

Réunion commune du Groupe de travail du règlement de police et du Groupe d'experts du CEVNI, le 7 février 2019

Communication du Secrétariat

La réunion commune du Groupe de travail du règlement de Police et du Groupe d'experts du CEVNI se tiendra le 7 février 2019 à 14 h 00 dans la grande salle du Palais du Rhin.

Dans cette perspective, le Secrétariat de la CCNR présente un document de synthèse, annexé au présent document, qui reprend les articles pertinents cités par le Groupe d'experts CEVNI portant sur les récentes évolutions du RPNR. De plus, un tableau reprenant les résolutions adoptées lors des sessions plénières d'automne et de printemps 2017-2018 de la CCNR présentant un d'intérêt pour le Groupe d'experts CEVNI a été joint à la présente communication.

Les documents de travail du Groupes d'experts CEVNI ont été communiqués par Madame Victoria Ivanova, de la CEE-ONU et sont joints en annexe.

Le groupe de travail pourrait procéder à un échange de vues avec le Groupe d'experts du CEVNI sur les récentes évolutions du RPNR en lien avec les résolutions adoptées par l'assemblée plénière au printemps et en automne 2017-2018.

Règlement de police pour la navigation du Rhin (RPNR)	Résolutions pertinentes de la CCNR	CEVNI Code européen des voies de navigation intérieures (Révision 5) Proposition d'amendement	Documents de référence du groupe d'experts CEVNI
Article 1.02 Conducteur	La phrase à l'article 1.02, chiffre 1 a été adoptée définitivement (Résolution 2017-II-16)	Article 1.02 Conducteur	CEVNI EG/2019/2
Article 1.07 Exigences relatives au chargement et à la visibilité ; nombre maximal de passagers	Le chiffre 2 a été adopté définitivement (Résolution 2018-I-9) Les chiffres 3 à 6 ont été adoptés définitivement (Résolution 2018-I-9).	Article 1.07 Chargement maximal, nombre maximal de passagers et champ de vision	CEVNI EG/2018/11 CEVNI EG/2019/2
Article 1.08 Construction, grément et équipages des bâtiments	Le chiffre 4 a été adopté définitivement (Résolution 2017-II-19, annexe 1) Les chiffres 5, excepté la phrase introductive et 6, excepté la phrase introductive, sont en vigueur du 1.12.2017 au 30.11.2020 (Résolution 2017-I-9) Les chiffres 5, phrase introductive et 6, phrase introductive sont en vigueur du 7.10.2018 au 30.11.2020 (Résolution 2017-II-19, annexe 3)	Article 1.08 Construction, grément et équipages des bâtiments	CEVNI EG/2019/2
Article 1.10 Documents de bord et autres papiers	Les lettres ac) à ae) ont été adoptées définitivement (Résolution 2018-I-9).	Article 1.10 (1) Article 9.02 (6)	CEVNI EG/2019/2
Article 4.07 AIS Intérieur et ECDIS Intérieur	Le titre de la partie III et l'article 4.07, excepté les chiffres 2, 2a), 3, alinéa 2, le chiffre 4, lettres c) et m), et le chiffre 5, lettre c), ont été adoptés définitivement (Résolution 2013-II-16). La lettre a), première phrase, a été adoptée définitivement (Résolution 2017-II-19, annexe 1). Le chiffre 1, excepté la première phrase, a été modifié définitivement (Résolution 2014-I-13).	Article 4.07 Système automatique d'identification pour la navigation intérieure (AIS)	CEVNI EG/2018/11

Règlement de police pour la navigation du Rhin (RPNR)	Résolutions pertinentes de la CCNR	CEVNI Code européen des voies de navigation intérieures (Révision 5) Proposition d'amendement	Documents de référence du groupe d'experts CEVNI
	<p>Le chiffre 1, première phrase, a été adopté définitivement (Résolution 2017-II-19, annexe 1).</p> <p>Le chiffre 2 a été adopté définitivement (Résolution 2018-I-11).</p> <p>La lettre b) a été adoptée définitivement (Résolution 2018-II-17).</p> <p>Le chiffre 2a a été adopté définitivement (Résolution 2018-I-11).</p> <p>Le chiffre 3, 1^{ère} phrase, a été modifié définitivement (Résolution 2014-I-11).</p> <p>Le chiffre 3, 2^{ème} phrase, est en vigueur du 1.12.2017 au 30.11.2020 (Résolution 2017-I-9).</p> <p>Le chiffre 4, lettre c) et le chiffre 5, lettre c), ont été adoptés définitivement (Résolution 2017-I-11).</p> <p>La lettre m) a été adoptée définitivement (Résolution 2018-I-11).</p> <p>Le chiffre 6 a été adopté définitivement (Résolution 2017-II-19, annexe 1).</p>		
Annexe 11 : Données à saisir dans l'appareil AIS Intérieur : indications concernant le statut navigationnel et le « point d'acquisition de l'information relative à la position à bord du bâtiment »	L'annexe 11 a été adoptée définitivement (Résolution 2013-II-16).	Annexe 11 Données à saisir dans l'appareil AIS Intérieur : indications concernant le statut navigationnel	CEVNI EG/2018/11
Article 7.01 Principes généraux pour le stationnement	Le chiffre 5 est en vigueur du 7.10.2018 au 30.11.2020 (Résolution 2017-II-19, annexe 3).	Article 7.01 Principes généraux pour le stationnement	CEVNI EG/2019/2

Règlement de police pour la navigation du Rhin (RPNR)	Résolutions pertinentes de la CCNR	CEVNI Code européen des voies de navigation intérieures (Révision 5) Proposition d'amendement	Documents de référence du groupe d'experts CEVNI
<p>Article 7.06 Aires de stationnement particulières</p> <p>Annexe 7 : Signaux de la voie navigable B. Signaux d'obligation B.12 Obligation d'utiliser les points de raccordement au réseau électrique à terre (voir article 7.06, chiffre 3)</p>	<p>Les chiffres 3 et 4 ont été adoptés définitivement (Résolution 2017-II-17).</p>	<p>Article 7.06 Stationnement autorisé pour certaines catégories de bateaux</p> <p>Annexe 7 : Signaux servant à régler la navigation sur la voie navigable</p>	<p>CEVNI EG/2018/11</p>
<p>Article 15.06 Obligation de vigilance lors de l'avitaillement</p>	<p>Les articles 15.06 et 15.07 ont été adoptés définitivement (Résolution 2018-I-9).</p>	<p>Article 10.07 Devoir de vigilance lors de l'avitaillement</p>	<p>CEVNI EG/2019/2</p>
<p>Article 12.01 Obligation d'annonce</p>	<p>L'article 12.01, excepté les chiffres 1, lettre b), 5, lettre b) et 10, a été adopté définitivement (Résolution 2017-I-11).</p> <p>La lettre b) et le chiffre 10 ont été adoptés définitivement (Résolution 2018-I-12).</p>	<p>Article 8.02 Obligation de notification</p>	<p>CEVNI EG/2018/11</p>
<p>Article 15.06 Obligation de vigilance lors de l'avitaillement</p>	<p>Les articles 15.06 et 15.07 ont été adoptés définitivement (Résolution 2018-I-9).</p>	<p>Proposition d'amendement de l'article 10.07 – Devoir de vigilance lors de l'avitaillement</p>	<p>CEVNI EG/2019/2</p>
<p>Annexe 12 : liste des catégories de bâtiments et de convois</p>	<p>L'annexe 12 a été adoptée définitivement (Résolution 2017-I-11).</p>	<p>Nouvelle annexe 12</p>	<p>CEVNI EG/2018/11</p>

