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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Sixty-fourth session

Geneva, 7–9 October 2020

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 Mosel adopted by the Mosel Commission at its first plenary session in 2020 by written procedure**

**Transmitted by the Mosel Commission**

#### **Mandate**

1. The present document is submitted in accordance with the programme of work of the Transport subprogramme for 2020 (ECE/TRANS/2020/21, chapter IV, table, section A, para. 11) adopted by the Inland Transport Committee at its eighty-second session, held from 25 to 28 February 2020 (ECE/TRANS/294, para. 136).
2. In this document, the secretariat presents the recent updates to the Police Regulations for the Navigation of the Mosel, adopted by the Mosel Commission at its first plenary session in 2020 by written procedure (CM-I-20), transmitted by the Mosel Commission. These amendments may serve as the basis for updates to the European Code for Inland Waterways (CEVNI), revision 5.
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 the CEVNI Expert Group examine these updates.



## Annex

### **Amendments to the Police Regulations for the Navigation of the Mosel adopted by the Mosel Commission at its first plenary session in 2020 by written procedure (CM-I-20)**

#### **Agenda item 5.4. Decision: Proposal to amend the Police Regulations for the Navigation of the Mosel to harmonize terminology related to the terms “fairway”, “navigable waters” and “waterway”<sup>1</sup>**

*Decision of the Mosel Commission CM-I-20-5.4.*

The Mosel Commission decides, on the proposal of its Waterway Police and Waterway Marking Committee, to amend the Police Regulations for the Navigation of the Mosel.

The amendments will enter into force on 1 December 2021.

1. The contents are amended as follows:
  - (a) The information relating to article 1.13 reads as follows:  
“1.13. Protection of waterway signs and marking”;
  - (b) The information relating to article 1.18 reads as follows:  
“1.18 Obligation to clear the navigable waters”;
  - (c) The information relating to article 3.28 reads as follows:  
“3.28 Additional marking for special transport and for vessels and floating equipment conducting work in navigable waters”;
  - (d) The information relating to chapter 5 reads as follows:  

**“Chapter 5  
Waterway signs and marking”;**
  - (e) The information relating to article 5.02 reads as follows:  
“5.02 Marking of the waterway”;
  - (f) The information relating to article 6.07 reads as follows:  
“6.07 Narrow fairways in navigable waters”;
  - (g) The information relating to article 6.08 reads as follows:  
“6.08 Passing prohibited by waterway signs”;
  - (h) The information relating to article 6.11 reads as follows:  
“6.11 Overtaking prohibited by waterway signs”;
  - (i) The information relating to article 6.16 reads as follows:  
“6.16 Entering and leaving harbours and tributary waterways”;
  - (j) The information relating to annex 7 reads as follows:  
“Annex 7: Waterway signs”;
  - (k) The information relating to annex 8 reads as follows:  
“Annex 8: Marking of waterways”;

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<sup>1</sup> *Note by the secretariat:* The amendments concern only the French version of the Regulations, with the exception of paragraphs 1 (c), 13, 14, 21, 35 (h) and 37 (c) and (d).

