



Hundreds of vessels.
Thousands of inspections.
One Classification Society.



The Future of Inland Navigation in the Danube Region

Joint Meeting of the Inspection Bodies
Rotterdam, 15 September 2026

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Croatian Register of Shipping

General

- The Danube (2860 km); The world's most international river, crossing through 10 countries and extending into 19 countries
- 9 EU Member States
- 5 non-EU countries
- Danube covers an area which is home to 112 million people or one-fifth of the EU's population
- The source is in Germany (Baden-Württemberg)



One Europe. Different Fleet Realities.



RHINE



Dense logistics & energy infrastructure



Strong self-propelled vessel segment



High newconstruction / investment intensity



Many innovation pilots



DANUBE



Pushed convoys remain fundamental



Long vessel & engine lifetimes



Retrofit is central to modernisation



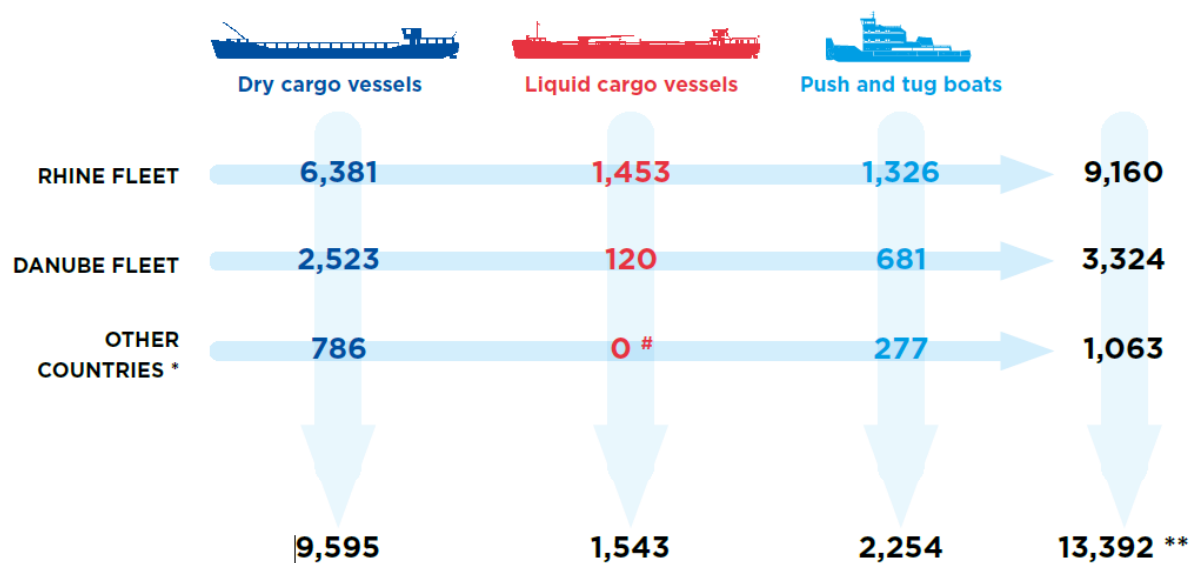
Different investment & operating reality



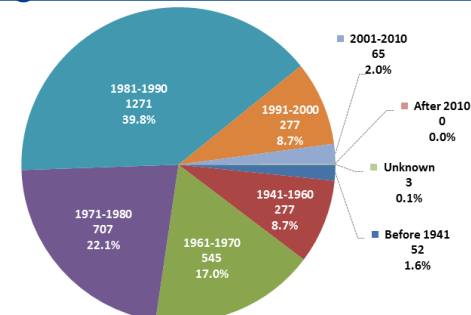
Same goals. **Different** starting points. **Different** pathways.

The Danube fleet we have today

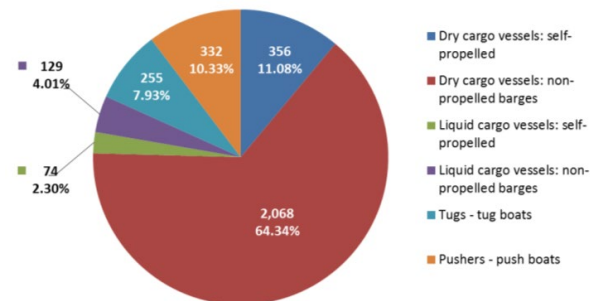
- The total Danube fleet - around 3.300 inland navigation vessels (European IWT market 13.400 vessels)



Age of Danube Inland Vessels



Type of Danube Inland Vessels



For the Danube, the transition is largely an EXISTING-VESSEL + RETROFIT challenge.

