

**Economic and Social Council**

Distr.: General
3 December 2018
English
Original: French

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****Fifty-fourth session**

Geneva, 13–15 February 2019

Item 7 (a) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:
European Code for Inland Waterways (resolution No. 24, revision 5)****Amendments to the Police Regulations for the Navigation of
the Rhine adopted by the Central Commission for the
Navigation of the Rhine in spring 2018****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 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. In continuation of its efforts to align the European Code for Inland Waterways (CEVNI) and the Police Regulations for the Navigation of the Rhine (RPNR), the Central Commission for the Navigation of the Rhine (CCNR) has transmitted to the secretariat several resolutions amending RPNR that were adopted at its spring 2018 session:

- Amendment to convert a number of temporary requirements into a final amendment with respect to the use of liquefied natural gas, loading, visibility and maximum number of passengers (protocol 2018-1-9)
- Amendment to harmonize references to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN) and to align the three language versions (protocol 2018-1-10)
- Amendment to article 4.07, paragraphs 2 and 4, of RPNR supplementing the requirements relating to the installation and use of an Inland AIS device (protocol 2018-1-11)
- Amendment to exempt supply vessels and oil separator vessels performing a supply function from electronic reporting requirements (protocol 2018-1-12)



- Conclusions and recommendations in the context of evaluating the implementation of the mandatory installation of Inland AIS devices and Inland ECDIS devices or comparable chart display devices (protocol 2018-1-13)

3. The text of the amendments introduced by protocols 9 to 12, which will enter into force on 1 December 2018, is contained in annex I below. A summary of the annex to protocol 13, entitled “Inland AIS devices and electronic chart display systems on the Rhine: Conclusions and recommendations in the context of evaluating the implementation of the mandatory installation”, is contained in annex II below. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation may wish to consider these updates and propose that the CEVNI Expert Group draft a proposal for the amendment of CEVNI on the basis of this document.

Annex I*

A. Final amendment establishing requirements for vessels using liquefied natural gas (LNG) as fuel and requirements concerning loading, visibility and maximum number of passengers (annex to protocol 9)

1. *The contents are to be amended as follows:*

(a) *The information relating to chapter 2 is to be supplemented with the following information relating to article 2.06:*

“2.06 Identification marking of vessels using liquefied natural gas (LNG) as fuel”

(b) *The information relating to chapter 8 is to be supplemented with the following information relating to article 8.11:*

“8.11 Safety on board vessels using liquefied natural gas (LNG) as fuel”

(c) *The following information relating to article 15.07 is to be inserted after the information relating to article 15.06:*

“15.07 Obligation to exercise vigilance during the bunkering of liquefied natural gas (LNG)”

(d) *The information relating to current articles 15.07 and 15.08 is to become the information relating to articles 15.08 and 15.09.*

2. *In article 1.01, the following subparagraphs (ad), (ae) and (af) are to be inserted after subparagraph (ac):*

“(ad) ‘LNG system’ means the various components of the vessel that may contain liquefied natural gas (LNG) or natural gas, such as engines, fuel tanks and bunkering piping;

(ae) ‘Bunkering area’ means the area situated within a 20 m radius of the bunkering hose connection;

(af) ‘Liquefied natural gas (LNG)’ means natural gas that has been liquefied by cooling it to a temperature of -161 °C.”

3. *Article 1.07 is to be amended as follows.*

(a) *Paragraph 2 is to read as follows:*

“2. The load or the trim of the vessel shall not restrict a clear view more than 350 m forward.

If direct visibility astern is restricted during the voyage, this lack of visibility may be compensated for by an optical means giving a clear and undistorted image over an adequate field.

When, on account of the cargo, direct visibility forward is inadequate to permit passage under bridges or through locks, this lack of visibility may be compensated for during passage by the use of flat reflector periscopes, radar apparatus or a lookout in constant contact with the wheelhouse.”

(b) *The following new paragraph 3 is to be inserted after paragraph 2:*

* The full text of the resolutions adopted by the Central Commission for the Navigation of the Rhine at its spring 2018 session (2018-I) is available at www.ccr-zkr.org/files/documents/resolutions/ccr2018-I.pdf.