Résolutions adoptées lors des sessions plénières de la CCNR d'automne et de printemps 2017 et 2018, présentant un intérêt pour le Groupe d'experts CEVNI

Session de printemps 2017 - CCNR	
2017-I-9	Prorogation des prescriptions de caractère temporaire conformément à l'article 1.22 du Règlement de police pour la navigation du Rhin (Articles 1.08, 4.07 et 7.01)
2017-I-10	Amendements définitifs au Règlement de police pour la navigation du Rhin (RPNR) – Aires de stationnement particulières (Article 7.06, chiffre 3 et annexe 7)
2017-I-11	Amendements définitifs au Règlement de police pour la navigation du Rhin (RPNR) – Définitions (Article 1.01), AIS Intérieur et ECDIS Intérieur (Article 4.07), obligation d'annonce (Article 12.01) et liste des catégories de bâtiments et de convois (sommaire, annexe 12)
2017-I-12	Amendements définitifs au Règlement de police pour la navigation du Rhin (RPNR) – Documents de bord et autres papiers (Article 1.10) et radiotéléphonie (Article 4.05)
Session d'automne 2017 - CCNR	
2017-II-16	Amendement définitif au Règlement de police pour la navigation du Rhin (RPNR) – Conducteur (Article 1.02, chiffre 1)
2017-II-17	Amendements définitifs au Règlement de police pour la navigation du Rhin (RPNR) – Aires de stationnement particulières (Article 7.06, chiffre 3 et annexe 7)
2017-II-18	Évaluation de l'obligation d'être équipé d'un appareil AIS Intérieur et d'un appareil pour la visualisation de cartes
2017-II-19	Amendement définitif au Règlement de police pour la navigation du Rhin (RPNR) – Adaptation du RPNR pour la prise en compte du Standard européen établissant les prescriptions techniques des bateaux de navigation intérieure (ES-TRIN 2017/1)
Session de printemps 2018 - CCNR	
2018-I-9	Amendements définitifs au Règlement de police pour la navigation du Rhin (RPNR) – (Sommaire, articles 1.01, lettres ad), ae), af), 1.07, chiffres 2 à 6, 1.10, chiffre 1, lettres ac), ad), ae), 2.06, 6.28, chiffres 10 à 13, 7.08, 8.11, 10.01, chiffre 3, uniquement le secteur Germersheim – Mannheim-Rheinau, 15.06 à 15.09, annexe 3, croquis 62, 66, et annexe 7, section I, sous-section A, indication relative au panneau A.9
2018-I-11	Amendement définitif au Règlement de police pour la navigation du Rhin (RPNR) – AIS Intérieur (Article 4.07, chiffres 2 et 4)
2018-I-12	Amendement définitif au Règlement de police pour la navigation du Rhin (RPNR) – Obligation d'annonce (Article 12.01)
2018-I-13	Appareils AIS Intérieur et systèmes de visualisation de cartes électroniques sur le Rhin – Conclusions et recommandations dans le cadre de l'évaluation de la mise en œuvre de l'obligation d'équipement
Session d'automne 2018 - CCNR	
2018-II-11	Amendements définitifs au Règlement de police pour la navigation du Rhin (RPNR) – Marques d'identification des bateaux (Articles 1.10, chiffre 2, al. 3 ; 2.01, chiffre 1, lettres c) et d) ainsi que chiffre 3 ; 2.05 et annexe 10)
2018-II-12	Amendement définitif au Règlement de police pour la navigation du Rhin (RPNR) – Installations de radiotéléphonie à bord des menues embarcations utilisant le radar (Article 4.06, chiffres 1 et 4)
2018-II-13	Amendements définitifs au Règlement de police pour la navigation du Rhin (RPNR) – Désignation technique (Article 12.01, chiffre 2, lettre g), bb))
2018-II-14	Amendement définitif au Règlement de police pour la navigation du Rhin (RPNR) – (Annexe 7, Signaux de la voie navigable, panneaux E.3, E.4a et E.4b)
2018-II-16	Définition des niveaux d'automatisation en navigation intérieure
2018-II-17	Amendement définitif au Règlement de police pour la navigation du Rhin (RPNR) – AIS Intérieur (Article 4.07, chiffre 2, lettre b))

Documents de travail du Groupe d'experts CEVNI

CEVNI EG/2018/11

20 June 2018

Working Party on Inland Water Transport
CEVNI Expert Group Twenty-eighth meeting
Geneva, 26 June 2018

**Amendment proposals to CEVNI based on recent
amendments to RPNR (as of 1 June 2018) * ****

Transmitted by Belgium

I. Article 1.07

A. Comparison of Article 1.07 of CEVNI 5 and Article 1.07 of RPNR

CEVNI - European Code for Inland Waterways - rev. 5

RPNR - Règlement de police pour la navigation du Rhin

Article 1.07 Maximum load, maximum number of passengers and view		Article 1.07 Loading and visibility requirements; maximum number of passengers
1 Vessels shall not be loaded beyond their maximum draught markings.	1	Vessels shall not be loaded beyond their draught markings corresponding to the limit values.
2 The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility astern and aside is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus.	2	The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility astern is restricted during the voyage, it may be compensated also by an optical means that provides a clear image without deformation within sufficient field of vision. If direct visibility abaft is not sufficient due to load, in order to allow passing under bridges or through locks, this lack of visibility may be compensated during the passage by using flat-reflector periscopes, radar installations or a lookout in permanent contact with the wheelhouse.
	3	In derogation from the first sentence of [paragraph 2, second part], direct visibility may be restricted up to 500 m in front of the bow in the event that radar and video equipment are used if: (a) Such aids ensure that 350 to 500 m are visible in front of the bow; (b) The requirements of article 6.32, paragraph 1, are met;

* ECE/TRANS/SC.3/2017/10.

** In the comparison tables, all **differences** are marked in **bold**.

			(c) Radar antennas and cameras are installed at the bow of the vessel;
			(d) These aids are recognized as appropriate in accordance with article 7.02 of the Rhine Vessel Inspection Regulations.
3	The load shall not endanger the vessel's stability or strength of the hull.	4	The load shall not endanger the vessel's stability or strength of the hull.
4	In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:	5	The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure. The stability can be checked manually or by means of a loading device. The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by Article 22.01 of RVBR. The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:
	(a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;		(a) with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the floor of the hold; or
	(b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;		(b) with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the floor of the hold.
	(c) for vessels with a beam of 11 m or more but less than 15 m, loaded with more than three tiers of containers or more than three widths;		
	(d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.		
5	Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.	6	Vessels intended for carriage of passengers shall not have on board more passengers than the number authorized by the competent authorities. Without prejudice to the above provision, the number of persons on board of high-speed vessels shall not exceed the number of available seats.

B. Amendment proposal for Article 1.07

Article 1.07 – Maximum load, maximum number of passengers and view

1. Vessels shall not be loaded beyond their maximum draught markings.

2. The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility astern and aside is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus.