Sources: 1) Rhine countries: VNF (France), CBS/Rijkswaterstaat (Netherlands), ITB (Belgium), German Waterways and Shipping Administration (WSV), Registration Duties, Estates and VAT authority of Luxembourg, Swiss Rhine ports.

2) Danube countries (German Danube fleet, Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Moldova, Romania, Ukraine): Danube Commission.

Other countries: Eurostat [jww_eq_loadcap], [jww_eq_age]; * Other countries = Poland, Czech Republic, Italy, Finland, Lithuania

** The figures for the total number of vessels exclude the German Danube fleet, which is included in the Danube fleet data, as they are also captured in the Rhine fleet category. This explains why the figures for the category "total number of vessels" are different from the total of the three categories (Rhine fleet + Danube fleet + other countries). German Danube fleet in 2022 = dry cargo (95); liquid cargo (30); push and tug boats (30).

Rhine fleet (2024) except for Germany (2023) and Luxembourg (2025), Danube fleet (2022), other countries (2023) except for Italy (2017).

Based on the existing statistics, it is not possible to identify liquid cargo vessels for other countries. The vessels in these countries were all categorised as dry cargo vessels.

The biggest challenge is the fleet we already have



**TECHNICALLY
POSSIBLE?**



SAFE?



APPROVABLE?