“3. As an exception to the first sentence of paragraph 2, a clear view may be restricted up to 500 m forward 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 forward 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 ES-TRIN.”¹

(c) *Current paragraphs 3 to 5 are to become paragraphs 4 to 6.*

(d) *In the new paragraph 5, the words “in article 22.01 of the Rhine Vessel Inspection Regulations” are to be replaced with “in article 27.01 of ES-TRIN”.*

4. *Article 1.10, paragraph 1, is to be amended as follows.*

(a) *Subparagraph (ac) is to read as follows:*

“(ac) An unloading certificate in accordance with article 15.08, paragraph 2”.

(b) *The following subparagraphs (ad) and (ae) are to be added:*

“(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, paragraph 1, of ES-TRIN;

(ae) For vessels displaying the identification marking referred to in article 2.06, the certificates of the boatmaster and crew members involved in the bunkering procedure, as prescribed in article 4bis.02 of the Regulations for Rhine Navigation Personnel.”

5. *The following article 2.06 is to be added to chapter 2:*

“Article 2.06

*Identification marking for vessels using liquefied natural gas (LNG)
as fuel (annex 3: sketch 66)*

1. Vessels using liquefied natural gas (LNG) as fuel shall display an identification marking.

2. That identification marking shall be rectangular in shape and shall bear the legend ‘LNG’ in white letters on a red background, with a white border at least 5 cm wide.

The longest side of the rectangle shall be at least 60 cm in length. The letters shall be at least 20 cm high and their width and the thickness of their strokes must be proportional to their height.

3. The identification marking shall be fixed in an appropriate and clearly visible location.

4. The identification marking shall be lit, as necessary, in order to ensure that it is clearly visible at night.”

6. *Article 6.28 is to be amended as follows.*

(a) *The following paragraph 10 is to be added after paragraph 9:*

“10. Vessels and convoys displaying the identification marking referred to in article 2.06 shall not be authorized to enter a lock when there are liquefied natural gas (LNG) emissions from the LNG system or when it is probable that there will be such emissions during passage through the lock.”

¹ *Note by the Secretariat:* European Standard laying down Technical Requirements for Inland Navigation Vessels.

(b) *Current paragraphs 10 to 12 are to become paragraphs 11 to 13.*

7. *Article 7.08 is to read as follows:*

“Article 7.08

Watch and surveillance

1. An efficient watch shall be kept continuously on board of:
 - (a) Berthed vessels displaying the identification marking referred to in article 2.06;
 - (b) Berthed vessels displaying the marking referred to in article 3.14; and
 - (c) Berthed passenger vessels with passengers on board.
2. The efficient watch is provided by a crew member who:
 - (a) For the vessels referred to in paragraph 1 (a), holds the expert certificate referred to in article 4bis.02 of the Regulations for Rhine Navigation Personnel;
 - (b) For the vessels referred to in paragraph 1 (b), holds the expert certificate referred to in article 4.01 of the Regulations for Rhine Navigation Personnel.
3. There is no need to mount an efficient watch on board berthed vessels displaying the identification marking referred to in article 2.06 if:
 - (a) No liquefied natural gas (LNG) is consumed as a fuel on board the vessel;
 - (b) The operational data of the vessel’s LNG system are monitored remotely; and
 - (c) The vessel is kept under surveillance by a person capable of acting quickly if the need arises.
4. There is no need to mount an efficient watch on board berthed vessels displaying the markings referred to in article 3.14 if:
 - (a) They are berthed in a harbour basin; and
 - (b) The competent authorities have declared the vessels exempt from the obligation referred to in paragraph 1 above.
5. All other berthed vessels, assemblies of floating material and floating installations shall be kept under surveillance by a person capable of acting quickly if the need arises, unless such surveillance is rendered unnecessary by local conditions or is waived by the competent authorities.
6. When the vessel has no boatmaster, the responsibility for setting up such a watch or surveillance shall lie with the owner, ship’s manager or other operator.”

8. *The following article 8.11 is to be added to Chapter 8:*

“Article 8.11

Safety on board vessels using liquefied natural gas (LNG) as fuel

1. Prior to commencing the bunkering of liquefied natural gas (LNG), the boatmaster of the receiving vessel shall ensure that:
 - (a) The required firefighting equipment is ready to be deployed at any moment; and
 - (b) The required equipment for the evacuation of persons on board the receiving vessel has been put in place between the vessel and the pier.