If direct visibility astern is restricted during the voyage, it may be compensated also by an optical means that provides a clear image without deformation within sufficient field of vision. If direct visibility abaft is not sufficient due to load, in order to allow passing under bridges or through locks, this lack of visibility may be compensated during the passage by using flat-reflector periscopes, radar installations or a lookout in permanent contact with the wheelhouse.

2a. In derogation from the first sentence of [paragraph 2, second part], direct visibility may be restricted up to 500 m in front of the bow in the event that radar and video equipment are used if:

- (a) Such aids ensure that 350 to 500 m are visible in front of the bow;**
- (b) The requirements of article 6.32, paragraph 1, ¹ are met;**
- (c) Radar antennas and cameras are installed at the bow of the vessel;**
- (d) These aids are recognized as appropriate in accordance with [article 7.02 of the Rhine Vessel Inspection Regulations.]**

3. The load shall not endanger the vessel's stability or strength of the hull.

4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:

- (a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;
- (b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;
- (c) for vessels with a beam of 11 m or more but less than 15 m, loaded with more than three tiers of containers or more than three widths;
- (d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.

The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure.

The stability can be checked manually or by means of a loading device. The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by [Article 22.01 of RVBR] [the competent authority].

The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:

- (a) with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the floor of the hold; or**

¹ Corresponds to CEVNI

(b) with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the floor of the hold.

5. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.

II. Article 4.07

C. Comparison of Article 4.07 of CEVNI 5 and Article 4.07 of RPNR

CEVNI - European Code for Inland Waterways - rev. 5

RPNR - Règlement de police pour la navigation du Rhin

Article 4.07 Inland Automatic Identification System (AIS)

Article 4.07 Inland AIS and Inland ECDIS

1 Vessels shall be equipped with Inland AIS devices in conformity with **the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and ITU Radio Regulations**. The Inland AIS device shall be **certified and installed in conformity with the requirements of the competent authority** and shall be in good working condition. **The competent authority may exempt seagoing vessels from these requirements.**
The following vessels shall not be subject to these requirements:

(a) vessels in **convoys**², except the vessel that provides the main propulsion;

(b) small craft;

(c) **vessels** without their own means of propulsion;

(d) **ferry boats not moving independently.**

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2 The Inland AIS device shall be switched on at all times and the data entered in the device shall at all times correspond with the actual data relating to the vessel or **convoy.**

1 Vessels shall be equipped with Inland AIS devices in conformity with **article 7.06, paragraph 3, of the Rhine Vessel Inspection Regulations**. The Inland AIS device shall be in good working condition. The first sentence above shall not apply to the following vessels:

(a) **Pushed convoys and side-by-side formations**, except for vessels providing the main propulsion,

(b) Small craft, **except for:**
- **Police vessels equipped with radar devices; and**
- **Vessels holding an inspection certificate in conformity with the Rhine Vessels Inspection Regulations or a certificate deemed to be equivalent in accordance with those Regulations,**

(c) **Pushed barges** without their own means of propulsion

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(d) **Floating equipment without their own means of propulsion.**

2 The Inland AIS device shall run continuously and the data entered shall at all times correspond with the actual data relating to the vessel or convoy.

² Towed convoys are also covered by CEVNI.

	<p>This requirement does not apply to stationary vessels in berthing areas designated by the competent authorities.</p>		<p>The first sentence above shall not apply:</p> <p>(a) If the vessels are in an overnight port referred to in article 14.11, paragraph 1;³</p> <p>(b) If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure,</p> <p>(c) To police vessels, if the transmission of AIS data is likely to compromise policing tasks.</p>
	<p>The vessels referred to in paragraph 1 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.</p>		<p>The vessels referred to in paragraph 1 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.</p>
<p>3</p>	<p>ITU Radio Regulations apply to the sending of messages via Inland AIS.</p>		<p>-</p>
	<p>3</p> <p>Vessels that are required to be equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode or similar chart display devices, which shall be linked with the Inland AIS devices, and the vessels are required to use them in conjunction with an up-to-date electronic inland navigation chart.</p> <p>The Inland ECDIS devices in information mode, comparable electronic chart display devices and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode and comparable chart display devices for using Inland AIS data on board vessels (resolution 2014-I-12).</p>		
<p>4</p>	<p>In accordance with chapter 2 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and the respective ITU Recommendation, at least the following data shall be transmitted:</p> <p>(a) user identifier (Maritime Mobile Service Identity, MMSI);</p> <p>(b) name of vessel;</p>	<p>4</p>	<p>In accordance with chapter 2 of the Vessel Tracking and Tracing Standard for Inland Navigation, at least the following data shall be transmitted:</p> <p>(a) User identifier (Maritime Mobile Service Identity, MMSI);</p> <p>(b) name of vessel;</p>

³ RPNR, Article 14.1 prescriptions applied in overnight ports of the Boven-Rijn et Waal.

(c) type of vessel or convoy;	(c) Vessel or convoy type in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation;
(d) unique European vessel identification number (ENI) or IMO number;	(d) Unique European vessel identification number (ENI) or, for sea-going vessels which have not been assigned ENI, IMO number;
(e) overall length of the vessel or convoy (decimetre accuracy);	(e) Length overall of the vessel or convoy accurate to within 0.1 m;
(f) overall beam of the vessel or convoy (decimetre accuracy);	(f) Breadth overall of the vessel or convoy accurate to within 0.1 m
(g) position (WGS-84);	(g) position (WGS 84);
(h) speed over ground (SOG);	(h) Speed over ground;
(i) course over ground (COG);	(i) Course;
(j) time of electronic position fixing device;	(j) Time of the electronic position fixing device;
(k) navigational status (e.g. under way using engine, at anchor, moored);	(k) Navigational status, in accordance with annex 11; ⁴
(l) position acquisition point on the vessel in metre accuracy (e.g. GNSS antenna);	(l) Position acquisition point on the vessel accurate to within 1 m, in accordance with annex 11;
(m) position accuracy (GNSS/DGNSS);)	-
(n) type of Electronic Positioning Fixing Device (e.g. GPS, Galileo, Glonass).	-
5 The boatmaster shall immediately update the following data if it has changed:	5 The boatmaster shall immediately update the following data if they have changed:
(a) overall length;	(a) Length overall accurate to within 0.1 m, in accordance with annex 11;
(b) overall beam;	(b) Breadth overall accurate to within 0.1 m, in accordance with annex 11;
(c) type of convoy;	(c) Vessel or convoy type in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation;
(d) navigational status;	(d) Navigational status, in accordance with annex 11;

⁴ See Section II

(e) position acquisition point on the vessel ⁵ .	(e) Position acquisition point on the vessel accurate to within 1 m, in accordance with annex 11.
6 Small craft may be equipped with an Inland AIS device, a Class A AIS device, or a Class B AIS device. Inland AIS devices should be in conformity with the International Standard for Tracking and Tracing Inland Waterways (VTT) (Resolution No. 63) and radiotelephone regulations. Class A AIS devices should be in conformity with IMO regulations. Class B AIS devices should be in conformity with international telecommunications and electrotechnical regulations.	6 Small craft employing AIS shall use only AIS devices in conformity with article 7.06, paragraph 3, of the Rhine Vessels Inspection Regulations; ⁶ Class A AIS devices having a type approval in accordance with the requirements of IMO, or Class B AIS devices. Class B AIS devices shall be in conformity with the corresponding requirements of recommendation ITU-RM.1371, of directive 1999/5/EC (on radio equipment and telecommunications terminal equipment) and of international standard IEC 62287-1 or 2 (including DSC channel management). The Inland AIS device shall be in good working condition at all times and the data entered in the device shall continuously correspond with the actual data relating to the vessel or convoy.
7 Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.	7 Small craft that have not been assigned a unique European vessel identification number (ENI) are not required to transmit the data referred to in paragraph 4 (d) above.
8 Small craft employing AIS shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.	8 Small craft employing AIS shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel..
9 For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1 shall apply by analogy.	9 -

