

EMH Inland Waterway Council Meeting
Baasrode, 15-17-May 2009

Hello to all,

Following the ideas presented by mail 17.4.09 I made a table to extract the predicates and to compare the texts of JWG 55/2007 revised D/ NL/ PL version and 04/2009 EMH version.
I started with this, see attached Excel-file.

At first please have a look at the result: What a kind of fleet will be the result of which definition and method. Where are the differences between definition, where between the methods, what will these different implementations effect? Are these effects of qualitative or quantitative nature?

So I will propagate for going on:

0. "Quality offensive"

1. Concentrating on the definition; we have to decide if we will leave the MoU definition, or follow it for political reasons;
2. To add missing parts to the wished definition

2. Control the whole text under the premises of the definition. Extract predicates, assign to the text of the proposals, compare different variations.

1. Short abstract (what I meant to have identified...)

The definition (what is defined, how it is defined) makes constitutive difference between the both proposals, not the method.

Methods and procedure of the process seems to head for the same result. Please, add further points to the table to control this thesis.

In both definitions are "holes" which could bring problems through misinterpretation.

The difference between the resulted fleets of traditional vessel follows from the differences between the definitions.

2. Have a look at the definition again.

Premise:

The criteria of the definitions will form the prospective fleet.
These criteria are qualitative aspects or demands.

Comment: If a definition could deliver only qualitative criteria, the quantitative aspect is relating from the amount of possible vessels, the amount of people who will care and invest, the amount of people who are interested in watching or travelling with this vessels, this influences the amount of money available and following this it forms a new quality to judge a vessel: the commercial benefit which could vary between a "black hole" over cost- effectiveness up to simple heading for profit. The bigger a potential fleet could be, the more competitive pressure will influence the owner to heading for profit. This will influence the variety of vessel chosen to be kept.

With the increasing the quality and number of the demands of the demands we set a quantitative limitation on the prospective fleet.

Comment : Any idea of the receipt of a more or less complete (encyclopaedic) overview of historic vessel is illusive, we cannot influence the people who will invest, in what object they will invest, but we can care for those, who will invest in things they really love and will care for it against those, who only will exploit objects of cultural value or worst case, to call scrap as cultural asset to exploit it.

This should not be done by pre-selecting the vessels but by regulating what is done with these vessels.

To keep quality there should be a demand how to handle the material as well as the operation.

Comment: To keep quality it is necessary to have the kinds of operation open to each possibility. Open access to different operation modes will support a wider variety of vessel types and will mitigate the competitive pressure to only "the one and only possibility" as taking people onboard which is in most cases only in competition to passenger shipping. (it is not comparable to integrate people in the work onboard of motor or steam vessel as on sailing ships)

The "non-competition clause" as already existing in both proposals will work in each case (passenger shipping, cargo shipping).

I will stop here, please let me know how you think about

3. Complete the definition

The draft of a completed version of the definition you will find in the excel-table.

historic vessel: a vessel or a floating object or a floating establishment which gives evidence about a historical period or a historic event or a significant development and whose preservation or restoration is based on respect for original material or for authentic sources, or which is newly built based on respect for authentic sources and traditional craftsmanship which is operated according to traditional principles [of seamanship and technique]

It must be assured that the preservation and operation of a vessel is enough to get the status of a historic vessel. There must be no need for public access onboard, it must be the possibility to operate a "historic vessel" privately. This does not touch the core of the idea of public access to these vessel, it just may not interpreted as a duty.

Thanks for reading
Dörte

Hamburg, 14.5.09