2. During the bunkering of liquefied natural gas (LNG), all entrances or openings of spaces which are accessible from the deck and all openings of spaces facing the outside shall remain closed.

This provision shall not apply to:

- (a) Air intakes of running engines;
- (b) Ventilation inlets of engine rooms while the engines are running;
- (c) Air intakes of rooms fitted with an overpressure system; and
- (d) Air intakes of air conditioning installations if these openings are fitted with a gas detection system.

These entrances and openings shall only be opened when necessary and for a short time, after the boatmaster has given his or her permission.

3. During the bunkering of liquefied natural gas (LNG), the boatmaster shall at all times ensure compliance with the prohibition on smoking on board and in the bunkering area. The prohibition on smoking also applies to electronic cigarettes and other similar devices. This prohibition on smoking does not apply to the accommodation or the wheelhouse, provided that their windows, doors, skylights and hatches are closed.

4. Once the bunkering of liquefied natural gas (LNG) has been completed, all the rooms accessible from the deck must be ventilated.”

9. ...

10. *Chapter 15 is to be amended as follows.*

(a) *Article 15.06 is to read as follows:*

“Article 15.06

Obligation to exercise vigilance during bunkering

“1. During bunkering operations involving fuel or lubricating oil, the boatmaster shall ensure that:

- (a) The amount to be supplied is within the readable indicators of the capacity-gauging device;
- (b) When fuel tanks are filled individually, the shut-off valves in the connecting pipes between the fuel tanks are closed;
- (c) The bunkering procedure is supervised; and
- (d) One of the devices referred to in article 8.05, paragraph 10 (a), of ES-TRIN is used.

2. In addition, the boatmaster shall ensure that, before commencing the bunkering operation, the bunkering station staff and crew members responsible for the bunkering procedure have agreed on the following:

- (a) The proper working order of the system referred to in article 8.05, paragraph 11, of ES-TRIN;
- (b) A voice link between the vessel and the bunkering station;
- (c) The quantity to be supplied to each fuel tank and the filling rate, in particular with regard to possible problems with the fuel tank ventilation systems;
- (d) The order in which the fuel tanks are to be filled; and
- (e) The speed of navigation in case of bunkering when the vessel is under way.

3. The boatmaster of the supply vessel shall be authorized to start the bunkering procedure only after agreement has been reached on the points set forth in paragraph 2.”

(b) *The following article 15.07 is to be inserted after article 15.06:*

“Article 15.07

Obligation to exercise vigilance during the bunkering of liquefied natural gas (LNG) (annex 3; sketch 62)

1. The requirements of article 15.06, paragraph 1 (a) and (b) and paragraph 2 (a) and (e), do not apply during the bunkering of liquefied natural gas (LNG).
2. The bunkering of liquefied natural gas (LNG) is not permitted when the vessel is under way, during the trans-shipment of goods or during embarkation and disembarkation of passengers.
3. The bunkering with liquefied natural gas (LNG) shall be carried out only at locations designated by the competent authority.
4. Only crew members of the receiving vessel, bunkering station staff and persons having obtained authorization from the competent authority shall be present in the bunkering area.
5. Before commencing the bunkering of liquefied natural gas (LNG), the boatmaster of the receiving vessel shall ensure that:
 - (a) The receiving vessel is moored in such a way that the cables, in particular the electrical power cables, ground connection terminals and hoses, are not subject to tensile strain and the vessel can be released quickly in an emergency;
 - (b) A checklist for the bunkering of liquefied natural gas (LNG) for vessels displaying the identification marking referred to in article 2.06, in line with the standard defined by CCNR, has been completed and signed by the boatmaster or by a person mandated by him or her and by the person responsible for the bunkering station and that there is a positive response to all the questions contained therein. Irrelevant questions should be struck out. If a positive response to all the questions is not possible, bunkering is only permitted with the consent of the competent authority;
 - (c) All the required authorizations have been obtained.
6. The checklist referred to in paragraph 5 (b) shall be:
 - (a) Completed in two copies;
 - (b) Made available in at least one language understood by the persons referred to in paragraph 5 (b) above; and
 - (c) Kept on board the vessel for three months.
7. During the bunkering of liquefied natural gas (LNG), the boatmaster shall constantly ensure that:
 - (a) All measures are taken to avoid leaks of liquefied natural gas (LNG);
 - (b) The pressure and temperature inside the liquefied natural gas (LNG) fuel tank remain within normal operational limits;
 - (c) The degree of filling of liquefied natural gas (LNG) in the fuel tanks remains within the authorized limits;
 - (d) Measures are taken for grounding the bunkering vessel and the bunkering station, in line with the method provided for in the operating manual.
8. During the bunkering of liquefied natural gas (LNG):
 - (a) In addition to the identification marking referred to in article 2.06, the bunkering vessel shall display a sign that is visible to other vessels and that stipulates that it is prohibited to berth within less than 10 m of the vessel, in accordance with article 3.33. The side of the sign must be at least 60 cm in length;