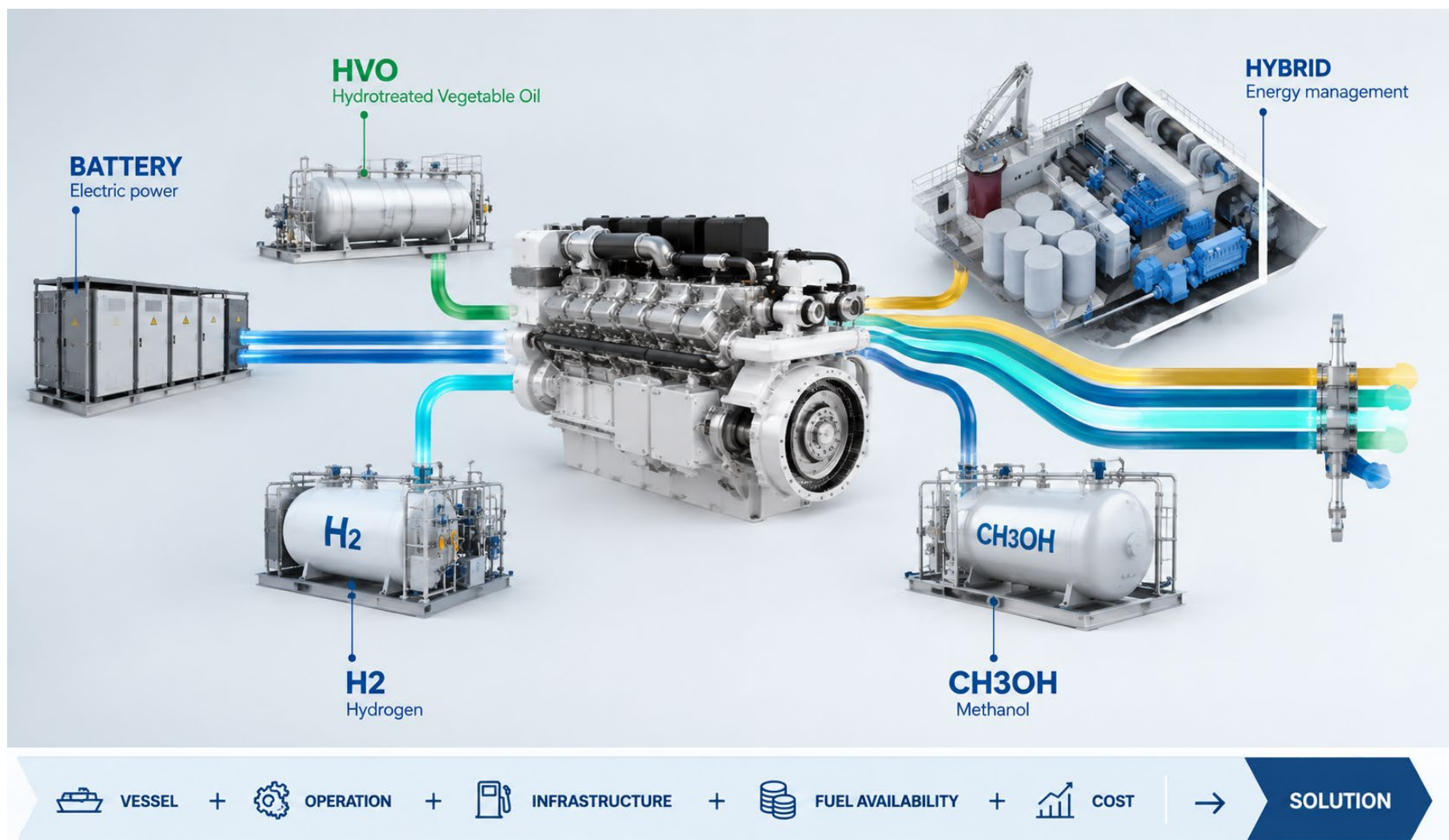


**INFRASTRUCTURE
AVAILABLE?**

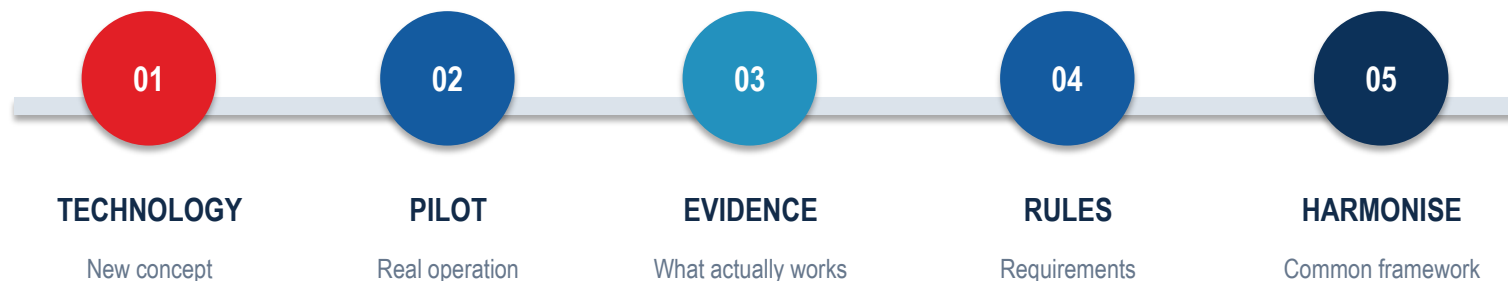


**ECONOMICALLY
VIABLE?**

There will not be one solution for the Danube fleet



Technology moves first. Regulation learns.



REAL-WORLD EXAMPLE

Methanol: pilot experience → dedicated ES-TRIN requirements

ES-TRIN 2025/1 shows the regulatory pathway in practice: innovation is tested, evidence is gathered, and safe technical requirements follow.

THE PRINCIPLE

Pilots are how regulation learns.

THE OBJECTIVE

Make innovation safe, practical and scalable.

Classification Societies and Inspection Bodies can enable safe innovation

01

INSPECT

Verify compliance

02

INTERPRET

Apply new requirements

03

LEARN

Capture first-of-kind experience

04

HARMONISE

Share consistent practice

THE SHIFT

**Our role goes beyond compliance —
we help turn experience into safe, harmonised practice.**



Every innovative vessel is also an opportunity to
learn – and improve the regulatory framework



