

Amendment proposals to the provisions for vessels using liquefied natural gas as fuel, references to ADN and Article 8.02 of CEVNI

Note by the secretariat

1. The present document is based on the amendments to the Police Regulations for the Navigation of the Rhine (RPNR), transmitted by the Central Commission for the Navigation of the Rhine (CCNR), adopted at its spring 2018 session and reproduced in ECE/TRANS/SC.3/WP.3/2019/9 (parts A, B and D of the annex). Amendments to Article 8.02 are based on CEVNI EG 2018/11 and the amendments to Article 12.01 of RPNR adopted at the spring and autumn 2018 sessions of CCNR (ECE/TRANS/SC.3/WP.3/2019/9, part D of the annex, and ECE/TRANS/SC.3/WP.3/2019/14).

A. Amendments to CEVNI based on the annex to protocol 9

2. Amendment 1 to CEVNI 5 may be considered as harmonized with RPNR, except:
- (a) references to ES-TRIN (see CEVNI EG/2019/2);
 - (b) In the whole text, “vessels powered by LNG” could be replaced with “vessels using liquefied natural gas (LNG) as fuel”.

B. Amendments to CEVNI based on the annex to protocol 10

3. The amendment proposals to Articles 3.14 and 7.07 in relation to references to ADN were submitted by Austria as CEVNI EG/2018/9. The CEVNI Expert Group may wish to come back to them and approve them.

C. Amendments to Article 8.02

At its last meeting, the CEVNI Expert Group finalized paragraphs 1 and 2 (up to the existing subparagraph (l)) of Article 8.02. The Group may wish to continue the discussion on Article 8.02 with due regard of newly introduced amendments to Article 12.01 of RPNR.

2. ...¹

“(k) 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).

¹ See ECE/TRANS/SC.3/WP.3/2019/13.

Subparagraph (k) 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;**
- (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;**
- ~~(f) l~~ **signalization required for the carriage of dangerous goods;²**
- ~~(f) m~~ **number of persons on board;**
- ~~(f) n~~ **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;**
- (o) Number of the container of containers of dangerous goods.**

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, except for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN.**

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;**

² If subparagraph (l) is modified, (m) could be deleted.

(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.

7. The competent authority may set reporting requirements and determine their content for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN, as well as for passenger vessels for day excursions.