2. Article 1.01 is amended as follows:
- (a) Paragraph (i) reads as follows:
- “(i) The term ‘floating equipment’ means a floating structure carrying machinery used for work on waterways or in harbours (dredgers, elevators, derricks, cranes, etc.)”;
- (b) Paragraph (l) reads as follows:
- “(l) The term ‘ferry-boat’ means a vessel providing a transport service across a waterway that is classed as a ferry-boat by the competent authority”;
- (c) Paragraph (y) reads as follows:
- “(y) The terms ‘right bank’ and ‘left bank’ mean the sides of the waterway when moving from the source to the mouth”.
3. Article 1.04, paragraph (b), reads as follows:
- “(b) Damage other vessels and other assemblies of floating material, banks, works or installations of any kind on or adjacent to the waterway”.
4. Article 1.12, paragraph 4, reads as follows:
- “4. When a vessel encounters an obstacle on a waterway, the boatmaster shall at once inform the nearest competent authority, specifying as accurately as possible the place where the obstacle was encountered.”
5. Article 1.13 is amended as follows:
- (a) The heading is amended as follows:
- “Article 1.13**
- Protection of waterway signs and marking”;*
- (b) Paragraphs 1 and 2 are amended as follows:
- “1. It is prohibited to use waterway signs (such as buoys, floats, beacons, warning rafts with waterway signs) for mooring or warping, or to damage them or render them unfit for use.
2. When a vessel or an assembly of floating material has displaced or damaged any device or installation which is part of the system of waterway signs and marking, the boatmaster shall at once inform the nearest competent authority.”
6. Article 1.16, paragraph 2, reads as follows:
- “2. Any boatmaster who is close to a vessel or assembly of floating material which has suffered an accident endangering persons or threatening to obstruct the navigable waters is required to give immediate assistance insofar as is consistent with the safety of the boatmaster’s own vessel.”
7. Article 1.18 is amended as follows:
- (a) The heading reads as follows:
- “Article 1.18**
- Obligation to clear the navigable waters”;*
- (b) Paragraph 1 reads as follows:
- “1. When a grounded or sunken vessel or assembly of floating material or an object lost by a vessel or assembly of floating material causes or threatens to cause total or partial obstruction of the navigable waters, the boatmaster shall endeavour to get the navigable waters cleared as soon as possible.”

8. Article 1.21, paragraph 1, introductory sentence, reads as follows:  
“1. Movements on waterways are deemed to be special transport operations if they are movements of:”.
9. Article 1.22, paragraph 2, reads as follows:  
“2. These requirements may be justified by work carried out on the 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.”
10. Article 3.20 is amended as follows:
- (a) Paragraph 1 is amended as follows:  
“1. Vessels, other than small craft and those referred to in articles 3.22 and 3.25, shall carry when berthed by night:
- An ordinary white light visible from all directions, placed on the navigable water side at least 3.00 m above the level of the draught marks.  
  
This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the navigable water side and visible from all directions”;
- (b) Paragraph 2 reads as follows:  
“2. Small craft, apart from ships’ boats, shall carry when berthed by night:
- An ordinary white light visible from all directions, positioned on the navigable water side”;
- (c) Paragraph 3 (a) reads as follows:  
“3. The light prescribed in paragraphs 1 and 2 above is not required:  
(a) When the vessel is part of a group of vessels that cannot be separated during the night and when the vessels belonging to the group carry, on the navigable water side, the light prescribed in paragraph 1 above”.
11. Article 3.23, first sentence, reads as follows:  
“Without prejudice to any special conditions which may be imposed under article 1.21, assemblies of floating material and floating establishments shall carry, when berthed by night:
- A sufficient number of ordinary white lights visible from all directions to show their outlines on the navigable water side.”
12. Article 3.24, introductory sentence, reads as follows:  
“Fishing vessels, including small craft, with nets or poles that extend into or near the navigable waters shall, when berthed by night, carry:”
13. Article 3.25, paragraph 1, introductory sentence, reads as follows:  
“1. Floating equipment at work and stationary vessels carrying out work or sounding or measuring operations in navigable waters shall carry:”
14. Article 3.28 reads as follows:

**“Article 3.28**

*Additional marking for special transport and for vessels and floating equipment  
carrying out work in navigable waters  
(annex 3: sketch 57)*

Special vessels, vessels and floating equipment carrying out work or engaged in sounding or measuring operations in navigable waters may, to attract attention and

with the permission of the competent authorities, display by night and by day, in addition to the marking prescribed by the other provisions of these Regulations:

- An ordinary yellow scintillating light visible from all directions or a bright yellow scintillating light visible from all directions.”

15. The heading of chapter 5 reads as follows:

**“Chapter 5**

**Waterway signs and marking”.**

16. Article 5.01, paragraph 2, reads as follows:

“2. Without prejudice to the other provisions of these Regulations, boatmasters shall obey the rules and take account of the recommendations and information conveyed to them by the signs referred to in paragraph 1 above on the waterway or its banks.”

