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Item 7 of the provisional agenda

Standardization of technical

and safety requirements in inland navigation:

European Code for Inland Waterways (Resolution No. 24, revision 5)

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 2018–2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (20–23 February 2018) (ECE/TRANS/274, para. 123).
2. The secretariat presents in this document (a) updates to the Police Regulations for the Navigation of the Rhine (RPNR) introduced by resolutions adopted by the Central Commission for the Navigation of the Rhine (CCNR) at its spring 2019 session (protocols 10, 11 and 15), transmitted by CCNR (annex I), and (b) updates to the Police Regulations for the Navigation of the Mosel, adopted by the Mosel Commission at its plenary session on 23 May 2019, transmitted by the Mosel Commission (annex II). These updates could serve as a basis for proposals for amendments to 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

Updates to the Police Regulations for the Navigation of the Rhine adopted by the Central Commission for the Navigation of the Rhine at its spring 2019 session

A. Final amendment of chapter 14 “Requirements concerning Rhine roadsteads”, article 14.05 “Bingen” of RPNR (annex to Protocol 2019-I-10)

1. Article 14.05 is to read as follows:

“Article 14.05

Bingen

1. The roadstead extends in Bingen, on the left bank, from river-km¹ 524.20 to river km 528.50.
2. The following berthing areas are assigned to vessels other than pushing-navigation vessels that are not required to carry a marking referred to in article 3.14:

Berthing areas	from river-km 527.55 to river-km 527.97 and
	from river-km 524.20 to river-km 528.50.
3. The following berthing area is assigned to all vessels that are not required to carry a marking referred to in article 3.14:

Berthing area along the breakwater in the Kempten fairway from river-km 526.50 to river-km 526.70. Two vessels may be moored abreast.
4. The following berthing area is assigned to all vessels that are not required to carry the marking referred to in article 3.14 (1):

Berthing area along the breakwater in the Kempten fairway from river-km 526.71 to river-km 527.30.
5. The following berthing area is assigned to all vessels that are not required to carry a marking referred to in article 3.14 (2) or (3):

Berthing area along the Ilmen Aue from river-km 524.20 to river-km 524.70.”

B. Final amendment to RPNR for adaptation to take into account the European standard laying down technical requirements for inland navigation vessels (ES-TRIN 2019/1) (annex to protocol 2019-I-11)²

2. Article 1.01 (ah) is to read as follows:

“(ah) “ES-TRIN”: European standard laying down technical requirements for inland navigation vessels, 2019/12 edition. In order for ES-TRIN to apply, a member State must be one of the Rhine riparian States or Belgium.”

¹ Note by the secretariat: river kilometre.

² Note by the secretariat: Protocol 2019-I-11 also contains the final amendment to the Rhine Vessel Inspection Regulations (RVBR) and the Regulations for Rhine Navigation Personnel (RPN). SC.3 will be informed accordingly under the respective agenda items.

C. Correction of the final amendments to the contents of articles 1.22 and 1.22 bis dated 1 December 2019 (annex 4 to protocol 2019-I-15)

3. At its meeting held on 11 April 2019, the Police Regulations Committee decided to correct the final amendment to articles 1.22 and 1.22 bis of RPNR introduced by resolution 2018-II-7 as follows:

4. The contents are to be amended as follows:

(a) The information relating to article 1.22 is to read as follows:

“1.22 Special temporary requirements of the competent authority”

(b) In the information relating to chapter 1, after the information relating to article 1.22, insert the following information relating to article 1.22 bis:

“1.22 bis Special temporary requirements of the Central Commission for the Navigation of the Rhine”.

5. Article 1.22 is to be amended as follows:

(a) The heading is to read as follows:

“Special temporary requirements of the competent authority”

(b) Paragraphs 1 and 2 are to read as follows:

“1. Boatmasters shall comply with any temporary requirements issued by a competent authority in special circumstances and published as notices to ensure safe and orderly navigation.

2. These requirements may be justified by work carried out on the inland waterway, military exercises, public events within the meaning of article 1.23 or conditions of the waterway; they may, in specific sections where particular precautions are necessary and are indicated by buoys, beacons or other signs or by alarms, prohibit navigation by night or the passage of vessels with too large a draught.”

(c) Paragraph 3 is to be deleted.

6. The following article 1.22 bis is to be inserted after article 1.22:

“Article 1.22 bis

Special temporary requirements of the Central Commission
for the Navigation of the Rhine

The Central Commission for the Navigation of the Rhine may adopt temporary requirements with a maximum period of validity of three years when it appears necessary:

(a) To depart, in emergency situations, from these regulations or;

(b) To allow tests to be carried out without compromising safe and orderly navigation.”

Annex II

Updates to the Police Regulations for the Navigation of the Mosel, adopted by interim decisions of the Mosel Commission at its plenary session on 23 May 2019 in Senningen, Luxembourg (CM-I-19)

Agenda item 5 Waterway Police and Waterway Marking Committee and its Working Group on Modern Information Exchange Services and Systems

Item 5.2.