⁵ In the French text, the accuracy of 1 m is added : "point d'acquisition de l'information relative à la position à bord du bateau avec une précision au metre"

⁶ 3. Les appareils AIS Intérieur doivent être d'un type agréé par l'autorité compétente d'un État Riverain du Rhin ou de la Belgique sur la base du Standard d'essai (résolution 2007-I-15), édition 2.0. Les prescriptions de l'annexe N, partie I, relatives au montage et au contrôle de fonctionnement d'appareils AIS Intérieur doivent être observées. Le Standard d'essai ainsi que les listes des appareils AIS agréés conformément à l'annexe N ou sur la base d'agréments de type dont l'équivalence est reconnue sont publiées par la Commission Centrale (covered by article 4.07, paragraph 1 of CEVNI)

D. Annex 11 to RPNR

Data to be entered in the Inland AIS device : indication of the navigational status and the position acquisition point on the vessel

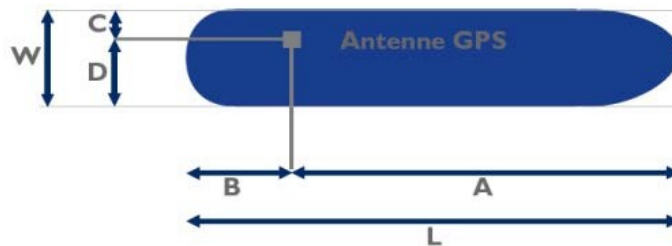
1. Navigational status

0	under way using engine
1	at anchor
2	not under command
3	restricted manoeuvrability
4	constrained by her draught
5	moored
6	aground
7	engaged in fishing
8	under way sailing
9 to 13	reserved
14	AIS-SART (active)
15	Not defined

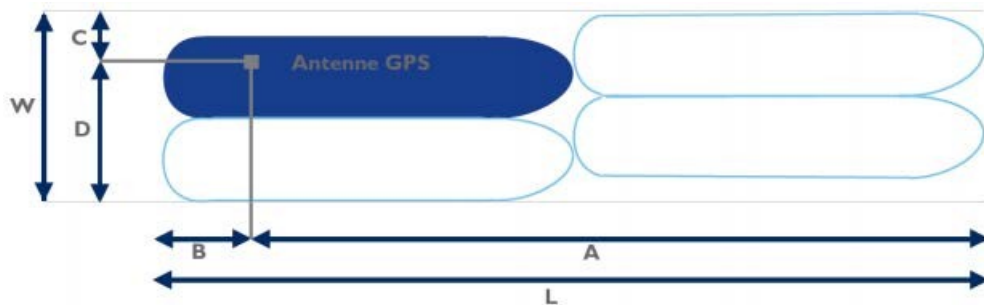
2. Position acquisition point on the vessel

The boatmaster must enter the values of A, B, C and D with an accuracy of 1 m.

The dimension A is oriented towards the bow.



Indications concerning the values of W, L, A, B, C, D of a vessel



Indications concerning the values of W, L, A, B, C, D of a convoy

E. Amendment proposal for Article 4.07*Article 4.07 – Inland Automatic Identification System (AIS) and Inland ECDIS*

1. Vessels shall be equipped with Inland AIS devices in conformity with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and ITU Radio Regulations. The Inland AIS device shall be certified and installed in conformity with the requirements of the competent authority and shall be in good working condition. The competent authority may exempt sea-going vessels from these requirements.

The following vessels shall not be subject to these requirements:

- (a) Vessels in convoys, except the vessel that provides the main propulsion;
- (b) Small craft, **except for:**
 - **Police vessels equipped with radar devices; and**
 - **Vessels holding an inspection certificate [in conformity with the Rhine Vessels Inspection Regulations or a certificate deemed to be equivalent in accordance with those Regulations];**
- (c) Vessels without their own means of propulsion;
- (d) Ferry boats not moving independently.
- (e) **Floating equipment without their own means of propulsion.**

2. The Inland AIS device shall be switched on at all times and the data entered in the device shall at all times correspond with the actual data relating to the vessel or convoy. This requirement does not apply to :

- (a) stationary vessels in berthing areas designated by the competent authorities ;
- (b) **If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure,**
- (c) **To police vessels, if the transmission of AIS data is likely to compromise policing tasks.**

The vessels referred to in paragraph 1 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.

3. ITU Radio Regulations apply to the sending of messages via Inland AIS.

3a. Vessels that are required to be equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode or similar chart display devices, which shall be linked with the Inland AIS devices, and the vessels are required to use them in conjunction with an up-to-date electronic inland navigation chart.

The Inland ECDIS devices in information mode, comparable electronic chart display devices and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode and comparable chart display devices for using Inland AIS data on board vessels.

4. In accordance with chapter 2 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and the respective ITU Recommendation, at least the following data shall be transmitted:

- (a) User identifier (Maritime Mobile Service Identity, MMSI);

- (b) Name of vessel;
- (c) Type of vessel or convoy **in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation**;⁷
- (d) Unique European vessel identification number (ENI) or IMO number;
- (e) Overall length of the vessel or convoy (decimetre accuracy);
- (f) Overall beam of the vessel or convoy (decimetre accuracy);
- (g) Position (WGS-84);
- (h) Speed over ground (SOG);
- (i) Course over ground (COG);
- (j) Time of electronic position fixing device;
- (k) Navigational status (~~e.g. under way using engine, at anchor, moored~~) **in accordance with [annex 11]**;
- (l) Position acquisition point on the vessel in metre accuracy (e.g. GNSS antenna);
- (m) Position accuracy (~~GNSS/DGNSS~~);⁸
- ~~(n) Type of Electronic Positioning Fixing Device (e.g. GPS, Galileo, Glonass).~~⁷

5. The boatmaster shall immediately update the following data if it has changed:

- (a) Overall length;
- (b) Overall beam;
- (c) Type of convoy **in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation**;
- (d) Navigational status **in accordance with [annex 11]**;
- (e) Position acquisition point on the vessel **in metre accuracy**.

6. Small craft may be equipped with an Inland AIS device, a Class A AIS device, or a Class B AIS device. Inland AIS devices should be in conformity with the International Standard for Tracking and Tracing Inland Waterways (VTT) (Resolution No. 63) and radiotelephone regulations. Class A AIS devices should be in conformity with IMO regulations. Class B AIS devices should be in conformity with ~~international telecommunications and electrotechnical regulations~~ **the corresponding requirements of recommendation ITU-RM.1371, [of directive 1999/5/EC (on radio equipment and telecommunications terminal equipment)] and of international standard IEC 62287-1 or 2 (including DSC channel management). The Inland AIS device shall be in good working condition at all times and the data entered in the device shall continuously correspond with the actual data relating to the vessel or convoy.**

7. Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.

