1 Sustainability aspects

The draft legislation is expected to have an impact on several Sustainable Development Goals (SDGs) of the United Nations 2030 Agenda: on safe and environmentally friendly ‘mobility’ (SDG 11.2) and ‘good governance’ (SDG 16.3). The draft also complies with the principles of sustainable development. This includes applying sustainable development as a guiding principle consistently in all areas and in all decisions, in order to secure the planet’s natural resource base and to enable all people, now and in the future, to live in dignity (Principle 1). The principle of conservation of the natural resource base is also affected (Principle 3): In order to maintain the natural resource base and respect planetary constraints, material cycles must be closed as soon as possible or brought into line with ecosystem processes and functions.

With this amendment, the legislature assumes responsibility for the safety and working and living conditions on inland waterway vessels, as well as for the preservation and maintenance of the ecological balance of inland waterways. The draft lays down rules for a ship-related safety standard that reflects the state of the art. The higher safety standard reduces the risk to persons on board and the unintentional release of polluting substances. In addition, the repeal of the Inland Waterway Vessel Exhaust Emission Ordinance and the Second Ordinance on the temporary derogation from the Ordinance on the Commercial Rental of Recreational Craft on Inland Waterways will significantly simplify the legal situation.

In order to simplify the legal landscape and thus the application of the law, the Inland Waterway Vessel Exhaust Emission Ordinance and the Second Ordinance on the temporary derogation from the Ordinance on the Commercial Rental of Recreational Craft on Inland Waterways will be repealed. The provisions to be retained will be integrated into the existing ordinances.

This is not intended to have a detrimental effect on service life. There is no reason to be concerned that the amendment will lead to a burden from polluting substances.

2 Impact on medium-sized enterprises (SMEs)

German inland shipping companies are primarily SMEs. They will be particularly affected by compliance costs. Nevertheless, no adverse effects are to be feared. The compliance costs are based on the mandatory implementation of ES-TRIN under EU and international law. Because the standard is implemented uniformly on European inland waterways, there is no competitive disadvantage for domestic companies. In addition, the compliance costs are estimated to be low, taking into account the size of the fleet.

3 Budgetary expenditure exclusive of compliance costs

None. The registration of vehicles is the responsibility of the Commission of Inquiry. To the extent that more recent regulations are to be complied with, the inspection is carried out within the framework of the previous inspections by the waterway police.

4 Compliance costs

4.1 Compliance costs for citizens

The ‘Second Ordinance amending the Inland Waterway Vessel Inspection Ordinance and other provisions of maritime law’ does not contain any requirements for citizens.

4.2 Compliance costs for businesses, of which administrative costs arising from reporting obligations

The compliance costs are estimated at EUR 1 257 000 on a one-off basis and EUR 107 000 annually. The costs are exclusively due to the implementation of the ES-TRIN.

With regard to the new stability calculation for ferries, the compliance costs cannot be determined. In individual cases, the new provisions for ferries may require a new stability calculation or result in the determination of a different load limit. Whether and how many ferries are affected cannot be estimated at this time.

4.3 Compliance costs for the authorities

For the authorities, the total compliance costs can be estimated at EUR 3 000. The costs are exclusively due to the obligation under EU and international law to implement the ES-TRIN.

The continued possibility of navigating the waterways of Leine and Ihme with wider vessels than permitted under a special permit results in additional compliance costs for the administration in the event of corresponding applications. However, as it is not possible to estimate how often they will be used because the previously approved traffic will no longer be present, no statement can be made in this regard.

5 Further consequences of the legislation

No impact on the social security systems is anticipated. No additional costs are incurred by German businesses, in particular inland shipping SMEs, or by individuals. There is no impact on unit and consumer prices.