Decision: Proposal to amend article 1.22 of the Police Regulations for the Navigation of the Mosel (RPNM)

Decision of the Mosel Commission CM-I-19-5.2.

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend article 1.22 of the Police Regulations for the Navigation of the Mosel (RPNM) and to add a new article 1.22 bis to RPNM.

The amendments are to enter into force on 1 July 2020.

1. The contents are to be amended as follows:
 - (a) The heading relating to article 1.22 is to read as follows:

“1.22 Special temporary requirements of the competent authority”
 - (b) In chapter 1, a new heading for a new article 1.22 bis is to be added to read as follows:

“1.22 bis Special temporary requirements of the Mosel Commission”
2. Article 1.22 is to be amended as follows:
 - (a) The heading is to read as follows:

“Special temporary requirements of the competent authority”
 - (b) Paragraph 3 is to be deleted.
3. An article 1.22 bis is to be added after article 1.22 to read as follows:

“Article 1.22 bis

Special temporary requirements of the Mosel Commission

The Mosel Commission may adopt temporary requirements with a maximum period of validity of three years when it appears necessary:

- (a) To depart, in emergency situations, from these regulations or;
- (b) To allow tests to be carried out without compromising safe and orderly navigation.”

Item 5.3.

Decision: Proposal to amend article 4.06 of RPNM

Decision of the Mosel Commission CM-I-19-5.3.

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend article 4.06 of the Police Regulations for the Navigation of the Mosel (RPNM).

The amendments are to enter into force on 1 July 2020.

Article 4.06 (1) (a) and (b) of RPNM is to be amended as follows:

“1. Vessels may not use radar unless:

(a) They are 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. This also applies to Inland ECDIS equipment, which may be used for conning the vessel with overlaid radar image (navigation mode). This equipment shall be in proper working order and of a type approved for the Rhine by the competent authorities of one of the riparian States or Belgium. However, ferry boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;

(b) A person holding a certificate of aptitude for navigating using radar issued or recognized as equivalent under the Regulations for Rhine Navigation Personnel is on board; the radar may, however, be used for training purposes in good visibility even when there is no such person on board.”

A new paragraph 3, to read as follows, is to be added to article 4.06:

“3. Small craft employing radar shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.”

Item 5.4. Decision: Amendment of priority of passage through locks

Decision of the Mosel Commission CM-I-19-5.4.-1

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend article 1.01 of the Police Regulations for the Navigation of the Mosel (RPNM).

The amendments are to enter into force on 1 December 2021.

Article 1.01 is to be amended as follows:

1. The full stop is to be replaced by a semicolon after subparagraphs (ae), (af) and (ag).

2. The following subparagraphs (ah) and (ai) are to be added:

“ (ah) “Passenger vessel”: a day trip or cabin vessel constructed and equipped to carry more than 12 passengers;”

“ (ai) “Day-trip vessel”: a passenger vessel without overnight passenger cabins;”.

Decision of the Mosel Commission CM-I-19-5.4.-2

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend article 6.29 of the Police Regulations for the Navigation of the Mosel (RPNM).

The amendments are to enter into force on 1 December 2021.

1. Article 6.29 (3) (c) of RPNM is to be amended as follows:

“ (c) To day-trip vessels that have the capacity to carry at least 100 passengers and provide a regular service.

There shall be a regular service when a day-trip vessel makes at least four trips during a period of four weeks on specific routes with fixed stops keeping to a schedule established in agreement with the competent authority and notified to the skippers at least one month in advance. In the event of a subsequent change in this schedule, the same procedure would be applied.

Priority of passage is only valid for locks through which passage is scheduled according to an approved timetable.”

2. The second sentence in article 6.29 (6) of RPNM is to be amended as follows:

“In respect of vessels or pushed convoys of more than 1,500 deadweight tonnes navigating according to a schedule established in agreement with the competent authority, the right of priority of day-trip vessels may only be exercised once at each lock.”

Item 5.5. Decision: Proposal to amend annex 7 of RPNM

Decision of the Mosel Commission CM-I-19-5.5.

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend annex 7, section I, subsection E, of the Police Regulations for the Navigation of the Mosel (RPNM).

The amendments are to enter into force on 1 July 2020.

Annex 7, section I, subsection E is to be amended as follows:

1. The information concerning plate E.3 is to be worded as followed:

E.3 Weir



2. The existing plate E.4 becomes plate E.4a.
3. A new plate E.4b is to be inserted after plate E.4a as follows:

E.4b Ferry boat moving independently



Item 5.6. Decision: Proposal to amend RPNM to take account of the European standard laying down technical requirements for inland navigation vessels (ES-TRIN)

Decision of the Mosel Commission CM-I-19-5.6.

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend the following articles of the Police Regulations for the Navigation of the Mosel (RPNM).

The amendments are to enter into force on 1 July 2020.