8. Small craft employing AIS shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.

9. For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1 shall apply by analogy.

⁷ See ECE/TRANS/SC.3/WP.3/2018/12, para. 17.

⁸ See ECE/TRANS/SC.3/WP.3/2018/12, para. 15.

[Annex 11 Data to be entered in the Inland AIS device : indication of the navigational status]

0	under way using engine
1	at anchor
2	not under command
3	restricted manoeuvrability
4	constrained by her draught
5	moored
6	aground
7	engaged in fishing
8	under way sailing
9 to 13	reserved
14	AIS-SART (active)
15	Not defined

III. Article 7.06 and Annex 7

F. Comparison of Article 7.05 and 7.06 of CEVNI 5 with Article 7.06 of RPNR

CEVNI - European Code for Inland Waterways - rev. 5 RPNR - Règlement de police pour la navigation du Rhin

Article 7.06 **Berthing authorized for certain types of vessels** Article 7.06 **Particular berthing areas**

In berths displaying one of the signs E.5.4 to E.5.15 (annex 7)⁹, berthing shall be authorized only for the types of vessel for which the sign is valid, **and only on the side of the waterway on which the sign is placed.**

1 In berths displaying one of the signs E.5.4 to E.5.15 (annex 7), berthing shall be authorized only for the types of vessel for which the sign is valid.

Article 7.05 **Berthing areas**

5 In berthing areas, vessels shall, in the absence of instructions to the contrary, berth abreast from the bank outwards, on the side of the waterway on which the sign is placed.

2 In berthing areas, vessels shall, in the absence of instructions to the contrary, berth abreast from the bank outwards, on the side of the waterway on which the sign is placed.

-

3 **In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.**

⁹ Sign E.5.1 – difference between CEVNI and RPNR

4 Paragraph 3 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.

G. Amendment proposal to Article 7.06

Article 7.06 – Berthing authorized for certain types of vessels

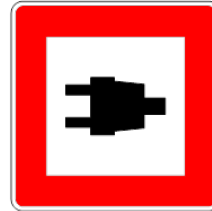
1. In berths displaying one of the signs E.5.4 to E.5.15 (annex 7), berthing shall be authorized only for the types of vessel for which the sign is valid, and only on the side of the waterway on which the sign is placed.
2. **In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.**
3. **Paragraph 2 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.**

H. Amendment proposal to Annex 7 of CEVNI

After B.11b, *add*

B.12

Obligation to use onshore power supply point
(See article 7.06 paragraph 2)



IV. Article 8.02

I. Comparison of Article 8.02 of CEVNI 5 and Article 12.01 of RPNR

Article 8.02 Reporting requirements

Article 12.01 Reporting requirements

1 Boatmasters of the following vessels and 1 convoys shall, **prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7)**, report their presence on the indicated radiotelephone channel:

Boatmasters of vessels and convoys shall, **prior to entering the areas listed in paragraph 8 below**,¹⁰ report by radiotelephone on the channel as indicated:

¹⁰ Para. 8 prescribes sign B.11 and an additional sign marked « Reporting requirement »

<p>(a) vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;</p> <p>(b) vessels transporting more than 20 containers;</p> <p>(c) vessels without their own means of propulsion;</p> <p>(d) seagoing vessels, except for pleasure crafts;</p> <p>-</p> <p>(e) special transport referred to in article 1.21;</p> <p>(f) other vessels and convoys as required by the competent authorities.</p>	<p>(a) Vessels with goods on board whose transport is subject to ADN;</p> <p>(b) Tank vessels;</p> <p>(c) Vessels carrying containers;</p> <p>(d) Vessels longer than 110 m;</p> <p>(e) Cabin vessels;</p> <p>(f) Seagoing vessels;</p> <p>(g) Vessels with an LNG system on board;</p> <p>(h) Special transport referred to in article 1.21.</p>
<p>2 The boatmasters mentioned in paragraph 1 shall communicate the following data:</p> <p>(b) name of vessel;</p> <p>(d) unique European vessel identification number or official number; for seagoing vessels: IMO number;</p> <p>(a) category of vessel;</p> <p>(e) maximum load; for seagoing vessels: deadweight tonnage;</p> <p>(f) length and breadth of vessel;</p> <p>(g) type, length and breadth of convoy;</p> <p>-</p>	<p>2 The following shall be indicated in connection with the reporting requirement:</p> <p>(a) Name of the vessel and, for convoys, of all the vessels of the convoy;</p> <p>(b) Unique European vessel identification number or official vessel number, IMO number for maritime vessels and, for convoys, of all the vessels of the convoy;</p> <p>(c) Vessel or convoy category and, for convoys, category of all the vessels, in accordance with annex 12;</p> <p>(d) Maximum load of the vessel and, for convoys, of all the vessels of the convoy;</p> <p>(e) Length and breadth of the vessel and, for convoys, length and breadth of the convoy and all vessels of the convoy;</p> <p>(f) Presence on board of an LNG system;</p>

(l) nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1(a)-(d) and (f) and 5.4.1.2.1(a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a)-(e) of the Regulations annexed to ADN for carriage in tank-vessels);	(g) For vessels with goods on board whose transport is subject to ADN: (aa) UN number or number of dangerous goods; (bb) Proper shipping name for the transport of dangerous goods, supplemented, where necessary, by the technical name; (cc) Class, classification code and, where necessary, packing group of the dangerous goods, (dd) Total quantity of dangerous substances for which such information applies; (ee) Number of blue lights/blue cones;
(o) number of containers on board.	(h) For vessels with goods on board whose transport is not subject to ADN and which are not transported in a container, nature and quantity of the cargo; (i) Number of containers on board, according to their size and loading condition (loaded or unloaded) and respective placement of containers according to the stowage plan and their type;
(n) number of persons on board;	(j) Number of the container of containers of dangerous goods;
(c) position, direction of navigation;	(k) Number of persons on board;
(h) draught (only on special request);	(l) Position, direction of navigation;
(i) route;	(m) Draught (only on special request);
(j) loading port;	(n) Route with information on the port of departure and destination;
(k) unloading port;	(o) Loading port;
3 The data given in paragraph 2 above, except those in (c) and (h), may be communicated by other services or persons to the competent authority either in writing, or by telephone or if possible electronically. In all cases, the boatmaster shall report when his vessel or convoy enters the sector subject to the reporting requirement and when it leaves the sector again.	3 The data given in paragraph 2 above, except those in (l) and (m), may be communicated by other services or persons to the competent authority either in writing or by telephone or electronically. In all cases, the boatmaster shall report when his vessel or convoy enters the area subject to the reporting requirement and when it leaves the area again.
	4 Where the boatmaster or other service or person reports electronically:
	(a) The report shall be made in accordance with the April 2013 edition of the Standard for Electronic Ship Reporting in Inland Navigation.

