skills. I am always impressed how you effortlessly switch between different languages like German, English, French and Dutch. For over 35 years (before I was even born) you have been involved with IVR and continued to built upon the pillars on which we exist. I am happy that you still continue to play a role within the Executive Committee and that you will stay on board for IVR for the upcoming years to come.

IVR is on the brink to celebrate her 150th Birthday in 2024, only two years from now. It goes without saying that this milestone will not pass by unnoticed. Although IVR is confronted with some challenges, I am sure that also for the upcoming decades, IVR will keep continue to be the unique and independent European Association as she already is today.

To conclude, I want to thank you again for your attendance today and look forward to a great continuation of our event. As unfortunately I did not have yet had the opportunity to speak to everyone in person, please do not hesitate to contact me for a cup of coffee/lunch after this event. I would love to continue building on the solid foundation of IVR.

Frouwke Klootwijk-de Vries
Secretary General