(b) In addition to the identification marking referred to in article 2.06, the bunkering vessel shall display, in a location visible to other vessels, sign A.9 warning other vessels not to create wash (annex 7). The longest side of the sign must be at least 60 cm in length;

(c) At night, the signs shall be illuminated in such a way as to ensure that they are clearly visible from both sides of the vessel.

9. After the bunkering of liquefied natural gas (LNG), the following steps shall be taken:

(a) The liquefied natural gas bunkering hoses must be drained, right up to liquefied natural gas (LNG) fuel tank;

(b) The shut-off valves must be closed and the hoses and cables connecting the vessel to the liquefied natural gas (LNG) bunkering station must be disconnected;

(c) The competent authority must be notified of the completion of the bunkering operation.”

(c) *Current articles 15.07 and 15.08 are to become articles 15.08 and 15.09.*



11. *Annex 3 is to be amended as follows:*

(a) *The information relating to sketch 62 is to read as follows:*

“Art. 3.33 Prohibition of lateral berthing

Art. 15.07 bis, para. 8 (a), Obligation to exercise vigilance during the bunkering of liquefied natural gas (LNG).”

(b) *Sketch 66, below, is to be inserted as follows:*

| NIGHT MARKING | Sketch | DAY MARKING |
|---|--------|--|
|  | 66 |  |

Art. 2.06: Identification marking of vessels using liquefied natural gas (LNG) as fuel”

12. *The information relating to sign A.9 in annex 7, section I, subsection A, is to read as follows:*

“Prohibition on creating wash (see articles 6.20, para. 1 (e), and 15.07, para. 8 (b))”

B. Final amendments to the Police Regulations for the Navigation of the Rhine – references to ADN and linguistic adjustments (annex to protocol 10)

1. *Article 3.14, paragraph 7, is to read as follows:*

“7. Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with a certificate of approval in accordance with 1.16.1.1.1 of ADN, which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings referred to in paragraph 1 above.”

2. *Article 7.07, paragraph 2, is to read as follows:*

“2. The obligation referred to in paragraph 1 (a) above shall not apply to:

(a) Vessels, pushed convoys and side-by-side formations also carrying this marking;

(b) Vessels not carrying this marking but issued with a certificate of approval in accordance with 1.16.1.1.1 of ADN, and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.”

C. Final amendments to the Police Regulations for the Navigation of the Rhine concerning the formal introduction of Inland AIS and Inland ECDIS or a comparable chart display device (annex to protocol 11)

1. *Article 4.07 is to be amended as follows.*

(a) *Paragraph 2 is to read as follows:*

“2. The Inland AIS device must meet the following conditions:

(a) The Inland AIS device shall run continuously;

(b) The Inland AIS device shall transmit at maximum power;

(c) At all times, only one Inland AIS device shall transmit data for a vessel or a convoy;

(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.”

(b) *The following paragraph 2a is to be inserted:*

“2a. Paragraph 2 (a) 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.”

2. *The following subparagraph (m) is to be added to article 4.07, paragraph 4:*

“(m) Call sign.”

D. Final amendment to the Police Regulations for the Navigation of the Rhine concerning reporting requirements (article 12.01) (annex to protocol 12)

1. *Article 12.01, paragraph 1 (b), is to be amended as follows:*

“(b) Tank vessels, except for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN;”

2. *Article 12.01, paragraph 5 (b), is to be amended as follows:*

“(b) Convoys and vessels with at least one vessel intended for the carriage of goods in fixed tanks, except for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN.”

