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## 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

###### Sixty-seventh session

Geneva, 11–13 October 2023

Item 6 (a) of the provisional agenda

##### **Standardization of technical and safety requirements in inland navigation: European Code for Inland Waterways (resolution No. 24, revision 6)**

## **Amendments to the Police Regulations for the Navigation of the Rhine and the Police Regulations for the Navigation of the Mosel**

### Note by the secretariat

### Mandate

1. This document is submitted in line with the proposed Programme Budget for 2023, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/77/6 (Sect. 20), table 20.6).
2. In annexes I and II to this document, the secretariat presents decisions transmitted by the River Commissions:
  - (a) Updates to the Police Regulations for the Navigation of the Rhine, adopted by the Central Commission for the Navigation of the Rhine at its plenary session in spring 2023;
  - (b) Updates of the Police Regulations for the Navigation of the Mosel, adopted by the Mosel Commission at its plenary session on 24 May 2023 in Trier, Germany.
3. The Working Party on Inland Water Transport may wish to consider these updates and to propose that the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation take them into consideration in its future work on the updating of the European Code for Inland Waterways.



## Annex I

### **Resolutions adopted by the Central Commission for the Navigation of the Rhine at its plenary session in spring 2023\***

#### **I. Final amendment to the Police Regulations for the Navigation of the Rhine (RPNR) modifying article 6.21 (2) in connection with push barges on the starboard side (resolution 2023-1-5)**

*Article 6.21 (2) reads as follows:*<sup>1</sup>

(a) *The second sentence reads as follows:*

“When a pushed convoy or a side-by-side formation leads one or more vessels in side-by-side formation, they may be placed both to port and to starboard of the motorized vessel propelling the convoy.”

(b) *The third sentence is deleted.*

#### **II. Final amendment of the Police Regulations for the Navigation of the Rhine (RPNR) following the commissioning of the new Friesenheim Island berthing area (article 14.03) (resolution 2023-1-6)**

*Article 14.03 reads as follows:*<sup>2</sup>

##### **“Article 14.03 Mannheim-Ludwigshafen**

1. The roadstead extends, in Mannheim on the right bank, from rkm 412.50 to rkm 417.16 and from rkm 423.50 to rkm 431.80 and, in Ludwigshafen on the left bank, from rkm 419.72 to rkm 424.83 and from rkm 425.50 to rkm 431.90.

2. The following berthing areas are assigned to vessels that are not required to carry a marking referred to in article 3.14:

(a) Berthing areas – right bank

- i. in Mannheim-Rhinau,  
from rkm 413.10 to rkm 414.25,  
from rkm 414.56 to rkm 414.90,  
from rkm 415.50 to rkm 416.75,
- ii. in Mannheim  
from rkm 423.50 to rkm 424.00,  
from rkm 425.36 to rkm 427.00,  
from rkm 428.93 to rkm 429.42.

(b) Berthing area – left bank in Ludwigshafen, from rkm 425.50 to rkm 426.20.

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\* The full text of the resolutions adopted by the Central Commission for the Navigation of the Rhine at its spring 2023 session (2023-I) is available at: [www.ccr-zkr.org/files/documents/resolutions/ccr2023-Ifr.pdf](http://www.ccr-zkr.org/files/documents/resolutions/ccr2023-Ifr.pdf).

<sup>1</sup> The amendment will enter into force on 1 June 2024.

<sup>2</sup> The amendment will enter into force on 1 June 2024.

3. The following berthing areas are assigned to vessels that are required to carry a marking referred to in article 3.14 (1):

- (a) Berthing areas – right bank  
from rkm 413.10 to rkm 413.40,  
from rkm 430.20 to rkm 430.70.
- (b) Berthing area – left bank, from rkm 421.60 to rkm 422.00.

4. The following berthing area is assigned to vessels that are required to carry a marking referred to in article 3.14 (2):

Berthing area – right bank, from rkm 430.75 to rkm 431.10.

