

European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN)



Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation
(ONU CEE / SC.3/WP.3)

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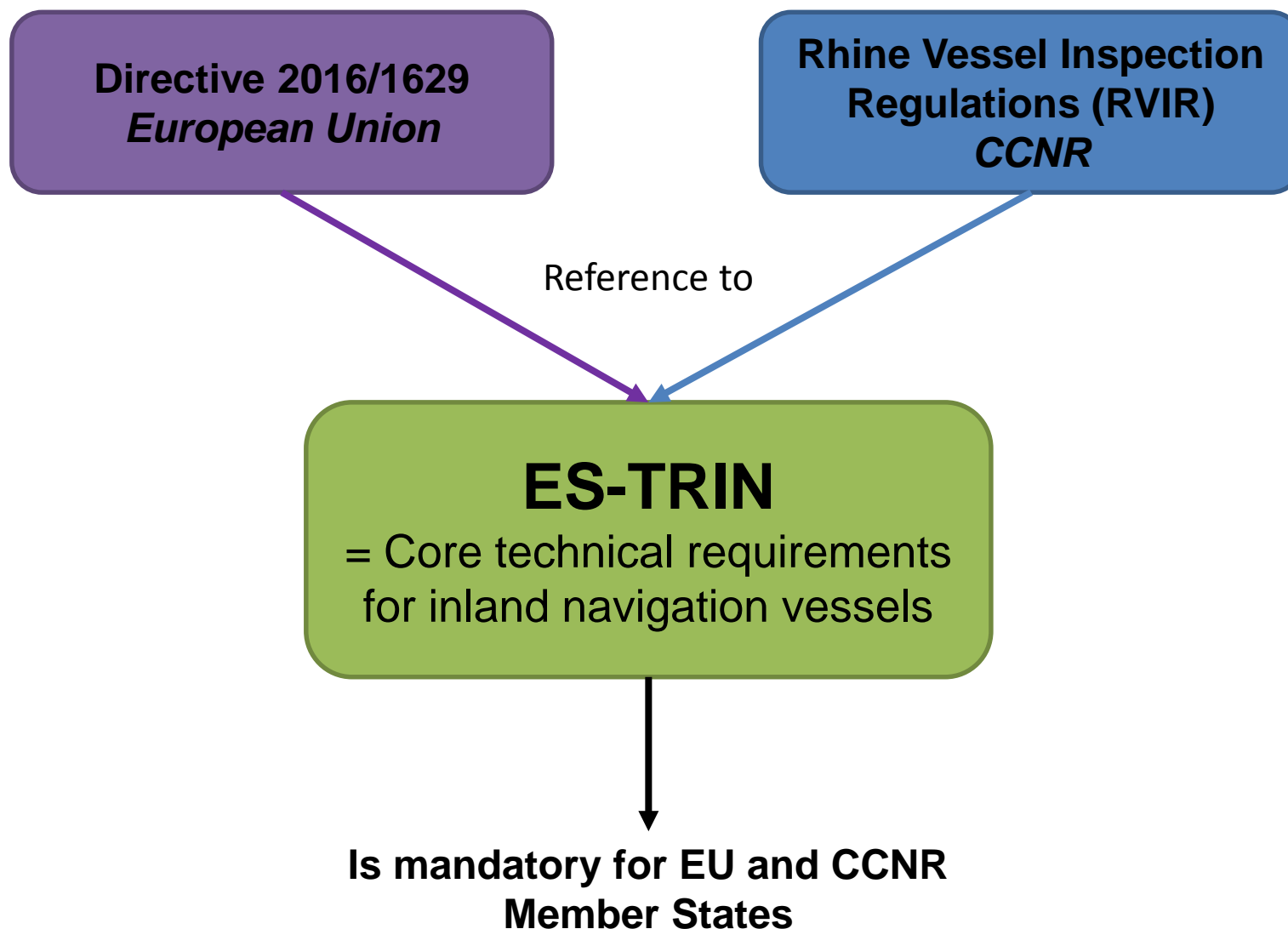


ES-TRIN – Key items

- Uniform technical requirements for ensuring the safety of inland navigation vessels
- Included in a standardised way the requirements contained in EU directive 2006/87 and in the Rhine Vessel Inspection Regulations (RVIR=RheinSchUO)
 - Provisions on inland navigation vessel construction, arrangement and equipment
 - Special provisions for certain categories of vessel such as passenger vessels, pushed convoys and container vessels. It also incorporates the new requirements governing the use of liquefied natural gas as a fuel (LNG)
 - Instructions on how to apply the technical standard.
- Available in 4 languages (German, English, French, Dutch)
- Distinction between technical requirements and procedural rules
- Concrete result of the successful cooperation in CESNI, notably between European experts and shipping industry.
- ES-TRIN is not binding per se => CCNR, EU, other international Organisations and States can apply this standard by referring to it in their respective legal frameworks.