3. *Article 12.01, paragraph 10, is to be amended as follows:*

“The competent authority may set reporting requirements and determine their content for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN, as well as for passenger vessels for day excursions.”

Annex II*

Inland AIS devices and electronic chart display systems on the Rhine: Conclusions and recommendations in the context of evaluating the implementation of the mandatory installation

Summary

The competent CCNR bodies prepared the conclusions and recommendations contained in this document following the document produced earlier by CCNR, “Analysis of the online survey conducted in the context of evaluating the implementation of the mandatory installation” of AIS devices and electronic chart display systems. For the sake of readability, the conclusions and recommendations have been grouped by topic into three chapters.

Chapter 3, “Safety and reliability”, focuses on the various stakeholders’ experiences, the use of the Inland AIS device and electronic chart display system on board and the behaviour of boatmasters.

Chapter 4, “Technical issues”, is devoted largely to the installation of the equipment on board and instructions on its use, while also addressing numerous technical problems and the time required to make necessary repairs.

Chapter 5, “Other aspects”, deals with issues involving the confidentiality, monitoring, implementation and use of means of communication by CCNR. The blue sign is also discussed.

In general, it can be concluded that Inland AIS has been accepted and its benefits well understood. Some criticisms were made with regard to its use and (technical) problems.

It has rightly been pointed out that Inland AIS is not a navigation system but an aid to navigation. It should also be borne in mind that the system is certainly not 100% reliable.

The analysis of the survey results produced around 60 recommendations. The next step will be to turn them into a work programme with priorities and a timetable.

Some of the survey results need to be addressed promptly to ensure continued acceptance of the mandatory installation of Inland AIS.

As concerns “safety and reliability”, there are three aspects requiring prompt attention.

- Setting the navigational status

It appears that changing the navigational status is not self-evident. More than half of the boatmasters said that they have never done so. They believe it to be unnecessary, as it can be seen on the screen whether or not other vessels are under way. Boatmasters consider that changing the navigational status can be tedious and divert attention from the actual navigation.

The following recommendations were made to address this aspect:

1. *It is recommended to examine in cooperation with the VTT Expert Group of the European RIS Platform whether using and setting the navigational status can be simplified and/or restricted.*
2. *It is recommended to examine in future whether it is technically possible to set the navigational status automatically.*

* The annex to the protocol is available at www.ccr-zkr.org/files/documents/resolutions/ccr2018-I-13f.pdf.

- **Knowing whether the Inland AIS device is transmitting a signal**

It is a problem for many boatmasters that they cannot see for themselves whether their own Inland AIS signal is actually being transmitted.

The following recommendation was made to address this aspect:

It is recommended to investigate possible ways of informing boatmasters whether their vessel's Inland AIS signal is being transmitted or not. This could be done via an alarm signal or an application. Consideration could also be given to the possibility of using AIS shore infrastructure along the Rhine to verify whether the transmission is correct.

- **Boatmasters' behaviour**

It appears that there are boatmasters who rely too heavily on their Inland AIS and electronic chart display systems, using it almost as their primary navigation system, without being aware that sometimes vessels are not visible.

Many boatmasters feel that younger boatmasters rely too much on the electronic charts and that the local knowledge of the waterways is decreasing.

Many boatmasters report making less use of VHF radio.

The following recommendation was made to address this aspect:

It is also recommended that, with the participation of EDINNA, relevant training and in-service training centres be contacted and requested to emphasize, as part of their training and in-service training activities, that Inland AIS is a navigational aid intended only to provide information on other vessels and that the importance of radiocommunication should be stressed further. Training courses should also point to the importance of local knowledge of waterway stretches.

As concerns "technical issues" there are three aspects requiring prompt attention.

- **On-board installation and instructions**

It would appear that there are a number of installation companies that are not complying with CCNR requirements and not issuing an installation certificate to the boatmaster. An even larger number of installation companies do not leave any user instructions on board.

