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Standardization of technical and safety requirements

in inland navigation: European Code for Inland

Waterways (CEVNI) (Resolution No. 24, revised)

Proposals for amendments to the fifth revised edition of CEVNI on the basis of the recent updates 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 cluster 5: Inland Waterway Transport, paragraph 5.1, of the programme of work 2016-2017 (ECE/TRANS/2016/28/Add.1), adopted by the Inland Transport Committee at its seventy-eighth session on 26 February 2016.
2. The Secretariat presents in this document recent updates of the Police Regulations for the Navigation of the Rhine (RPNR), transmitted by the Central Commission for the Navigation of the Rhine (CCNR) (annex I), and those of the Police Regulations for the Navigation of the Mosel (RPNM), transmitted by the Mosel Commission (annex II). These updates could serve as a basis for proposals for amendments to the fifth revised edition of CEVNI.
3. The Working Party on Inland Water Transport may wish to propose that the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) and CEVNI Expert Group examine these updates.



Annex I

Recent amendments to the Police Regulations for the Navigation of the Rhine

A. Amendments to article 4.07, “Inland AIS and Inland ECDIS” (resolutions 2015-I-16 and 2017-I-11)

The consolidated version of article 4.07, including the amendments adopted pursuant to resolution 2015-I-16 and the amendments to paragraphs 4 (c) and 5 (c) adopted pursuant to resolution 2017-I-11, reads as follows:

“Article 4.07

Inland AIS and Inland ECDIS

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;
- (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.

The first sentence above shall not apply:

- (a) If the vessels are in an overnight port referred to in article 14.11, paragraph 1;
- (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. 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 vessels¹ (resolution 2014-I-12).

4. In accordance with chapter 2 of the Vessel Tracking and Tracing Standard for Inland Navigation, at least the following data shall be transmitted:

- (a) User identifier (Maritime Mobile Service Identity, MMSI);
- (b) Name of vessel;
- (c) Vessel or convoy type in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation;
- (d) Unique European vessel identification number (ENI);
- (e) Length overall of the vessel or convoy accurate to within 0.1 m;
- (f) Breadth overall of the vessel or convoy accurate to within 0.1 m;
- (g) Position (WGS-84);
- (h) Speed over ground;
- (i) Course;
- (j) Time of the electronic position fixing device;
- (k) Navigational status, in accordance with annex 11;
- (l) Position acquisition point on the vessel accurate to within 1 m, in accordance with annex 11;

5. The boatmaster shall immediately update the following data if they have changed:

- (a) Length overall accurate to within 0.1 m, in accordance with annex 11;
- (b) Breadth overall accurate to within 0.1 m, in accordance with annex 11;
- (c) Vessel or convoy type 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 accurate to within 1 m, in accordance with annex 11.

6. Small craft employing AIS shall use only AIS devices in conformity with article 7.06, paragraph 3, of the Rhine Vessels Inspection Regulations; 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 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.”

¹ *Note by the secretariat:* see the chapter “Minimum requirements for Inland ECDIS devices in information mode and comparable chart display devices for using Inland AIS data on board vessels” of this document.

B. Amendment of article 12.01, “Reporting requirement” (resolution 2015-I-16 and 2017-I-11)

Article 12.01 reads as follows:

“Article 12.01 Reporting requirement

1. Boatmasters of vessels and convoys shall, prior to entering the areas listed in paragraph 8 below, report by radiotelephone on the channel as indicated:
 - (a) Vessels with goods on board whose transport is subject to ADN;²
 - (b) Tank vessels
 - (c) Vessels carrying containers
 - (d) Vessels longer than 110 m;
 - (e) Cabin vessels;
 - (f) Seagoing vessels;
 - (g) Vessels with an LNG system³ on board;
 - (h) Special transport referred to in article 1.21.
2. The following shall be indicated in connection with the reporting requirement referred to in paragraph 1:
 - (a) Name of the vessel and, for convoys, of all the vessels of the convoy;
 - (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;
 - (c) Vessel or convoy category and, for convoys, category of all the vessels, in accordance with annex 12;
 - (d) Maximum load of the vessel and, for convoys, of all the vessels of the convoy;
 - (e) Length and breadth of the vessel and, for convoys, length and breadth of the convoy and all vessels of the convoy;
 - (f) Presence on board of an LNG system;
 - (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;
 - (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;

² *Note of the secretariat:* European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway.

