

IVR GENERAL ASSEMBLY 26.5.2023 ROYAL TROPICAL INSTITUTE REPORT BY THE SECRETARY GENERAL

INTRODUCTION

Distinguished guests,
Dear members,
Dear Ladies and Gentlemen,

Good morning and a warm welcome to all of you gathering here today at the Royal Tropical Institute in Amsterdam for the 82nd General Assembly of our Association. It is great to see so many of our members travelling to Amsterdam for the 36th edition of our annual congress and what a great success it has been up to now. It has been more than 30 years ago since our last visit to the capital of the Netherlands as it was last organized in Amsterdam back in 1992. Since then, inland navigation still plays a vital role in the city of Amsterdam with passenger ferry transport across the IJ, the growth of the Port of Amsterdam, and of course the first thing people think of when they think of Amsterdam, the traditional Amsterdam Canal Cruises. Compared to 30 years ago, a lot has changed as the city of Amsterdam is focussing more and more on sustainability. For example, from the year 2025 all transport over water in the city centre shall be 100% zero emission.

The year under review today, the year 2022, was a very successful year for our association as we closed the year very successful on several levels.

Today, we gather here in Amsterdam to discuss the current status of our association, but also have a look at the future of our association.

First and foremost, I want to express my deepest gratitude to all our esteemed members who have played a vital role in shaping our association and making it the success it is today. Without your unwavering support, dedication, and involvement, we would not have achieved the remarkable milestones and advancements that we have seen throughout the years. 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. Of course, you have been already informed about many of their activities during the year by receiving and reading the monthly IVReports. 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.

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. Although meeting each other in person is possible again, the monthly IVReports are here to stay in order to inform our members in



the best way possible about all our activities we are undertaking for our members. It is therefore that I want to express my gratitude towards all the members of our IVR secretariat for doing a such an excellent job day in-day out. And of course, my gratitude also goes out to our distinguished board.

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.

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.

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. I think this is also something we learned from the workshop “Changing Landscapes” yesterday. We all need each other and IVR can be the connecting linking pin in achieving successful collaboration.

One of the unique points of our association is our broad European network. I think it is greatly demonstrated also in Amsterdam with members from 10 different European countries and sectors. This allows the exchange of experiences between the various sectors and industries involved. It is my goal to keep expanding our European IVR family and to include more related sector to broaden and enhance our network. With 6 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. Yet, sometimes, I am still asked what it is exactly what we do. My response? Do you have a minute, because we are undertaking many different activities. Some of our activities I will further highlight in my speech today.

Vessel Database

The IVR vessel database continues to offers 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. IVR is happy to contribute to this very important task.



Fleet development in 2022

As we can see from these statistics which were published just last week in the annual report, the inland fleet is still renewing substantially although less compared to previous years. In 2022 91 newly built vessels were added to the Western European fleet (Belgium, Germany, France, Luxemburg, Netherlands and Switzerland). Part of these 91 new buildings are 31 tank- and 21 dry cargo vessels. The passenger fleet increased by 26 new vessels showing the importance of this booming business on European waterways. However, the number of 91 new buildings is less compared to previous years.

On the other side in 2022 32 vessels of the Western European fleet have been scrapped, amongst them 8 tank- and 21 dry cargo vessels. Half the amount of the previous year! An explanation might be the fact that we noticed a big increase in the demand for the resale of vessels. Especially vessels who are sold to the lower Danube region in assisting with grain export. All related to the current war in Ukraine.

Green Award 2022

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 617 tank vessels, but what is interesting to know is that the Green Award is also on the rise in passenger shipping (185 in 2022, 125 vessels in 2021, 59 vessels in 2020, 27 vessels in 2019). If you compare this number to the number back in 2018 (being just 8 passenger vessels) 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 still adapted to the needs of the users. We are still 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 extremely happy with the launch of our IVR Emission Calculation Tool earlier this year. During the workshop “Changing Landscapes” yesterday, I shared an extensive presentation on this recently launched tool. With this tool we hope to contribute to the information provision the sector is needing.

Today, as we celebrate the achievements of the past, we must also look towards the future. Our upcoming 150th anniversary year provides us with an exceptional opportunity to not only commemorate our rich history but also to propel our association forward. It is a time to reflect on our accomplishments, but also to set new goals, reach new horizons, and strengthen our position as a leading European association in the inland navigation industry.

Let us take a moment to imagine the world as it was 150 years ago. In 1874, when our association was founded, Europe was undergoing significant transformations. It was a time of profound changes,





technological advancements, and industrial revolution. The landscape of inland navigation, which we hold dear, was vastly different.

Back then, the rivers and canals were the lifelines of trade and transportation. They connected distant regions, enabled the movement of goods and people, and served as vital arteries for economic growth. Inland navigation was the backbone of Europe's flourishing commerce, driving prosperity and development. Steam-powered vessels were revolutionizing transportation, offering new possibilities and efficiency.

As we fast forward to the present day, we can witness the tremendous progress we have made. The world has evolved, and so have we. Modern technology has transformed the way we navigate, communicate, and conduct business. Yet, it is still a time of profound changes and technological advancements, but now with the emphasis on greening and automation.

Our association has embraced these advancements, adapting to the changing times while staying true to our core mission, being a neutral and independent association. But like it was 150 years ago, the rivers and canals are still a lifeline of trade and transportation. I guess some things will not ever change. Inland navigation remains a crucial element of Europe's transport infrastructure, fostering sustainability, reducing congestion, and contributing to a greener future.

As we move forward, let us seize the opportunity that our 150th anniversary presents. It is not just a time for celebration but a chance to reignite our passion and reinforce the value of our association. We must strive to enhance our visibility, engage new stakeholders, and foster partnerships that will shape the future of inland navigation.

I urge each and every one of you to become ambassadors for our association. Spread the word about the remarkable work we do and the impact we have. Encourage others to join our association, to invest in the future of inland navigation, and to support our endeavours. By uniting our voices and efforts, we can ensure that our association continues to thrive for another 150 years and beyond. I always emphasize that we are a member association. Without our members we do not have any right to exist. So in the end, despite the hard work of the IVR secretariat, it is up to the members of IVR.

In conclusion, although already highlighted in the beginning of my speech I would like to express my deepest appreciation to our members, past and present, for their unwavering commitment, dedication, and belief in our association. Your contributions have been instrumental in our success, and we are privileged to have you as part of our IVR family. I look forward to a great continuation of our event with the continuation of our general assembly and a very interesting presentation from mr. Jon Kuiper on the topic of "Digitalisation of logistics in a European context - the view of the Dutch Ministry of Infrastructure and Water Management" followed by a closing lunch in the magnificent Marble Hall here at the Royal Tropical Institute.

Frouwke Klootwijk-de Vries
Secretary General

