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 documentis 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]**[1] **are allowed**.

[1] 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,[2] [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.]"[3] [4]

[2] ECE/TRANS/SC.3/115/Rev.5/Amend.1.

[3] Resolution No. 61 has no similar provision.

[4] 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.