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Economic Commission for Europe**Inland Transport Committee****Working Party on Inland Water Transport****Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation****Forty-ninth session**

Geneva, 22-24 June 2016

Item 6 (a) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:
European Code for Inland Waterways (CEVNI)
(Resolution No. 24, revised)**

**Proposals concerning the modification of the European Code
for Inland Waterways****Note by the secretariat****I. 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 (23-26 February 2016).

2. In a letter of 1 February 2016 to the Secretariat, the Central Commission for the Navigation of the Rhine (CCNR) transmitted information on resolutions amending the Police Regulations for the Navigation of the Rhine (RPNR), following those published in ECE/TRANS/SC.3/2015/19 and informal document SC.3 No. 2 (2015). The present document explains the reasons for the resolutions, as reported by CCNR. The letter from CCNR and enclosures are reproduced in informal document No. 21, without any changes or modifications.

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II. Amendment concerning vessels using liquefied natural gas as a fuel — Protocol 15

3. CCNR supports the introduction of liquefied natural gas (LNG) as an alternative fuel for inland navigation. In its Vision 2018, the Commission states that: “Innovations in favour of alternative fuels and sources of energy, particularly LNG, are encouraged, with the maintenance of safety conditions.”

4. The purpose of this amendment is to specify clearly and unambiguously the documents and expert certificates that must be on board vessels using LNG as a fuel. The nature and content of the operating manual and safety documentation are specified in an amendment to the Rhine Vessels Inspection Regulations (RVBR) which will enter into force on 1 December 2016, and the necessary expertise in the use of LNG is defined in an amendment to the Regulations for Rhine navigation personnel which will come into force on 1 July 2016 (Protocol 2015-I-7).

III. Amendment to the provisions for unobstructed view — Protocol 16

5. Container transport on the Rhine has increased steadily over the past 10 years, and vessels travelling between Strasbourg and Rotterdam conventionally carry four layers of containers. The top layer of containers restricts the unobstructed view in front of the bow of the vessel. This leads to the area of obstructed vision often exceeding the maximum of 350 m, and hence there being a risk of dangerous situations arising. At the same time, there are no clear guidelines for the supervising authorities on, for example, when to immobilize a vessel. In some cases (passing under a bridge or in a lock), exemptions are already permitted, allowing the area of obstructed vision to be extended beyond 350 m. The existing requirements thus needed to be clarified and adapted to the new challenges of navigation without prejudicing the safety of navigation on the Rhine. In particular, clear requirements concerning the conditions in which the area of obstructed vision may be extended beyond 350 m are needed. Such requirements would make additional equipment necessary, as is already the case during passage through certain structures.

6. The purpose of this amendment is to include and set out requirements which, if met, would allow the area of obstructed vision at the front of the vessel to be extended beyond 350 m. This would mean that higher loads could be transported, particularly in the case of containers. The limit on the area of obstructed vision at the front of the vessel is 500 m in all cases. The requirements would therefore apply to an area of obstructed vision of between 350 and 500 m. They concern the radar and video equipment at the bow of the vessel. Lastly, the use of radar requires specific expert knowledge.

7. These changes have no negative impact on skippers. They do not give rise to any additional constraints as, by authorizing an increase in the area of obstructed vision from 350 m to 500 m, subject to additional requirements, they open up an additional possibility (which remains optional). They do, however, lay out a clear legal framework that benefits development, specifically that of four-layer container transport. As these vessels are often more than 110 m in length, they are already equipped with a radar in accordance with article 22 bis 05, 1 (b), of the Rhine Vessels Inspection Regulations (RVBR). The additional cost is thus basically related to fitting the vessel with video equipment and has been estimated at €10,000. For vessels without radar or video facilities, the cost has been estimated at €30,000.

IV. Standard for a liquefied natural gas bunker checklist¹

8. The standard includes:
 - LNG bunker checklist (truck to ship), consisting of four parts (A, B, C, D). Completion of part A is optional but recommended, completion of parts B, C and D is mandatory;
 - Guidelines to assist the user in filling out the checklist.
9. The current edition of the standard is available on the CCNR website (www.ccr-zkr.org). The standard applies to bunkering with LNG. It does not apply to the loading of LNG as cargo.

V. Additional remarks by the secretariat

10. Pending the constitution of the CEVNI Expert Group, the CCNR resolutions mentioned in chapters II to IV above could serve as a basis for proposals for amendments to CEVNI, if the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation deems it necessary.
11. Possible amendments could address:
 - Vessels using LNG as a fuel (chapter II): possibly in connection with, inter alia, articles 1.01, 1.10, 6.28 and 7.08 and chapter 2 of CEVNI;
 - The inclusion in the annex to CEVNI of a LNG bunkering checklist (chapter IV);
 - The forward field of vision of vessels (chapter III): possibly in connection with article 1.07 of CEVNI.
12. The Working Party may wish to ask the CEVNI Expert Group to consider and prepare any such amendments.

¹ Available in English and French languages in informal document SC.3/WP.3 No. 21 (2016).