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

Geneva, 15-16 February 2017
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

Reference to

ES-TRIN
= Core technical requirements for inland navigation vessels

Is mandatory for EU and CCNR Member States

Directive 2016/1629
European Union

Rhine Vessel Inspection Regulations (RVIR)
CCNR
## ES-TRIN – Roadmap for the next editions

<table>
<thead>
<tr>
<th>Date</th>
<th>Steps</th>
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<tr>
<td>March 2017</td>
<td>First reading of ES-TRIN 2017 in the CESNI</td>
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<td>July 2017</td>
<td><strong>Adoption of ES-TRIN 2017</strong>, 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</td>
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<td>October 2018</td>
<td><strong>ES-TRIN 2017 mandatory</strong> in the EU and CCNR legal frameworks</td>
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<td>April 2018</td>
<td>First reading of ES-TRIN 2019 in the CESNI</td>
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<td>October 2018</td>
<td>Adoption of ES-TRIN 2019</td>
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<td>January 2020</td>
<td><strong>ES-TRIN 2019 mandatory in the EU and CCNR legal frameworks</strong> (New ES-TRIN edition every two years)</td>
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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 propulsion 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

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Diagram:

- **Directive 2016/1629 EU**
- **RVIR CCNR**
- **Resolution 61 UNECE**
- **ES-TRIN** = Core technical requirements for inland navigation vessels (EN, DE, NL, FR)
- **Module**
  - Module (for example Zones 1 and 2)
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/
THANK YOU FOR YOUR ATTENTION

Benjamin Boyer
Administrator
Central Commission for the Navigation of the Rhine (CCNR)
Palais du Rhin - 2, place de la République
67082 Strasbourg Cedex - France

www.ccr-zkr.org
www.cesni.eu