1. A new subparagraph (aj) is to be added to article 1.01 of RPNM to read as follows:
- “ (aj) “ES-TRIN”: European standard laying down technical requirements for inland navigation vessels, in the version in force adopted by the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI). In order for ES-TRIN to apply, a member State must be one of the Mosel riparian States;”
2. The fifth sentence in article 1.07 (4) of RPNM is to read as follows:
- “Vessels must also carry on board the stability documents referred to in article 27.01 of ES-TRIN.”
3. Article 1.08 (4), (5) and (6) is to read as follows:
- “4. Without prejudice to paragraph 3, the quantity of available individual life-saving equipment listed under item 44 of the inspection certificate or in the document used in its stead shall depend on the number of adult and child passengers. For children whose body weight is less than 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.”

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) To embark and disembark at the points provided for this purpose;
- (b) When using the derrick within its operating range;
- (c) When mooring and setting off in the bollard area;
- (d) When vessels are moored against vertical banks, on the side facing the bank, if there is no risk of falling;
- (e) When vessels are moored abreast, at points of contact between the two vessels, if there is no risk of falling; or
- (f) When loading and unloading operations or construction are unduly hindered.

When the operating situations referred to in the first sentence are no longer present, the guard rails must be immediately closed or put back in place.

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) To embark and disembark whenever there is a risk of falling in the water;
- (b) During the time spent on the ship's boat;
- (c) During work outboard; or
- (d) When staying and working on deck and the gunwales, if the ship's rail does not reach a height of at least 90 cm or if the guard rails referred to in paragraph 5 are not in place from one end to the other.

Work outboard should only be carried out when the vessels are moored and only if the surrounding traffic is not likely to constitute a danger.”

4. Article 1.10 (1) (c), (i), (y), (z) and (ad) of RPNM is to read as follows:

“ (c) The duly completed logbook, including the certificate referred to in annex A4 of the Regulations for Rhine Navigation Personnel or a copy of the page of the logbook containing information on the navigation time and rest periods observed on the vessel on board which the crew member carried out the last journey, or the document used in its stead;”

“ (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;”

“ (y) The certificate for the cables specified in article 13.02 (3) (a) of ES-TRIN;”

“ (z) The certificate issued in accordance with the requirements of article 28.04 (2) (c) of ES-TRIN for vessels whose length exceeds 110 m, with the exception of passenger vessels;”

“ (ad) For vessels displaying the identification marking referred to in article 2.06, the operation manual specified in annex 8, paragraph 1.4.9 of ES-TRIN, and the safety rota specified in article 30.03 (1) of ES-TRIN;”

5. Article 1.07 (3) of RPNM 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) 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.”
6. Article 2.04 (1) and (2) of RPNM is to read as follows:
- “1. All vessels, except small craft, shall bear marks showing the maximum draught level. In the case of seagoing vessels, the summer fresh-water line shall serve in place of draught marks. The procedures for determining the greatest draught and the conditions for affixing draught marks are laid down in articles 4.04, 4.05 and 22.09 of ES-TRIN or in the equivalent special requirements of one of the Mosel riparian States.
- For canal barges (Freycinet barges) the draught marks may be replaced by at least a line or measurement plate on each side of the vessel, affixed in accordance with the Convention on the Measurement of Inland Navigation Vessels.
2. Any vessel whose draught may reach 1.00 m, with the exception of small craft and canal barges (Freycinet barges), 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.”
7. Article 4.06 (1) (a) of RPNM is to read as follows:
- “1. Vessels may not use radar unless:
- (a) They are 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.”
8. The first sentence in article 4.07 (1) of RPNM is to read as follows:
- “1. Vessels shall be equipped with Inland AIS equipment in accordance with article 7.06 (3) of ES-TRIN.”
9. Article 4.07 (6) of RPNM 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.”
10. Article 7.01 (5) of RPNM 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."

11. Article 8.01 (2) and (3) of RPNM is to read as follows:

"2. Vessels, with the exception of passenger vessels, with a length of more than 110.00 m up to 135.00 m may navigate on the Mosel only if they meet the requirements laid down in article 28.04 (2) of ES-TRIN.

They must provide evidence in item 52 of the inspection certificate of their compliance with the specific requirements laid down in article 28.04 (2) (a) to (e) of ES-TRIN.

3. Passenger vessels with a length of more than 110.00 m up to 135.00 m may navigate on the Mosel only if they meet the requirements laid down in article 28.04 (3) of ES-TRIN.

They must provide evidence in item 52 of the inspection certificate of their compliance with the specific requirements laid down in article 28.04 (3) (a) to (e) of ES-TRIN."

12. Article 11.06 (1) (d) of RPNM is to read as follows:

" (d) One of the installations referred to in Article 8.05, (10)) (a) of ES-TRIN or in an equivalent special requirement of one of the Mosel riparian States shall be used."

13. Article 11.06 (2) (a) of RPNM is to read as follows:

" (a) The proper working order of the system referred to in article 8.05 (11) of ES-TRIN or in an equivalent special requirement of one of the Mosel riparian States;"

Item 5.7. Decision: Electronic reporting on the Mosel

Decision of the Mosel Commission CM-I-19-5.7.-1

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to postpone the date of entry into force of decision CM-II-18-5.6 taken by the Mosel Commission, from 1 December 2019 to 1 July 2020.