

Discussion Document for CCI Inland Waterways

CCI document to EBA GA 2016-1 defines CCI as a network discussion group for matters of interest brought to the attention of GA for possible actions. To prepare our CCI Inland waterways meeting in Palma this year I have written a discussion document as a status report to the last list of objectives presented in Berlin. We should use this discussion document and some possible complementing ideas from you in our small group to present the results of our discussion in the GA. As I have been informed Hans and Michel also couldn't be present in Palma.

1. Network of national Waterways: transfer to private operation

There are political discussions in Germany how to deal with the 2.700 km net of category „Rest“ waterways without any commercial use, as a part of the total net of 7.300 km German federal waterways. For preparing a political decision the federal parliament demands from Federal Ministry of Transports finishing the concept for national water tourism. During this discussions the environmental organization „Naturschutzbund Deutschland – NABU“ presented their program „Blues Band“ with ideas for the net of rest-waterways which have found interest in the running political discussion. One main request of NABU is to close a part of 800 km waterways as soon as possible for any recreational use. All commercial and non-commercial stakeholders for watersport activities in Germany try to influence the work of the not-public concept for national water tourism without any success up to now.

2. Inland AIS

There is some progress in widening the net of European inland waterways suitable for using inland AIS. Parallel the national waterways administrations try to reach a cash flow from their investments for AIS infrastructure. Following the main interest of waterways administration in AIS to strengthen the responsibility of shipmasters and minor own responsibility next step is to add more aids to navigation (AtoN) on AIS screen and remove physical signs from waterways. The biggest effect would be by removing all buoys and lightened bridge signs for distinguishing channels for shipping. Some European states have already brought this idea to UNECE.

In Berlin EBA has accepted a position statement on AIS virtual AtoN containing reservations in behalf of recreational vessels shorter than 20 m or less than 100 m³ using AIS B on voluntary base. One main problem is that AIS B screen cannot receive and decode virtual Aton data because AIS B's screen shows a GPS map and not a digital waterways chart where virtual AtoN data can inserted.

As expected UNECE has shifted over in November last year the proposal for virtual AtoN including EBA's position statement to CCNR for technical and legal work to prepare a decision. CCNR and their technical VTT WG soon will ask EBA for their constructive ideas for appropriate consideration of recreational boating because there is a strong interest of national waterways administrations to reduce physical signs.

CCI for Inland Waterways should discuss possible solution for smaller vessels as there can be the use of AIS A for all who are interested or the development of an extended AIS B screen which can show digital waterways charts and detect and decode AtoN signals.

3. Shipmaster certification, National Certifications of Competence

No progress.

4. Technical Requirements for Inland Waterways Vessels

Harm has attended in December 2015 CCNR CESNI meeting and stated that EBA for ist interests should wait for the re-start of the former JWG in a new group under the roof of CESNI.

5. Standard for Boat Harbours

No progress.

6. Numericalan

Presented by Andy.

7. IAS in Inland Waterways

As discussed in Berlin the present EC Code of Conduct accepted in the GA cannot solve the problems of contamination by biocide pollutants of club harbours mainly in fresh water inland waterways. This problem also will be discussed under EBA GA item 21 –Seabed Pollution raised by Peter Karlson.

The German Federal Environmental Office has made an environmental analysis for risks caused by recreational boating exclusively regarding use of anti-fouling. DMYV will have a meeting in Mai 2016 with Federal Environmental Office and Federal Office for Nature Protection to discuss conclusion from EC Code of Conduct.

I hope we will have successful discussions in Palma on Friday 14th April 1430 – 1545.