The following recommendation was made to address this aspect:

It is recommended that CCNR propose to the national authorities instructions informing the installation companies of their obligation to provide the boatmaster with an installation certificate and operating manual in accordance with CCNR regulations. Failure to meet their obligations could result in the withdrawal of their approval by the national authorities.

There is no official obligation to provide instructions on the Inland AIS device, but it should really be self-evident, as it is for other types of equipment. However it seems that in many cases no instructions on installed devices or systems are provided.

The following recommendation was made to address this aspect:

It is recommended that consideration be given to whether installation companies should at least be required to provide instructions on how to use and adjust the Inland AIS device, possibly in conjunction with the electronic chart display system. This could be mentioned in the installation certificate.

- **Technical problems**

Many boatmasters have encountered technical problems with both the Inland AIS device and the electronic chart display system. This gives cause for concern.

Simple solutions, such as switching the equipment off and back on, are adequate for around half of the problems. However, approximately one quarter of boatmasters say that they have had to call an installation company to conduct repairs, sometimes several times.

The following recommendation was made to address this aspect:

It is recommended for experts to investigate the causes of these problems (incorrect installation, system errors in the device, incorrect configuration, incorrect connection, outdated software or hardware, unstable power supply etc.).

- **Time needed for repair of defective devices and systems**

The time limit to repair defective devices has provoked a lot of reactions. A large number of boatmasters consider the deadline of 48 hours to be extremely short and particularly difficult to meet during weekends when, commonly, there are no technicians available to carry out repairs.

The considerable delays caused by repairs can lead to a risk that the boatmaster may not meet contractual obligations, such as the obligation to arrive at the terminal at a given time. A large number of boatmasters are willing to get their device repaired, but there are numerous external factors, as mentioned above, that affect the situation.

The waterway authorities and enforcement and police authorities alike have indicated that the 48-hour limit is sometimes a problem.

The following recommendation was made to address this aspect:

It is recommended to bring together a number of experts, representatives of branch organizations and installation companies to seek (technical, business, regulatory and organizational) solutions.

As concerns “other aspects”, there are four such aspects requiring prompt attention.

- **Privacy and data protection**

When Inland AIS was introduced, the government authorities gave the assurance that privacy would be protected and guaranteed. However, there are numerous indications of dissatisfaction in this regard. These range from the use of AIS information by various authorities and business partners for unrelated purposes in the member States to websites such as Marine Traffic when authorities and businesses infringe European or national privacy provisions. In this respect, it should be noted that CCNR cannot itself intervene in such cases, which are the responsibility of the member States.

The following recommendations were made to address this aspect:

1. *It is recommended that CCNR call upon its member States to ensure that the national authorities handle Inland AIS data appropriately as they perform their functions. Such data may only be used for the purposes for which it is gathered, such as the safety and ease of navigational traffic and environmental protection.*

2. *It is recommended that CCNR inform its member States that in such cases the commercial parties are violating the privacy of the boatmasters involved and that proceedings may be initiated if a boatmaster files a complaint.*

- **Surveillance and enforcement**

Many boatmasters believe that the authorities are too strict in the way they enforce compliance with the regulations. They believe that disproportionate fines are imposed for certain violations and that some fines are not in accordance with the regulations.

The following recommendations were made to address this aspect:

1. *It is recommended that the authorities be made aware of what information is mandatory and what is not.*

2. *It is recommended to examine whether the CCNR catalogue of fines can be used.*

- **Communication with the stakeholders**

It can be concluded that the various players involved are not sufficiently familiar with CCNR information material and that some amendments and updates are required.

To this end there are now various proposals and suggestions for amending the information material.

The general recommendation is as follows:

It is recommended that CCNR and its member States make the parties concerned more aware of the information material, using social media as much as possible in the process.

- **Blue sign on the Inland AIS device**

There is no clear overall picture. A compromise has to be made between the technical reliability of the connection of the blue sign and the possibility for a boatmaster to respond earlier to a potential encounter, which could lead to safer navigation.

The 2018–2019 work programme of the CCNR Police Committee includes a follow-up study to the previous Netherlands study examining the possibility of making it mandatory to connect the blue sign to the Inland AIS device.

It is recommended to carry out a preliminary short exploratory study of all the arguments raised in the evaluation and, on the basis of the results, to consider how to deal with the issue of connecting the blue sign to the Inland AIS device.