17. The heading of article 5.02 reads as follows:

**“Article 5.02**

*Marking of the waterway”;*

18. Article 6.03, paragraph 1, reads as follows:

“1. Passing and overtaking are permitted only when the navigable waters are wide enough for simultaneous passage, taking all the local circumstances and movements of other vessels into account.”

19. Article 6.07 reads as follows:

**“Article 6.07**

*Narrow fairways in navigable waters*

1. In order to avoid, to the extent possible, vessels passing on sections or at points where the navigable waters are not wide enough for vessels to pass (narrow fairways in navigable waters), the following rules apply:

(a) All vessels shall proceed through narrow fairways in navigable waters as quickly as possible, on the understanding that overtaking is prohibited;

(b) Where the view is restricted, vessels shall sound one long blast before entering a narrow fairway in navigable waters; if necessary, especially when the narrow fairway is long, they shall repeat this signal while passing through it;

(c) Vessels proceeding upstream, on becoming aware that a vessel proceeding downstream is about to enter a narrow fairway in navigable waters, shall stop below the fairway until the vessels proceeding downstream have passed through it;

(d) When a convoy proceeding upstream has already entered a narrow fairway in navigable waters, convoys proceeding downstream shall, so far as possible, stop above the fairway until the convoys proceeding upstream have passed through it; the same obligation applies to single vessels proceeding downstream with respect to single vessels proceeding upstream.

2. When the passing of vessels in a narrow fairway has become unavoidable, the vessels concerned shall take every possible precaution to ensure that they pass at a point and under conditions involving the minimum danger.”

20. Article 6.16 is amended as follows:

- (a) The heading reads as follows:

**“Article 6.16**

*Entering and leaving harbours and tributary waterways”;*

- (b) Paragraph 1 reads as follows:

“1. Vessels may enter or leave a harbour or a tributary waterway or enter or cross the main waterway or cross or enter a harbour or tributary waterway only after making certain that they can do so safely and without obliging other vessels to change their course or speed abruptly. If a vessel proceeding downstream is obliged to turn upstream in order to enter a harbour or tributary waterway, it shall accord priority to any vessel proceeding upstream which also wishes to enter the harbour or tributary waterway.

In certain cases, waterways considered to be tributaries may be marked by one of the signs E.9 or E.10 (annex 7)”;

- (c) Paragraphs 3 and 4 read as follows:

“3. If a sign B.9 (a) or B.9 (b) (annex 7) is placed near the exit of a harbour or a tributary waterway, vessels leaving that harbour or waterway may enter or cross the main waterway only if they can do so without obliging vessels proceeding on it to change their course or speed.

4. A red light, signal A.1 (annex 7), together with a white arrow (annex 7, sect. II (2) (c)), means that entering the harbour or tributary waterway situated in the direction indicated by the tip of the arrow is prohibited.”

21. Article 6.20, paragraph 1 (e), reads as follows:

“(e) On sections of the waterway marked by the sign A.9 (annex 7).”

22. Article 6.23 is amended as follows:

- (a) Paragraph 1 reads as follows:

“1. Ferry-boats may cross the waterway only after making certain that the movement of other vessels enables them to do so without risk and that the latter are not obliged to change their course or speed abruptly”;

- (b) Paragraph 2 (a) to (c) reads as follows:

“2. A ferry-boat which is not moving independently shall, in addition, comply with the following rules:

(a) When not operating, it shall lie at the berth assigned to it by the competent authority. If no berth has been assigned to it, it shall lie in such a position that the navigable waters remain clear.

(b) When the longitudinal cable of a ferry-boat may block the navigable waters, the ferry-boat may stop on the side of the navigable waters opposite the point at which the cable is made fast only as long as is strictly necessary for embarking and disembarking. During these operations, approaching vessels may request the clearing of the navigable waters by sounding one long blast in good time.

(c) A ferry-boat shall not remain in the navigable waters longer than is necessary for the service it provides.”