- (b) Notwithstanding paragraph 2 (c), the type of vessel or convoy according to the standard mentioned in 4 (a) must be indicated.
- 5 For vessels and convoys with containers on board, the report referred to in paragraph 2 above, except the information contained in (l) and (m), shall be transmitted electronically.
- 4 When a vessel's journey is interrupted in the sector subject to the reporting requirement for more than two hours, the boatmaster shall report the beginning and end of the interruption.
- 6 When a vessel's journey is interrupted in one of the areas referred to in paragraph 8 below for more than two hours, the boatmaster shall report the beginning and end of the interruption.
- 5 When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately.
- 7 When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately. The change in data shall be communicated through the channel as indicated in writing or electronically.
- 8 In the following areas:¹¹
- (a) From Basel (Mittlere Rheinbrücke, p point 166.53) to Lauterbourg (km point 352.00),
- (b) From Lauterbourg (km point 352.00) to Gorinchem (km point 952.50),
- (c) From Pannerden (km point 876.50) to Krimpen sur le Lek (km point 989.20), indicated by sign B. 11 and an additional sign marked "Reporting requirement", the reporting requirement referred to in paragraph 1 above is applicable on the following conditions:
- in the area referred to in (a), convoys without goods on board whose carriage is subject to ADN are exempted from the reporting requirement;
 - in the area referred to in (b), out of convoys without goods on board whose carriage is subject to ADN, only those having a length exceeding 140 m and a beam exceeding 15 m, must report, and in the area referred to in (c) only convoys having a length exceeding 110 m and a beam exceeding 12 m must report,

¹¹ Covered by Article 12.01 CEVNI.

- 9
- in the areas referred to in (b) and (c), the information referred to in paragraph 2 (a), (b) and (c), shall also be provided during the passage through other traffic control posts, power stations and locks, as well as points for reporting as indicated by sign B.11.
- The competent authority may:
- (a) Establish other reporting requirements for supply vessels;
- (b) Establish a reporting requirement and its substance for day-trip vessels.
- 6 The competent authority shall not transmit these data to third parties with the exception of the neighbouring competent authorities along the vessel's route. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

J. Amendment proposal to Article 8.02

Article 8.02 – Reporting requirements

1. Boatmasters of the following vessels and convoys shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7), **which may be complemented with an additional sign marked « Reporting requirement »**, report their presence on the indicated radiotelephone channel:
- (a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;
- (aa) Tank vessels;
- (b) Vessels transporting more than 20 containers;
- (c) Passenger vessels except for day-trip vessels;
- (ca) Vessels longer than 110 m;¹²
- (cb) Cabin vessels;¹³
- (d) Seagoing vessels, except for pleasure crafts;
- (da) Vessels with an LNG system on board;
- (e) Special transport referred to in article 1.21;

¹² Could be omitted (see (f)).

¹³ Could be omitted (see (f)).

- (f) Other vessels and convoys as required by the competent authorities.
2. The boatmasters mentioned in paragraph 1 shall communicate the following data:
- (a) category of vessel **or convoy and, for convoys, category of all the vessels, in accordance with [annex 12];**
 - (b) name of vessel **and, for convoys, of all the vessels of the convoy;**
 - (c) position, direction of navigation;
 - (d) unique European vessel identification number or official number; for seagoing vessels: IMO number, **and, for convoys, of all the vessels of the convoy;**
 - (e) maximum load **and, for convoys, of all the vessels of the convoy;** for seagoing vessels: deadweight tonnage;
 - (f) length and breadth of vessel **and, for convoys, length and breadth of the convoy and all vessels of the convoy;**
 - ~~(g) type, length and breadth of convoy;~~
 - (h) draught (only on special request);
 - (i) route **with information on the port of departure and destination;**
 - (j) loading port;
 - (k) unloading port;
 - (l) nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1 (a)-(d) and (f) and 5.4.1.2.1 (a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a)-(e) of the Regulations annexed to ADN for carriage in tank-vessels).

Subparagraph (l) may be replaced with:

For vessels with goods on board whose transport is subject to ADN:

- (aa) **UN number or number of dangerous goods;**
- (bb) **Proper shipping name for the transport of dangerous goods, supplemented, where necessary, by the technical name;**
- (cc) **Class, classification code and, where necessary, packing group of the dangerous goods,**
- (dd) **Total quantity of dangerous substances for which such information applies;**
- (ee) **Number of blue lights/blue cones;**
- (m) signalization required for the carriage of dangerous goods;¹⁴
- (n) number of persons on board;
- (o) number of containers on board, **according to their size and loading condition (loaded or unloaded) and respective placement of containers according to the stowage plan and their type;**
- (p) **Number of the container of containers of dangerous goods.**

¹⁴ If subparagraph (l) is modified, (m) could be deleted.

3. The data given in paragraph 2 above, except those in (c) and (h), may be communicated by other services or persons to the competent authority either in writing, or by telephone or if possible electronically. In all cases, the boatmaster shall report when his vessel or convoy enters the sector subject to the reporting requirement and when it leaves the sector again.

3a. Where the boatmaster or other service or person reports electronically:

(a) The report shall be made in accordance with the International Standard for Electronic Ship Reporting in Inland Navigation (Resolution No. 79);

(b) Notwithstanding paragraph 2 (c), the type of vessel or convoy according to the standard mentioned in 4 (a) must be indicated.

3b. The report referred to in paragraph 2 above, except the information contained in (l) and (m), shall be transmitted electronically for the following:

(a) Convoys and vessels with containers on board;

(b) Convoys and vessels with at least one vessel intended for the carriage of goods in fixed tanks.

4. When a vessel's journey is interrupted in the sector subject to the reporting requirement mentioned in paragraph 1 above for more than two hours, the boatmaster shall report the beginning and end of the interruption.

5. When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately. **The change in data shall be communicated through the channel as indicated in writing or electronically.**

5a. The competent authority may:

(a) Establish other reporting requirements for supply vessels;

(b) Establish a reporting requirement and its substance for day-trip vessels.

6. The competent authority shall not transmit these data to third parties with the exception of the neighbouring competent authorities along the vessel's route. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

V. Categories of vessels (a new Annex) based on Annex 12 to RPNR

[Annex 12] List of categories of vessels and convoys

Name:

- Motor tanker
- Motor cargo vessel
- Canal barge
- Tug
- Pusher
- Tank barge
- Dumb barge
- Tank lighter / Pushed tank barge
- Cargo lighter

- Ship-borne lighter / Ship-borne barge
 - Day-trip vessel
 - Cabin vessels
 - High-speed vessel
 - Floating equipment
 - Worksite vessel
 - Pleasure craft
 - Pushed convoy
 - Side-by-side formation
 - Towed convoy
 - Vessel (unknown type).
-

Amendment proposals to CEVNI based on recent amendments to RPNR adopted at the resolutions adopted by the autumn 2017 session of the Central Commission for the Navigation of the Rhine

Note by the secretariat

The CEVNI Expert Group, at its twenty-seventh meeting, on 13 February 2018, requested the secretariat to publish the recent amendments to the Police Regulations for the Navigation of the Rhine, transmitted by the Central Commission for the Navigation of the Rhine, as a working paper for the fifty-third session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (ECE/TRANS/SC.3/WP.3/2018/17). The proposal for amending CEVNI based on this document is given below; the CEVNI Expert group may wish to discuss it and decide as appropriate.

A. Amendment to Article 1.02

1. Add the second paragraph to *article 1.02, paragraph 1*:

“If several boatmasters are assigned to a vessel, [in accordance with the Regulations for Rhine Navigation Personnel,] only the boatmaster under whose authority the vessel is placed must have the certificate of sector knowledge for the sector concerned.”