5. The following berthing area is assigned to vessels intending to load or unload or that have loaded or unloaded at BASF Aktiengesellschaft:

Berthing area – left bank, from rkm 426.20 to rkm 431.47.”

### **III. Final amendment to the Police Regulations for the Navigation of the Rhine (RPNR) concerning night navigation on the Bingen-St. Goar sector (article 9.08) (resolution 2023-1-7)**

*Article 9.08 is amended as follows:*<sup>3</sup>

#### **“Article 9.08**

##### ***Night navigation on the Bingen-St. Goar sector***

Between Bingen (rkm 530.00) and St. Goar (rkm 556.00), night navigation is permitted only for vessels using radiotelephony on channels 10 (ship-to-ship) or 04 and using radar when navigating downstream.”

### **IV. Extension of electronic reporting requirements to other vessels from 1 December 2026 (resolution 2023-1-8)**

#### **Protocol 8**

1. At its spring 2012 plenary session, the Central Commission for the Navigation of the Rhine adopted its strategy for the development of river information services (RIS) on the Rhine (resolution 2012-I-10). The RIS strategy includes 26 measures “for the development and implementation of river information services on the Rhine”. In the medium and long term, the RIS strategy also provides for the extension of electronic reporting requirements to other vessels not yet subject to reporting requirements under article 12.01 of the Police Regulations for the Navigation of the Rhine. Electronic reporting facilitates the exchange of information between vessels and sector traffic centres, compared with reporting by radiotelephone or in writing. Electronic reporting is a key technology for RIS that facilitates the following RIS services: strategic traffic information, traffic management, accident prevention, statistics, enforcement of regulations, waterway and port charges, and transport logistics information.

2. Article 12.01 of the Police Regulations for the Navigation of the Rhine prescribes a reporting requirement for certain vessels and convoys: the boatmaster or a third party must provide the competent authorities with information about the vessel or convoy, the goods carried and the voyage. The report provides the authorities with, in particular, all the information necessary for effective damage management. Article 12.01 of the Regulations specifies the vessels subject to this requirement, the information that must be reported, the

<sup>3</sup> The amendment will enter into force on 1 June 2024.

means that can or must be used to make the report (radiotelephone, telephone, in writing, by electronic means) and when or where the information must be reported.

3. Article 12.01 of the Regulations has undergone a number of amendments in recent years, particularly with the introduction of electronic reporting.

4. The requirement to report electronically has been phased in gradually since 2010. The main milestones in implementation were :

- 1 January 2010: mandatory electronic reporting for vessels carrying more than 20 containers or one container containing dangerous goods (resolution 2009-I-17);
- 1 December 2015: mandatory electronic reporting for all vessels carrying containers (resolution 2015-I-16);
- 1 December 2018: electronic reporting requirement for vessels with fixed tanks on board (resolution 2017-I-11);
- 1 December 2021: electronic reporting requirement for all other vessels and convoys subject to the reporting requirement under article 12.01 (1) of the Police Regulations for the Navigation of the Rhine (resolution 2020-I-12).

5. In view of the advantages of electronic reporting and the fact that the system is now fully operational, the Central Commission announces its decision in principle to extend the electronic reporting requirement to certain vessels not previously subject to the reporting requirement, with effect from 1 December 2026.

6. The resolution has two objectives:

- The first objective is to inform the industry in good time of the date of the extension of the electronic reporting requirement. The navigation industry can thus be better prepared.
- The second objective is to mandate the Police Regulations Committee to undertake the necessary regulatory adaptations with a view to this future extension of electronic reporting requirements from 1 December 2026, and to support the industry in its preparatory activities.