³ *Note by the secretariat:* liquefied natural gas.

- (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;
- (j) Number of the container of containers of dangerous goods;
- (k) Number of persons on board;
- (l) Position, direction of navigation;
- (m) Draught (only on special request);
- (n) Route with information on the port of departure and destination;
- (o) Loading port;
- (p) Unloading port.

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. 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.

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.

7. When the data covered by paragraph 2 above change during the journey through the area 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. The reporting requirement referred to in paragraph 1 above is applicable in the following areas, as indicated by sign B. 11 and an additional sign marked "Reporting requirement":

- (a) From Basel (Mittlere Rheinbrücke, km point 166.53) to Gorinchem (km point 952.50); and
- (b) From Pannerden (km point 876.50) to Krimpen aan de Lek (km point 989.20).

The information referred to in paragraph 2 (a), (b) and (c) shall also be provided during the passage through locks and points for reporting as indicated by sign B.11.

9. The following shall be exempt from the reporting requirement referred to in paragraph 1:

- (a) In the area referred to in paragraph 8 (a), convoys without goods on board whose carriage is subject to ADN and whose length does not exceed 140 m and width does not exceed 15 m;

- (b) In the area referred to in paragraph 8 (b), convoys whose length does not exceed 110 m and width does not exceed 12 m;

This exemption does not apply to convoys subject to the reporting requirement electronically as stipulated in paragraph 5.

10. The competent authority may:
- (a) Establish other reporting requirements for supply vessels;
 - (b) Establish a reporting requirement and its substance for day-trip vessels.”

C. Addition of an annex 12 (resolutions 2015-I-16 and 2017-I-11)

Annex 12, below, is to be added after annex 11, as follows:

“Annex 12

List of categories of vessels and convoys

Name:

- Motor tanker
- Ordinary road
- Canal barge
- Tug
- Pusher vessel
- Dumb tanker barge
- Dumb barge
- Tank lighter
- Cargo lighter
- Ship-borne lighter
- 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).”

D. Amendment to article 1.07, “Loading and visibility requirements; maximum number of passengers” (resolution 2015-II-16)

Article 1.07, paragraph 3, is amended as follows:

“3. In derogation from the first sentence of paragraph 2, 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;
- (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.”

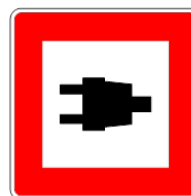
E. Amendment to article 7.06, “Special birthing areas” and annex 7 (resolution 2017-I-10)

In article 7.06, paragraph 3 is added, as follows:

“3. In berthing areas marked by the sign B.10 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthing. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white cartridge placed under sign B.10.”

In annex 7, section 1 B, sign B.10 is inserted after sign B.9, as follows:

B.10 Requirement to use onshore power supply point
(See article 7.06 paragraph 3)



Annex II

Recent amendments to the Police Regulations for the Navigation of the Mosel

A. Amendment to article 1.01

The letter (af) is added to article 1.01 of RPNM and is entitled as follows:

- (af) “Fixed tank”: a tank joined to the vessel, the walls of the tank consisting either of the hull itself or of a casing separate from the hull;

B. Amendment to article 9.05

Article 9.05 of RPNM is amended to read as follows:

“Article 9.05
Reporting requirement”

1. Boatmasters of the following convoys and vessels shall, before entering the areas listed in paragraph 11 below or departing from these areas, report by radiotelephone on the channel as indicated:

- (a) Vessels with goods on board whose transport is subject to ADN;
- (b) Tank vessels;
- (c) Vessels carrying containers;
- (d) Vessels longer than 110 m;
- (e) Cabin vessels;
- (f) Seagoing vessels;
- (g) Vessels with an LNG system on board;
- (h) Special transport operations referred to in article 1.21;