A. Amendment to Article 1.07

Article 1.07 is to be amended as follows:

- (a) Paragraph 2a, subparagraph (d) is to read as follows:

“(d) These auxiliary means are recognized as appropriate [in accordance with article 7.02 of ES-TRIN].”

- (b) Add a new fifth sentence to paragraph 5:

“Vessels must also carry on board the stability documents [referred to in article 27.01 of ES-TRIN].”

B. Amendment proposal to Article 1.08

4. Without prejudice to paragraph 3, the individual life-saving equipment listed in No. 44 of the ship’s certificate shall be available for distribution and shall correspond to the number of adult and child passengers. **For children with the body weight less or equal to 30 kg or with the age less than six years, only non-inflatable life jackets that conform to the standards set out in [Article 13.08, paragraph 2, of ES-TRIN]² are allowed.**

² 2.A personalised, automatically inflatable life jacket shall be within reach of every person who is regularly on board a craft. Such life jackets shall conform to:

- European Standards EN ISO 12402-2 : 2006, EN ISO 12402-3 : 2006, EN ISO 12402-4 : 2006; or
- The 1974 International Convention for the Safety of Life at Sea (SOLAS 1974), Chapter III, Regulation 7.2, and the International Life-Saving Appliance (LSA) Code, sub-section 2.2.

Non-inflatable lifejackets in accordance with these Standards shall also be admissible for children.

5. If the guard rails required under [article 14.02 (4) of ES-TRIN] are retractable or may be removed, they may be partially retracted or removed only when the vessel is berthed and only in the following operating conditions:

- a) for embarkation and disembarkation in the points provided for this purpose,
- b) during the operation of the crane within its outreach,
- c) during the mooring and release of the mooring lines in the bollard area,
- d) when the vessels are berthed near vertical banks, from the bank side, if there is no danger of falling, or
- e) when vessels are berthed side-by-side, in the contact points between two vessels, if there is no danger of falling, or
- f) when loading and unloading operations or the construction works are extremely hindered.

If the operating conditions mentioned in the first sentence are no longer present, the guard rails must be immediately restored or brought back.

6. The members of the crew and other persons on board shall wear the life jackets specified in [article 13.08 (2) of ES-TRIN]

- a) during embarkation and disembarkation, if there is no risk of falling into the water;
- b) when staying in the ship's boat,
- c) during outboard operations, or
- d) when being present or during operations on the deck and the gunwale, if the bulwarks have the height less than 90 cm or the guard rails referred to in paragraph 5, are not installed from one extremity to another.

Outboard operations may be conducted only when the vessels are berthed and when the surrounding traffic is not likely to cause any danger.

C. Amendment proposal to Article 1.10 (1)/Article 9.02(6)

Article 1.10 (1)/Article 9.02(6) is to read as follows:

“(...)for vessels displaying the identification marking referred to in article 2.06,³ [the operation manual specified in annex 8, paragraph 1.4.8 of ES-TRIN and the safety rota specified in article 30.03 (1) of ES-TRIN,]”

C. Amendment proposal to Article 10.07

Article 10.07, is to be amended as follows:

(a) Paragraph 2 (e), the first sentence, is to read as follows:

(e) fuel tanks shall be safeguarded against fuel spills during bunker by means of ~~appropriate onboard technical devices~~ **one of the items of equipment referred to in [article 8.05 (10) (a) of ES-TRIN]** which shall be entered in item 52 of the ship's certificate. If fuel is taken on from bunker stations with their own technical devices to prevent fuel spills on board during bunkering, these equipment requirements shall no longer apply.]”^{4 5}

³ ECE/TRANS/SC.3/115/Rev.5/Amend.1.

⁴ Resolution No. 61 has no similar provision.

⁵ Article 8.05 “Fuel tanks, pipes and accessories”

10. a) Fuel tanks shall be safeguarded against fuel spills during bunkering by means of appropriate onboard technical devices which shall be entered in item 52 of the inland navigation vessel certificate.

(b) Paragraph 3 (a) is to read as follows:

~~“(a) The automatic shut-off device (if any) is in proper working order~~ **proper working order of the system referred to in article 8.05 (11) of ES-TRIN**,”³

D. Amendment proposal to Article 7.01

Add a new paragraph 4:

4. Embarkation and disembarkation shall be carried out using only secure access routes. Where appropriate land-based facilities are available, the use of other facilities is not permitted.

When there is a gap between the vessel and the shore, the gangways referred to in [article 13.02 (3) (d) of ES-TRIN] shall be put in place and attached securely; their guard rails shall be in place.

If the ship’s boat is used to gain access and there is a height difference between the ship’s boat and the deck, an appropriate means of access shall be used.

b) If fuel is taken on from bunkering stations with their own technical devices to prevent fuel spills on board during bunkering, the equipment requirements in (a) and (11) shall no longer apply.

11. If fuel tanks are fitted with an automatic shut-off device, the sensors shall stop fuelling when the tank is 97 % full; this equipment shall meet the ‘failsafe’ requirements.

If the sensor activates an electrical contact, which can break the circuit provided by the bunkering station by a binary signal, it shall be possible to transmit the signal to the bunkering station by means of a watertight connection plug meeting the requirements of International Standard IEC 60309-1 : 2012 for 40 to 50 V DC, housing colour white, earthing contact position ten o'clock.



Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Fifty-third session

Geneva, 27–29 June 2018

Item 4 (a) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:
European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)**

Amendments to the Police Regulations for the Navigation of the Rhine relating to the boatmaster, the requirement to be connected to an onshore power supply point for some special berthing areas and the consideration of the European Standard laying down Technical Requirements for Inland Navigation vessels

Note by the Secretariat*

I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018–2019 (ECE/TRANS/SC.3/2017/24) adopted by the Inland Transport Committee at its eightieth session (20–23 February 2018).
2. The CEVNI Expert Group, at its twenty-seventh meeting, on 13 February 2018, requested the secretariat to publish the recent amendments to the Police Regulations for the Navigation of the Rhine, transmitted by the Central Commission for the Navigation of the Rhine, as a working paper for the fifty-third session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3).¹
3. SC.3/WP.3 may wish to consider these updates and propose that the CEVNI Expert Group should draft a proposal for the amendment of CEVNI on the basis of this document.

* The present document was submitted after the deadline in order to reflect the most recent developments.

¹ Informal document SC.3/WP.3 No. 6 (2018).



Annex²

A. Final amendment to article 1.02, “Boatmaster”, paragraph 1, (annex to protocol 16)

1. *The following sentence is added to article 1.02 (1):*

“If several boatmasters are assigned to a vessel, in accordance with the Regulations for Rhine Navigation Personnel, only the boatmaster under whose authority the vessel is placed must have the certificate of sector knowledge for the sector concerned.”

B. Final amendment to article 7.06, “Special Berthing Areas”, paragraphs 3 and 4, and annex 7, “Waterway Signs” (annex to protocol 17)

1. *Article 7.06 is to be amended as follows:*

- (a) *The following paragraph 3 is to be inserted:*

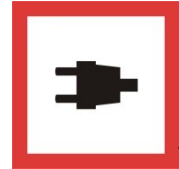
“3. In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.”

- (b) *The following paragraph 4 is to be inserted:*

“4. Paragraph 3 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.”

