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Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

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Item 4 (a) 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

**Transmitted by the Central Commission for the Navigation of the
Rhine**

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 seventy-eighth session on 23 February 2018 (ECE/TRANS/274, para. 123).
2. The secretariat presents in this document 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 autumn 2018 session (annex). These updates could serve as a basis for proposals for amendments to the fifth revised edition of CEVNI.
3. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation may wish to propose that the CEVNI Expert Group consider these updates.



Annex

Recent amendments to the Police Regulations for the Navigation of the Rhine

A. Final amendments to article 1.22 (resolution 2018-II-7)*

“Article 1.22

Special temporary requirements

1. 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.’

2. 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 Navigation on the Rhine may adopt temporary requirements with a maximum 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.”

B. Final amendments to articles 1.10, 2.05 and annex 10 (resolution 2018-II-11)

1. Article 1.10, paragraph 2 (3) is to be deleted.

2. Article 2.01 is to be amended as follows:

(a) Paragraph 1 (c) is to read as follows:

“(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.”

* *Note by the secretariat:* This resolution also introduced amendments to the Rhine Vessel Inspection Regulations (RVBR), art. 1.06, and the Regulations for Rhine Navigation Personnel (RPN), art. 1.02.

- (b) Paragraph 1 (d) and the last indented line are to be deleted.
- (c) The second sentence of paragraph 3 (only applies to the German and Dutch versions).
3. Article 2.05 is to be amended as follows:
- “1. The anchors of vessels shall bear identification marks in indelible characters. These shall include at least the unique European vessel identification number.
2. By way of derogation from paragraph 1, the sequential number of the vessel inspection certificate 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.
3. Paragraph 2 above is no longer applicable in the event of a change in the number of the inspection certificate.
4. Paragraph 1 above shall not apply to the anchors of seagoing vessels, small craft and vessels only occasionally making journeys on the Rhine.”
4. In annex 10, the words “or official number” (“ou numéro official”, “oder amtliche Schiffsnummer” and “of officieel scheepsnummer”) are to be deleted.

C. Final amendment to article 4.06 – Radiotelephone installations on board small craft using radar (resolution 2018-II-12)

Article 4.06 is to be amended as follows:

- (a) The last sentence of paragraph 1 is to be deleted.
- (b) The following new paragraph 4 is to be added:
- “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.”

D. Final amendment to article 12.01 – Technical name (resolution 2018-II-13)

Article 12.01, paragraph 2 (g) (bb) is to read as follows:

“(bb) Proper shipping name for the transport of dangerous goods,”.

E. Final Amendments to annex 7, Waterway signs (resolution 2018-II-14)

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

- (a) Subsection E.3 is to be amended as follows:

“E.3 Weir



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- (b) The existing panel E.4 becomes panel E.4a.
- (c) Panel E.4b is to be inserted after panel E.4a as follows:

“E.4b Ferry moving independently



**F. Final amendment to article 4.07 – Inland AIS device
(resolution 2018-II-17)**

Article 4.07, paragraph 2 (b) is to read as follows:

“(b) The Inland AIS device shall transmit at maximum power; this does not apply to tank vessels whose navigational status is set to ‘moored’;”.
