

Amendment proposals to Articles 1.10, 1.22, 2.01, 2.05, 4.06, 4.07 and annex 9, based on the updates of the Police Regulations for the Navigation of the Rhine adopted at its autumn 2018 session

Note by the secretariat

The present document is based on 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), adopted at its spring and autumn 2018 sessions and reproduced in ECE/TRANS/SC.3/WP.3/2019/9 (part C of the annex) and ECE/TRANS/SC.3/WP.3/2019/14.

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<i>Article 1.10</i> <i>Vessel's papers and other documents</i>	<i>Article 1.10</i> <i>Vessel's papers and other documents</i>
–	Paragraph 2 (3) is deleted: “ 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. (introduced by CCNR Resolution 2017-II-19, annex 1), see ECE/TRANS/SC.3/WP.3/2018/17)
<i>Article 1.22</i> <i>Special temporary requirements</i>	<i>Article 1.22</i> <i>Special temporary requirements of the competent authority</i>
1. Boatmasters shall comply with any temporary requirements issued by a competent authority in special circumstances 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,	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

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restrict or prohibit navigation or the passage of vessels with too large a draught.	by alarms, prohibit navigation by night or the passage of vessels with too large a draught.
—	<p style="text-align: center;"><i>Article 1.22 bis</i></p> <p style="text-align: center;"><i>Special temporary requirements of the Central Commission for the Navigation of the Rhine</i></p>
	<p>The Central Commission for Navigation on the Rhine may adopt temporary requirements with a maximum validity of three years when it appears necessary:</p> <p>(a) To depart, in emergency situations, from these regulations or;</p> <p>(b) To allow tests to be carried out without compromising safe and orderly navigation.</p>
<p style="text-align: center;"><i>Article 2.01</i></p> <p style="text-align: center;"><i>Identification marks on vessels other than small craft and seagoing vessels</i></p>	<p style="text-align: center;"><i>Article 2.01</i></p> <p style="text-align: center;"><i>Identification marks on vessels other than small craft and seagoing vessels</i></p>
<p>1. Every vessel, except small craft and seagoing vessels, shall bear the following identification marks on its hull or on fixed boards or plates:</p> <p style="text-align: center;">...</p> <p>(c) One of the following</p> <p>(i) Its unique European vessel identification number, which is made up of eight Arabic numerals. The first three digits are used to identify the country and the office where this unique European vessel identification number was assigned. This identification mark is mandatory only for vessels that have been assigned a unique European vessel identification number;</p> <p style="text-align: center;">or</p> <p>(ii) Its official number, which is made up of seven Arabic numerals, possibly followed by a letter in lower-case type. The first two digits are used to identify the country and the office where this official number was assigned. This identification mark is mandatory only for vessels which were assigned an official number that has not yet been converted into a unique European vessel identification number.</p> <p>The unique European vessel identification number or the official number shall be displayed under the conditions laid down in subparagraph (a) above.</p>	<p>1. Every vessel, except small craft and seagoing vessels, shall bear the following identification marks on its hull or on fixed boards or plates:</p> <p style="text-align: center;">...</p> <p>(c) Its unique European vessel identification number, which is made up of eight Arabic numerals. The first three digits are used to identify the country and the office where this unique European vessel identification number was assigned. This identification mark is mandatory only for vessels that have been assigned a unique European vessel identification number. The unique European vessel identification number shall be displayed under the conditions laid down in subparagraph (a) above. Paragraph 1 (d) and the last indented line are deleted:</p> <p>—(ii)— Its official number, which is made up of seven Arabic numerals, possibly followed by a letter in lower case type. The first two digits are used to identify the country and the office where this official number was assigned. This identification mark is mandatory only for vessels which were assigned an official number that has not yet been converted into a unique European vessel identification number.</p> <p>—The unique European vessel identification number or the official number shall be displayed under the conditions laid down in subparagraph (a) above.</p>
<p style="text-align: center;"><i>Article 2.05</i></p> <p style="text-align: center;"><i>Identification marks on anchors</i></p>	<p style="text-align: center;"><i>Article 2.05</i></p> <p style="text-align: center;"><i>Identification marks on anchors</i></p>
<p>1. The anchors of vessels shall bear identification marks in indelible characters. These shall include at least the European Identification Number (ENI), if applicable.</p> <p>If an anchor is used on another vessel belonging to the same owner, the original marking may be kept.</p>	<p>1. The anchors of vessels shall bear identification marks in indelible characters. These shall include at least the unique European vessel identification number.</p> <p>2. By way of derogation from paragraph 1, the sequential number of the vessel inspection certificate</p>

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<p>2. The obligation contained in paragraph 1 shall not apply to the anchors of seagoing vessels or of small craft.</p>	<p>and the distinctive letters of the inspection body or the name and address of the owner of the vessel shall be accepted for anchors on board vessels on 30 November 2019.</p> <p>3. Paragraph 2 above is no longer applicable in the event of a change in the number of the inspection certificate.</p> <p>4. Paragraph 1 above shall not apply to the anchors of seagoing vessels, small craft and vessels only occasionally making journeys on the Rhine.</p>
<p><i>Article 4.06</i> <i>Radar</i></p>	<p><i>Article 4.06</i> <i>Radar</i></p>
<p>1. Vessels may not use radar and Inland ECDIS equipment which may be used for conning the vessel with overlaid radar image (Navigation Mode) unless:</p> <p>(a) ...</p> <p>However, ferry-boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;</p> <p>...</p> <p>Notwithstanding the provisions of article 4.05, small craft shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.</p>	<p>1. Vessels may not use radar unless:</p> <p>(a) ...</p> <p>However, ferry-boats not moving independently shall not be required to be fitted with a rate-of-turn indicator (deleted);</p> <p>...</p> <p>4. Small craft employing radar shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.</p>
<p><i>Article 4.07</i> <i>Inland Automatic Identification System (AIS)</i></p>	<p><i>Article 4.07</i> <i>Inland AIS and Inland ECDIS</i></p>
<p>2. The Inland AIS device shall be switched on at all times and the data entered in the device shall at all times correspond with the actual data relating to the vessel or convoy. This requirement does not apply:</p> <p>(a) To stationary vessels in berthing areas designated by the competent authorities;</p> <p>(b) If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure,</p> <p>(c) To police vessels, if the transmission of AIS data is likely to compromise policing tasks.¹</p> <p>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.</p>	<p>2. The Inland AIS device must meet the following conditions:</p> <p>(a) The Inland AIS device shall run continuously;</p> <p>(b) The Inland AIS device shall transmit at maximum power; this does not apply to tank vessels whose navigational status is set to ‘moored’;</p> <p>(c) At all times, only one Inland AIS device shall transmit data for a vessel or a convoy;</p> <p>(d) The data entered in the Inland AIS device shall at all times correspond with the actual data relating to the vessel or the convoy.</p> <p>2a. Paragraph 2 (a) above shall not apply:</p> <p>(a) If the vessels are in an overnight port referred to in article 14.11, paragraph 1;</p> <p>(b) If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure;</p> <p>(c) To police vessels, if the transmission of AIS data is likely to compromise policing tasks.</p> <p>...</p> <p>4. ...</p> <p>(m) Call sign.</p>

¹ ECE/TRANS/SC.3/WP.3/2019/1, para. 15; ECE/TRANS/SC.3/WP.3/108, para. 53.

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<i>Annex 9</i> <i>Model used-oil log</i>	<i>Annex 10</i> <i>Model used-oil log</i>
	In annex 10, the words “or official number” are deleted.