2. *In annex 7, section IB, sign B.12 is to be inserted after sign B.11, as follows:*

“B.12 Requirement to use onshore
power supply point
(see article 7.06, paragraph 3)



C. Adaptation of the Police Regulations for the Navigation of the Rhine to take into account the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN 2017/1) (annexes 1, 2 and 3 to protocol 19)

Annex 1 to protocol 19

1. *The following paragraph (ah) is to be added to article 1.01:*

“(ah) “ES-TRIN” European Standard laying down Technical Requirements for Inland Navigation vessels, Edition 2017/1, adopted by the European Committee for drawing up Standards in the field of Inland Navigation. In order for ES-TRIN to apply, a Member State must be one of the Rhine riparian States or Belgium;”

2. *Article 1.08 (4) is to read as follows:*

“4. Without prejudice to paragraph 3, the quantity of available individual life-saving equipment listed under number 44 of the inspection certificate shall depend on the number of adult and child passengers. For children whose body weight is less than

² The full text of the resolutions adopted by the autumn 2017 session of the Central Commission for the Navigation of the Rhine (2017-II) is available at www.ccr-zkr.org/files/documents/resolutions/ccr2017-II.pdf.

or equal to 30 kg or who are under 6 years of age, only non-inflatable life jackets that conform to the standards set out in article 13.08 (2) of ES-TRIN are permitted.”

3. *Article 1.10 is to be amended as follows:*

(a) *Paragraph 1 (i) is to read as follows:*

“(i) the installation and performance certificate for navigational radar installations and rate-of-turn indicators, which is required under article 7.06 (1) of ES-TRIN,”

(b) *Paragraph 1 (w), (x) and (y) are to read as follows:*

“(w) on the section between Basel and Mannheim, for vessels whose length exceeds 110 m, the proof specified in article 28.04 (2) (c) of ES-TRIN,

(x) copies of the type-approval certificate and the engine parameter protocol of each engine, required in accordance with article 8bis.02 (3) of the Rhine Vessel Inspection Regulations,

(y) the certificate for the cables specified in article 13.02 (3) (a) of ES-TRIN,”

(c) *Paragraph 3 is to read as follows:*

“3. Worksite craft of the type referred to in article 1.01 (1.24) of ES-TRIN that have no wheelhouse or accommodation are not required to have on board the documents specified in paragraph 1 (a), (e) and (f) above; however, these papers shall be permanently available at the worksite. Worksite craft shall carry a certificate, issued by the competent authority, on the duration and local boundary of the worksite where the craft may be operated.”

4. *Article 2.04 is to read as follows:*

“Article 2.04

Draught marks and draught scales

1. All vessels, except small craft, shall bear marks showing the plane of maximum draught. In the case of seagoing vessels, the summer fresh-water line shall serve in place of draught marks. The methods by which the maximum draught is determined and the conditions to be observed in affixing the draught marks are set out in articles 4.04, 4.05 and 22.09 of ES-TRIN.

2. Any vessel whose draught may reach 1 m, with the exception of small craft, shall bear draught scales. The conditions to be observed in affixing the draught marks are set out in articles 4.06 and 22.09 of ES-TRIN.”

5. *The first sentence of article 4.06 (1) (a) is to read as follows:*

“(a) they shall be fitted with a radar installation and a device indicating the rate-of-turn of the vessel in accordance with article 7.06 (1) of ES-TRIN.”

6. *Article 4.07 is to be amended as follows:*

(a) *The first sentence of paragraph 1 is to read as follows:*

“1. Vessels shall be equipped with Inland AIS equipment in accordance with article 7.06 (3) of ES-TRIN.”

(b) *Paragraph 6 is to read as follows:*

“6. Small craft employing AIS shall use only Inland AIS devices that comply with article 7.06 (3) of ES-TRIN, class A AIS devices whose type approval complies with the requirements of IMO, or a class B AIS device. Class B AIS devices shall comply with the requirements set out in recommendation UIT-R.M 1371 of Directive 2014/53/EU of the European Parliament and of the Council of 16 April 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of radio equipment and repealing Directive 1999/5/EC, and international standard IEC 62287-1 or 2 (including DSC channel management). The Inland AIS device shall be in good working order at all times and the data entered in the device shall continuously correspond with the actual data relating to the vessel or convoy.”

7. *Article 8.03 (2) is to read as follows:*

“2. In the case of paragraph 1 above, the vessel at the head of the pushed convoy shall be equipped with anchors in accordance with article 13.01 of ES-TRIN.”
8. *Article 11.01 is to be amended as follows:*
 - (a) *Paragraph 4 is to read as follows:*

“4. Vessels whose length exceeds 110 m, with the exception of passenger vessels, may proceed upstream of Mannheim only if they meet the requirements of article 28.04 (2) of ES-TRIN. Passenger vessels whose length exceeds 110 m can proceed upstream of Mannheim only if they meet the requirements of article 28.04 (3) of ES-TRIN.

Special authorizations granted by the competent authorities for different sectors between Basel and Mannheim, valid as at 30 September 2001, for vessels whose length is between 110 and 135 m retain their validity for the different sectors subject to the fulfilment of the conditions set out for security reasons.”
 - (b) *The following paragraph 5 is to be inserted:*

“5. A passenger vessel may proceed downstream of Emmerich (km point 885) only if it meets the requirements of article 13.01 (2) (b) of ES-TRIN.”

Annex 2 to protocol 19

1. *Article 1.07 is to be amended as follows:*
 - (a) *Paragraph 3 (d) is to read as follows:*

“(d) These auxiliary means are recognized as appropriate in accordance with article 7.02 of ES-TRIN.”
 - (b) *The fifth sentence of paragraph 5 is to read as follows:*

“Vessels must also carry on board the stability documents referred to in article 27.01 of ES-TRIN.”
2. *Article 1.10 (1) (ad) is to read as follows:*

“(ad) for vessels displaying the identification marking referred to in article 2.06, the operation manual specified in annex 8, paragraph 1.4.8 of ES-TRIN and the safety rota specified in article 30.03 (1) of ES-TRIN,”
3. *Article 15.06 is to be amended as follows:*
 - (a) *Paragraph 1 (d) is to read as follows:*

“(d) one of the items of equipment referred to in article 8.05 (10) (a) of ES-TRIN is used.”
 - (b) *Paragraph 2 (a) is to read as follows:*

“(a) the proper working order of the system referred to in article 8.05 (11) of ES-TRIN,”

Annex 3 to protocol 19

1. *Article 1.08 is to be amended as follows:*
 - (a) *The opening sentence of paragraph 5 is to read as follows:*

“5. If the guard rails required under article 14.02 (4) of ES-TRIN are retractable or may be removed, they may be partially retracted or removed only when the vessel is berthed and only in the following operating conditions:”
 - (b) *The opening sentence of paragraph 6 is to read as follows:*

“6. The members of the crew and other persons onboard shall wear the life jackets specified in article 13.08 (2) of ES-TRIN”

2. *Article 7.01 (5) is to read as follows:*

“5. Embarkation and disembarkation shall be carried out using only secure access routes. Where appropriate land-based facilities are available, the use of other facilities is not permitted.

When there is a gap between the vessel and the shore, the gangways referred to in article 13.02 (3) (d) of ES-TRIN shall be put in place and attached securely; their guard rails shall be in place.

If the ship’s boat is used to gain access and there is a height difference between the ship’s boat and the deck, an appropriate means of access shall be used.”
