

3 to 6-months internship position

Reducing air pollutants and greenhouse gases emissions from the inland navigation fleet

The Organisation:

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that plays a key role in the navigation of the Rhine. Its main objectives are to ensure good navigation conditions on the Rhine and to promote shipping that is safe and respectful of the environment on the waterways. It is active in technical, legal, economic, social and environmental domains. Many of the CCNR's activities now go beyond the Rhine itself and encompass European inland navigation in the broadest sense.

The CCNR is composed of five Member States (Germany, Belgium, France, the Netherlands and Switzerland) and works more and more closely with the European Commission, in particular within the framework of the European Committee for the Development of Standards in Inland Navigation (CESNI).

Located in Strasbourg and made up of an international team of 32 persons, the CCNR is seeking to recruit for its Secretariat an intern to support notably regulatory work concerning inland navigation vessels and the greening of the fleet. The intern will work under the supervision of the naval technical and the economic administrator of the secretariat.

Internship description:

Within the internship there are **four main activities**, which are described below.

1. Support the development of a European standard for measuring and calculating air pollutants and greenhouse gases.

The CCNR has set itself the objective of largely eliminating greenhouse gas and other inland navigation pollutant emissions by 2050. The CCNR considers that an emission labelling system for inland navigation whose basic purpose would be to indicate the environmental performance of a vessel (in terms of greenhouse gases and air pollutant emissions) could be an efficient tool to support the energy transition of the sector. To date, a variety of schemes exist to indicate the environmental performance of a vessel, however each relying on a different methodology, measurement methods or scope. Within CESNI, the CCNR committed to develop a draft standard relating to a methodology for measuring and calculating emissions from inland navigation vessels as well as defining emission classes. While a preliminary proposal was submitted for air pollutants, preparatory work and coordination between Member States remain necessary for the greenhouse gases.

2. Assist in the implementation of the measures set out in the CCNR's roadmap for reducing emissions and in the preparatory work for revising this roadmap.

The CCNR roadmap for reducing emissions in inland navigation, which was adopted in December 2021¹, outlines transition paths for the fleet and identifies a number of potential financial, regulatory and voluntary measures. In line with the commitments of the CCNR foreseen in this roadmap, the CCNR is performing an evaluation of the progress made in the implementation of the roadmap and assessing the opportunity to review this roadmap by 2030 and notably its implementation plan.

¹ <https://www.ccr-zkr.org/12090000-en.html>

3. Update the European list of vessels using alternative energies, to collect information on the market for engines for inland vessels and, if necessary, to draw up analyses.

In accordance with the roadmap for reducing emissions in inland navigation, the CCNR developed a database on innovative vessels. It relies on available data compiled within the framework of the Inspection Regulation Committee of the CCNR and desk research (articles, specialised magazines ...). An annual update of this database is foreseen. The raw data are then turned into a short report. In addition, an evaluation of the market for engines for inland vessels appears desirable to measure the impact of the NRMM regulation on emission limits that entered into force in 2020.

4. Assist in the preparation of working documents and meetings of the CESNI/PT Working Group, particularly with regard to greening.

CCNR/CESNI is involved in other work to improve safety and reduce the environmental impact of inland vessels to which the trainee might contribute.

The tasks entrusted with these four activities include drafting meeting agendas, preparing summaries of contributions from Member States and sector representatives, data research, drafting analysis documents and contributing to research projects.

Profile:

The person applying for the internship should be a master student in engineering, political science or equivalent. He or she should ideally have the following skills:

- Research orientated mindset and curiosity, especially to understand the methods for measuring and calculating emissions
- Ability to work autonomously as well as part of a team
- Good communication and excellent writing skills
- Motivation to work in an international environment
- Profound oral and written language capacities in English
- Good oral and written language capacities in Dutch or French or German are welcome

Conditions:

- Three to six months internship from end of March 2025 to August 2025 (some flexibility with the internship period is possible).
- Attractive internship remuneration (1000 € per month).
- Possibility to do some work from home.
- Office located in Palais du Rhin, 2, Place de la République, F-67082 Strasbourg / France
- An internship agreement or equivalent is mandatory

Please send a motivation letter and a CV **before 20 February 2025** to the following email address: career@ccr-zkr.org

In case of questions regarding the content of the tasks you can contact Benjamin Boyer (b.boyer@ccr-zkr.org)