23. Article 6.24, paragraph 1, reads as follows:

“1. At the opening of a bridge or weir, the rules of article 6.07 shall apply unless the navigable waters are wide enough for simultaneous passage.”

24. Article 6.30, paragraph 3, reads as follows:

“3. When stopping because of bad weather, vessels shall, as far as possible, keep clear of the fairway.”

25. Article 6.31, paragraph 1, reads as follows:

“1. In bad weather, vessels berthed in or near the fairway are required to have their radiotelephone equipment in receiving mode while berthed. As soon as they hear by radiotelephone of the approach of other vessels, or as soon and as long as they hear

from an approaching vessel the signal prescribed in article 6.32 (2) (d) or that prescribed in article 6.33 (b), they shall indicate their position by radiotelephone.”

26. Article 6.33 (d), second indent, reads as follows:
- “ – If it is crossing from one bank to another, clear the fairway as fully and as quickly as possible.”
27. Article 7.01 is amended as follows:
- (a) Paragraph 2 reads as follows:
- “2. In areas where, owing to conditions in the navigable waters, it is necessary to navigate at a distance of less than 40 m from the bank, vessels may berth abreast only if their total width does not exceed 11.45 m.”;
- (b) Paragraph 3 reads as follows:
- “3. Except under special conditions laid down by the competent authorities, floating establishments shall be so placed as to leave the fairway clear for navigation.”
28. Article 7.02, paragraph 1, is amended as follows:
- (a) Subparagraph (a) reads as follows:
- “(a) In sections of the waterway where mooring is generally prohibited;”
- (b) Subparagraph (c) reads as follows:
- “(c) In sections marked by a sign A.5 (annex 7), the prohibition then applies on the side of the waterway on which the sign is placed;”
- (c) Subparagraph (e) reads as follows:
- “(e) In or near narrow fairways in navigable waters within the meaning of article 6.07 or in or near sectors which would become narrow fairways if vessels berthed there;”
- (d) Subparagraph (f) reads as follows:
- “(f) At the entrances to and exits from tributary waterways”.
29. In article 7.03, paragraphs 1 and 2 read as follows:
- “1. Vessels, assemblies of floating material or floating establishments may not anchor:
- (a) In sections of the waterway where anchoring is generally prohibited;
- (b) In sections marked by a sign A.6 (annex 7): the prohibition then applies on the side of the waterway on which the sign is placed.
2. In sections where anchoring is prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may anchor only in sectors marked by the sign E.6 (annex 7) and only on the side of the waterway on which the sign is placed.”
30. In article 7.04, paragraphs 1 and 2 read as follows:
- “1. Vessels, assemblies of floating material or floating establishments may not be moored to the bank:
- (a) In sections of the waterway where mooring is generally prohibited;
- (b) In sections marked by a sign A.7 (annex 7): the prohibition then applies on the side of the waterway on which the sign is placed.
2. In sections where mooring to the bank is prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may moor only in sectors marked by one of the signs E.7 or E.7.1 (annex 7) and only on the side of the waterway on which the sign is placed.”

31. Article 7.05 is amended as follows:
- (a) Paragraph 1 reads as follows:

“1. In berthing areas marked by the sign E.5 (annex 7), vessels and assemblies of floating material may berth only on the side of the waterway on which the sign is placed.”;
  - (b) Paragraph 4 reads as follows:

“4. In berthing areas marked by the sign E.5.3 (annex 7), vessels and assemblies of floating material may not, on the side of the waterway on which the sign is placed, berth abreast in a number greater than that shown in Roman numerals on the sign.”
32. Article 7.06, paragraph 2, reads as follows:
- “2. In berthing areas, vessels shall, in the absence of instructions to the contrary, berth abreast from the bank outwards, on the side of the waterway on which the sign is placed.”
33. Annex 3 is amended as follows:
- The information relating to sketch 57 reads as follows:
- “Art.<sup>2</sup> 3.28 Vessels carrying out work in the waterway.”
34. The heading of annex 6 (E) reads as follows:
- “E. Entry and exit signs for harbours and tributary waterways”.
35. Annex 7, section I, is amended as follows:
- (a) The information relating to sign A.5 reads as follows:

“A.5 No berthing on the side of the waterway on which the sign is placed (see article 7.02 (1) (c))”,
  - (b) The information relating to sign A.6 reads as follows:

“A.6 No anchoring or trailing of anchors, cables or chains on the side of the waterway on which the sign is placed (see articles 6.18 (2) and 7.03 (1) (b))”;
  - (c) The information relating to sign A.7 reads as follows:

“A.7 No mooring on the side of the waterway on which the sign is placed (see article 7.04 (1) (b))”,
  - (d) The information relating to sign B.2 reads as follows:

“B.2

    - (a) Move to the side of the fairway on your port side (see article 6.12)
    - (b) Move to the side of the fairway on your starboard side (see article 6.12)”;
  - (e) The information relating to sign B.3 reads as follows:

“B.3

    - (a) Keep to the side of the fairway on your port side (see article 6.12)
    - (b) Keep to the side of the fairway on your starboard side (see article 6.12)”;
  - (e bis) The information relating to sign B.4 reads as follows:

“B.4

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<sup>2</sup> Note by the Secretariat: Article.

- (a) Cross the fairway to your port side (see article 6.12)
  - (b) Cross the fairway to your starboard side (see article 6.12)”;
- (f) The information relating to sign B.9 (a) reads as follows:

“B.9

  - (a) Do not enter or cross the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed (see article 6.16 (3))”;
- (g) The information relating to sign C.3 reads as follows:

“C.3 Width of passage or fairway limited”;
- (h) The information relating to sign C.5 reads as follows:

“C.5 The fairway lies at a distance from the right (left) bank; the number shown on the sign indicates the distance in metres, measured from the sign, to which vessels should keep”;
- (i) The information relating to sign E.5 reads as follows:

“E.5 Berthing permitted on the side of the waterway on which the sign is placed (see article 7.05 (1))”;
- (j) The information relating to sign E.5.3 reads as follows:

“E.5.3 Maximum number of vessels permitted to berth abreast on the side of the waterway on which the sign is placed (see article 7.05 (4))”;
- (k) The information relating to sign E.5.4 reads as follows:

“E.5.4 Berthing area reserved for pushing-navigation vessels that are not required to carry the marking referred to in article 3.14 on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (l) The information relating to sign E.5.5 reads as follows:

“E.5.5 Berthing area reserved for pushing-navigation vessels that are required to carry the marking referred to in article 3.14 (1) on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (m) The information relating to sign E.5.6 reads as follows:

“E.5.6 Berthing area reserved for pushing-navigation vessels that are required to carry the marking referred to in article 3.14 (2) on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (n) The information relating to sign E.5.7 reads as follows:

“E.5.7 Berthing area reserved for pushing-navigation vessels that are required to carry the marking referred to in article 3.14 (3) on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (o) The information relating to sign E.5.8 reads as follows:

“E.5.8 Berthing area reserved for vessels other than pushing-navigation vessels that are not required to carry the marking referred to in article 3.14 on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (p) The information relating to sign E.5.9 reads as follows:

“E.5.9 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry the marking referred to in article 3.14 (1) on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (q) The information relating to sign E.5.10 reads as follows:

- “E.5.10 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry the marking referred to in article 3.14 (2) on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (r) The information relating to sign E.5.11 reads as follows:  
 “E.5.11 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry the marking referred to in article 3.14 (3) on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (s) The information relating to sign E.5.12 reads as follows:  
 “E.5.12 Berthing area reserved for all vessels that are not required to carry the marking referred to in article 3.14 on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (t) The information relating to sign E.5.13 reads as follows:  
 “E.5.13 Berthing area reserved for all vessels that are required to carry the marking referred to in article 3.14 on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (u) The information relating to sign E.5.14 reads as follows:  
 “E.5.14 Berthing area reserved for all vessels that are required to carry the marking referred to in article 3.14 (2) on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (v) The information relating to sign E.5.15 reads as follows:  
 “E.5.15 Berthing area reserved for all vessels that are required to carry the marking referred to in article 3.14 (3) on the side of the waterway on which the sign is placed (see article 7.06 (1))”;
- (w) The information relating to sign E.6 reads as follows:  
 “E.6 Anchoring permitted on the side of the waterway on which the sign is placed (see article 7.03 (2))”;
- (x) The information relating to sign E.7 reads as follows:  
 “E.7 Mooring permitted on the side of the waterway on which the sign is placed (see article 7.04 (2))”;
- (y) The information relating to sign E.9 (a) reads as follows:  
 “E.9  
 (a) The waterways being approached are considered to be tributaries of this waterway (see article 6.16 (1))”;
- (z) The information relating to sign E.10 (a) reads as follows:  
 “E.10  
 (a) The waterway being followed is considered to be a tributary of the waterway being approached (see article 6.16 (1))”.
36. Annex 7, section II, is amended as follows:
- (a) The information relating to paragraph 2 (c) reads as follows:  
 “I No entry into a harbour or a tributary waterway located in the direction indicated:  
 • Red light A.1 and luminous arrow (see article 6.16 (4))”.

37. Annex 8 is amended as follows:
- (a) The heading is amended as follows:  
“Marking of the waterway”;
  - (b) Section I, subsection 1, first sentence, reads as follows:  
“On the Mosel, the waterway, the fairway and the danger points and obstacles are not always marked”;
  - (c) Section I, subsection 2, first definition, reads as follows:  
“Fairway: that part of the waterway in which set widths and anchorage areas are to the extent possible maintained for transit navigation”;
  - (d) In section I, subsection 2, after the definition of fairway, the following definition is to be inserted:  
“Navigable waters: that part of the waterway used for transit navigation in accordance with local conditions”;
  - (e) Section I, subsection 2, the definition of “right-hand side/left-hand side” reads as follows:  
“Right-hand side/left-hand side: the designations ‘right-hand side’ and ‘left-hand side’ of the waterway or navigable channel as viewed from the source to the mouth”;
  - (f) The heading of section II reads as follows:  
“II. Marking of the fairway”;
  - (g) The heading of section III reads as follows:  
“III. Marking of the waterway and obstacles in the waterway”;
  - (h) Section III, subsection 4, first sentence, reads as follows:  
“On the approach to secondary arms of the waterway, to mouths of waterways and to harbour entrances, the bank walls on both sides of the waterway may be marked as far as the head of the dividing mole by the fixed marks described in 1 and 2 above, sketches 5 and 6. Vessels entering the harbour are regarded as upstream traffic.”;
  - (i) The heading of section III (C) reads as follows:  
“C. Examples of use of the marking as shown in sketches 5 to 9 for a waterway with a secondary arm, mouth and harbour entrance”;
  - (j) The heading of section IV reads as follows:  
“IV. Other marking of danger points and obstacles in the waterway”.

### **Agenda item 5.5 Decision: Proposal to amend article 4.07 of the Police Regulations for the Navigation of the Mosel**

#### *Decision of the Mosel Commission CM-I-20-5.5.*

The Mosel Commission decides, on the proposal of its Waterway Police and Waterway Marking Committee, to amend the Police Regulations for the Navigation of the Mosel, as follows:

Article 4.07 (3) of the Regulations reads as follows:

- “3. Vessels that are required to be equipped with Inland AIS equipment, with the exception of ferries, shall additionally be equipped with Inland ECDIS equipment in information mode, which shall be connected to the Inland AIS equipment and used in conjunction with an up-to-date electronic inland navigation chart. The minimum requirements for ECDIS equipment in information mode and for electronic inland

navigation charts are based on article 4.07 (3), second sentence, of the Police Regulations for Navigation on the Rhine in the version applicable as at 1 December 2014.”

The amendments will enter into force on 1 January 2021.

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