CRS Inland

CRS: Role as a Classification Society and experience in practice

REAL VESSEL

Battery-electric inland passenger vessel



REAL INSTALLATION

Battery system — practical inspection

01

PRACTICAL EXPERIENCE

Real vessels • real installations • real inspection challenges

02

TECHNICAL FEEDBACK

Experience from practice supports interpretation and harmonisation

03

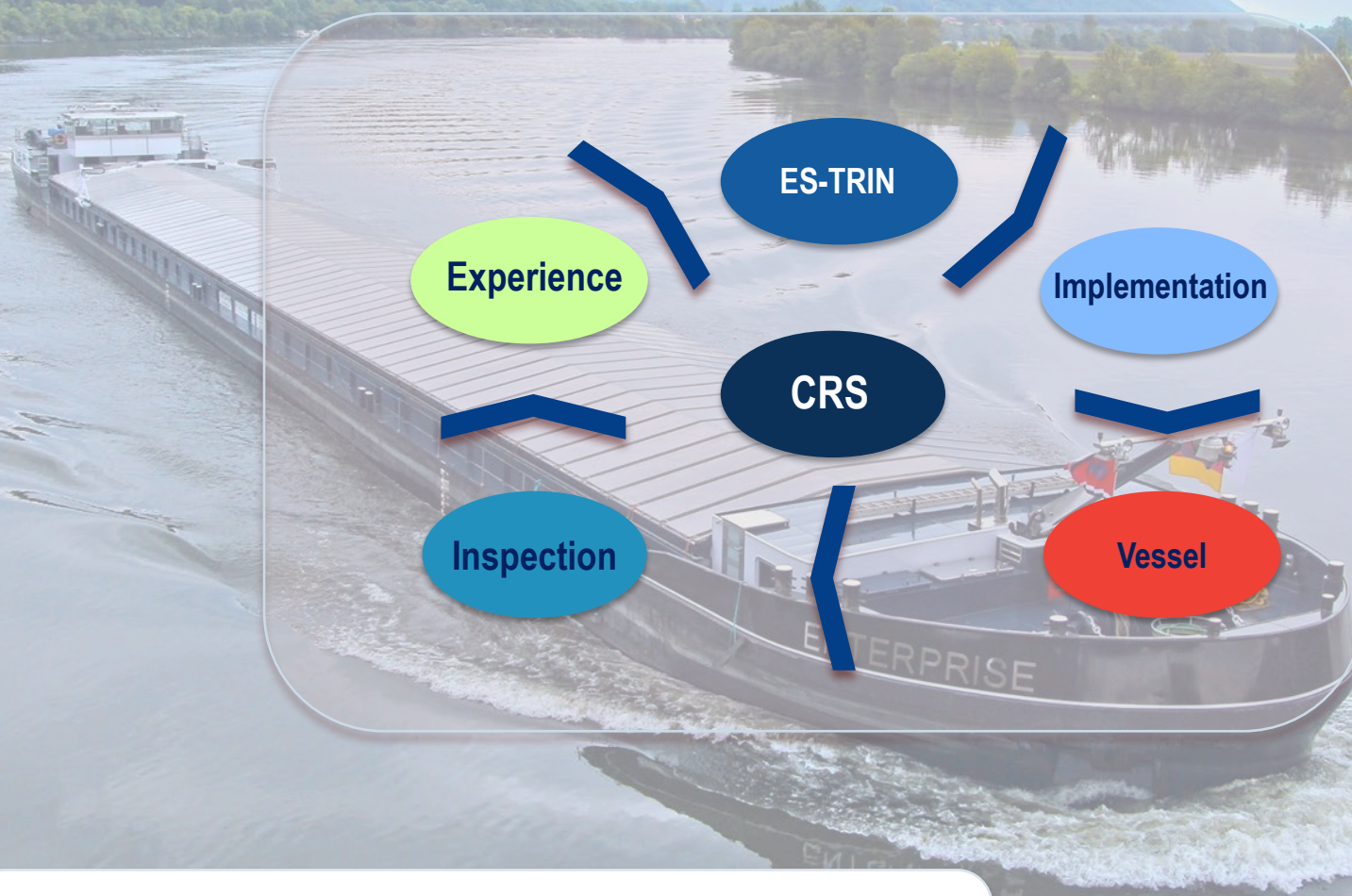
COOPERATION

Classification societies • CESNI • ADN • national authorities

Experience from real vessels helps shape safe and workable technical requirements.

CRSInland

Classification Societies: from vessels to standards - and back



Turning vessel experience into safe and harmonised technical practice.



CRSInland

The Danube is facing more than one transition



The transition is not only about the vessel.
It is about the entire navigation system.



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What does the Danube need next?

- Modernise the fleet we already have
- Keep solutions technology-neutral
- Make investment economically possible
- Ensure reliable waterways
- Learn and harmonise together

Same ambition. Different pathways. One European system.

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