2. The following shall be indicated in connection with the reporting requirement referred to in paragraph 1:

- (a) Name of the vessel and, for convoys, of all the vessels of the convoy;
- (b) Unique European vessel identification number or official vessel number, IMO⁴ number for maritime vessels and, for convoys, of all the vessels of the convoy;
- (c) Vessel or convoy category and, for convoys, category of all the vessels, in accordance with annex 12;
- (d) Maximum load of the vessel and, for convoys, of all the vessels of the convoy;
- (e) Length and breadth of the vessel and, for convoys, length and breadth of the convoy and all vessels of the convoy;
- (f) Presence on board of an LNG system;
- (g) For vessels with goods on board whose transport is subject to ADN:
 - (aa) UN number or number of dangerous goods;

⁴ Note by the secretariat: International Maritime Organization.

- (bb) Proper shipping name for the transport of dangerous goods;
- (cc) Class, classification code and, where applicable, packing group of the dangerous goods;
- (dd) Total quantity of the dangerous substances for which such information applies;
- (ee) Number of blue lights/blue cones;
- (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;
- (j) Number of the container of containers of dangerous goods;
- (k) Number of persons on board;
- (l) Position, direction of navigation;
- (m) Draught (only on special request);
- (n) Route with information on the port of departure and destination;
- (o) Loading port;
- (p) Unloading port.

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 fulfil the reporting requirement referred to in paragraph 1.

4. Where the boatmaster or other service or person reports electronically:
- (a) The reporting shall be one in accordance with current version of the Standard for Electronic Ship Reporting in Inland Navigation of the Central Commission for the Navigation of the Rhine;
 - (b) Notwithstanding paragraph 2 (c), the type of vessel or convoy according to the standard mentioned in (a) must be indicated.
5. 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.

6. When the journey of a convoy or a vessel referred to in paragraph 1 is interrupted for more than two hours, the boatmaster shall immediately report by radiotelephone to the competent authority referred to in paragraph 11 the beginning and end of the interruption.

7. When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority referred to in paragraph 11 shall be notified immediately. The change in data shall be communicated by radio-telephone, in writing or electronically.

8. The following vessels and convoys entering the Mosel are required to repeat only the data referred to in paragraph 2 (a) to (c) while passing through other points for reporting along their route:

- (a) Vessels and convoys that have already made a comprehensive report as referred to in paragraph 2;
- (b) Vessels and convoys that have already made on the Rhine a report in accordance with article 12.01 of the Police Regulations for the Navigation of the Rhine;
- (c) Vessels and convoys that have already made a report on the Saar under article 20.15 Inland Waterways Regulations (Binnenschiffahrtsstraßen-Ordnung).

For convoys, it is sufficient to indicate the information for the vessel that provides the main propulsion.

9. Irrespective of the reporting requirement referred to in paragraph 1 above, boatmasters of all vessels and convoys — except ferry boats and small craft — shall report during passage before a sign B.11 located on their route on the channel indicated by the competent authority and provide the data listed in paragraph 2 (a) to (c).

For convoys, it is sufficient to indicate the information for the vessel that provides the main propulsion.

10. The Mosel area subject to the reporting requirements referred to in paragraph 1 above and the points for reporting located in this area are indicated by sign B.11 (annex 7) and an additional sign “Reporting requirement”.

11. In the following areas:

- (a) Mouth of the Mosel (km point 0) to the mouth of the Sauer (km point 205.87);
- (b) Mouth of the Sauer (km point 205.87 to Apach (km point 242.21);
- (c) Apach (km point 242.21) to the Metz lock (km point 296-88);

indicated by the B.11 sign and the additional “Reporting requirement” sign, the reporting requirement referred to in paragraph 1 above is applicable under the following conditions:

- In the area referred to in (a), the boatmaster shall communicate the data referred to in paragraph 2 above to the regional centre of Oberwesel;
- In the areas referred to in (b) and (c), the boatmaster shall communicate the data referred to in paragraph 2 above to the corresponding locks.

12. The competent authority may:

- (a) Establish other reporting requirements for supply vessels;
 - (b) Establish a reporting requirement and its substance for day-trip vessels.”
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