### **Resolution**

The Central Commission,

having regard to the Commission's RIS strategy adopted pursuant to resolution 2012-I-10,

having regard to the Mannheim Declaration on “150 years of the Mannheim Act – the driving force behind dynamic Rhine and inland navigation”, adopted in 2018,

anxious to guarantee the safety and prosperity of navigation on the Rhine,

having regard to the successful implementation of electronic reporting requirements

- for vessels and convoys with more than 20 containers on board, or carrying containers on board whose carriage is subject to ADN (resolution 2009-I-17),
- for convoys and vessels carrying containers (resolution 2015-I-16),
- for vessels with fixed tanks on board (resolution 2017-I-11)
- and for all other vessels and convoys subject to the reporting requirement under article 12.01 (1) of the Police Regulations for the Navigation of the Rhine (resolution 2020-I-12),

with the aim of informing the shipping industry in good time of the new extension of electronic reporting requirements to vessels not hitherto subject to reporting requirements, and to support it in its preparatory activities,

Whereas

- an extension of electronic reporting requirements will improve the safety of navigation on the Rhine,
- it was not informed of any significant difficulties in implementing electronic reporting requirements at the time of the previous extension,

on the recommendation of its Police Regulations Committee,

adopts the present resolution to provide notification of its decision in principle to extend, from 1 December 2026, electronic reporting requirements to:

- vessels of a length greater than 86 m and less than or equal to 110 m, with one or more cargo holds;
- vessels using an energy source other than diesel or liquefied natural gas for propulsion;

specifies that day-trip boats that use an energy source other than diesel or liquefied natural gas (LNG) are also covered by this new requirement,

instructs its Police Regulations Committee, via the Police Regulations Working Group in cooperation with the navigation industry and the RIS Working Group, to submit concrete proposals for the necessary amendments to the Police Regulations for the Navigation of the Rhine by autumn 2025, together with any additional measures.

## Annex II

### Decisions of the plenary session of the Mosel Commission of 24 May 2023 in Trier, Germany (CM-I-23)

#### Agenda item 5

##### Waterway Police and Waterway Marking Committee and its Working Group on Modern Information Exchange Services and Systems

**Item 5.2. Decision:** Amendment of the Police Regulations for the Navigation of the Mosel (RPNM) to harmonize RPNM with the Police Regulations for the Navigation of the Rhine (RPNR)

Alignment of references in RPNM/RPNR with the European Standard for River Information Services (ES-RIS 2023/1)

- Relates to articles 1.01, 4.07 and 9.05 of RPNM

#### Decision of the Mosel Commission CM-I-23 5.2

The Mosel Commission decides, on the proposal of its Waterway Police and Waterway Marking Committee, to amend the Police Regulations for the Navigation of the Mosel.

The amendments shall enter into force on 1 July 2024.

#### 1. Article 1.01 is amended as follows:

##### (a) (ab) reads as follows:

“(ab) ‘Inland AIS device’ means a device that is installed on board a vessel and is used within the meaning of part II of ES-RIS;”

##### (b) (ak) reads as follows:

“(ak) ‘ES-RIS’ means the European Standard for River Information Services, in its 2023/1 edition. In order for ES-RIS to be applicable, a member State must be one of the Mosel riparian States.”

#### 2. Article 4.07 is amended as follows:

##### (a) The second sentence of (3) reads as follows:

“The Inland ECDIS equipment in information mode must comply with the provisions of part I of ES-RIS.”

##### (b) (4) is amended as follows:

##### (aa) The part of the sentence preceding paragraph (a) reads as follows:

“At a minimum, the following data must be transmitted in accordance with the provisions of part II of ES-RIS:”

##### (bb) (c) reads as follows:

“(c) Type of vessel or convoy in accordance with the provisions of part II of ES-RIS;”

##### (c) (5) (c) reads as follows:

“(c) Type of vessel or convoy in accordance with the provisions of part II of ES-RIS;”.

**3. Article 9.05 (4) (a) is amended as follows:**

“(a) the report must be made in accordance with the provisions of part IV of ES-RIS,”.

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