ES-TRIN – Legal framework





ES-TRIN – Roadmap for the next editions

Date	Steps
March 2017	First reading of ES-TRIN 2017 in the CESNI
July 2017	Adoption of ES-TRIN 2017 , including new provisions for fire-fighting systems, cranes, traditional craft, navigation and information equipment, elevating wheelhouses, reference update to EN/ISO Standards ... as well as numerous editorial corrections
October 2018	ES-TRIN 2017 mandatory in the EU and CCNR legal frameworks
...	
April 2018	First reading of ES-TRIN 2019 in the CESNI
October 2018	Adoption of ES-TRIN 2019
January 2020	ES-TRIN 2019 mandatory in the EU and CCNR legal frameworks (New ES-TRIN edition every two years)



ES-TRIN – Developed and improved by the working group CESNI/PT

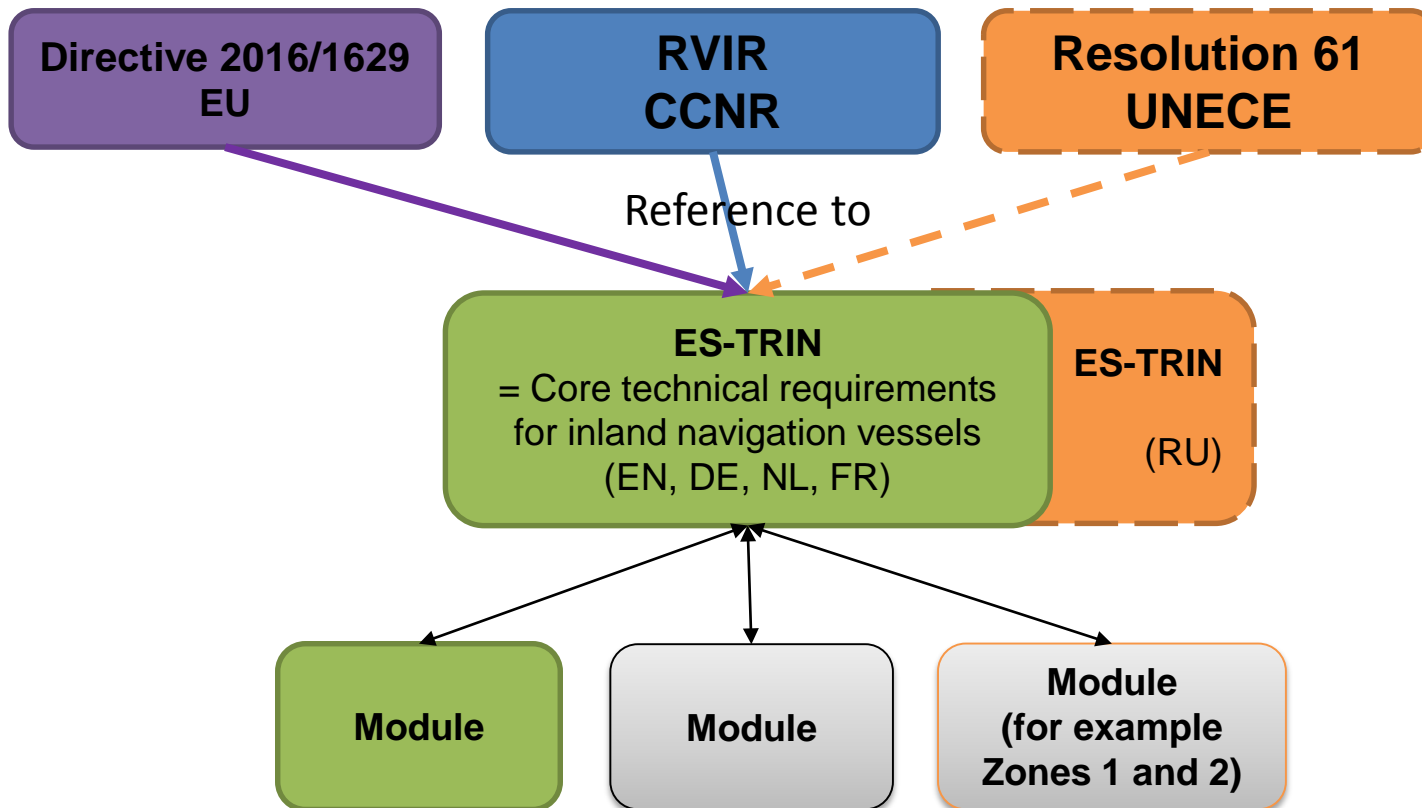
- CESNI/PT = working group on technical requirements for inland navigation vessels
- Usually 4 meetings per year in Strasbourg, France
- Open to all experts, in particular representatives of non-EU and non-CCNR Member states, as well as international organisations (see CESNI rules Art. 2)
+ Possibilities for reimbursement of travel costs
- Ambitious work programme (2016-2018), including new provisions for electrical propulsions systems, alternative fuels, electronic devices and automatic track-based guidance systems...
- Next meetings : 21-22 February ; 27-28 June 2017





ES-TRIN – Opportunity to improve the cooperation

- Better governance of the IWT, promoted as political objective
=> Avoid duplications and fragmentation in the works
=> Build consensus among equal partners
- Considering CESNI missions + Modular structure of ES-TRIN (allowing development of specific requirements by national governments or international organisations)
=> Proposal to join forces





ES-TRIN – Conclusions

- “Core” technical requirements for inland navigation vessels
- Not binding per se, but possibility to “make reference to”
- October 2018 => ES-TRIN 2017 mandatory in EU and CCNR
- Standard permanently developed and improved by the working group CESNI/PT, with close cooperation with shipping industry
- Opportunities to join forces between partners and reduce of duplications in the works (better governance)



More information on
<http://www.cesni.eu/>



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