



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:*

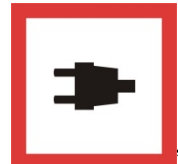
“3. In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular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