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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)

Amendments to the Police Regulations for the Navigation of the Rhine adopted by the Central Commission for the Navigation of the Rhine in 2019 at its autumn session

Note by the secretariat

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 on 25–28 February 2020 (ECE/TRANS/294, para. 136).
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 2019 session (contained in the annex to the present document). These amendments may serve as the basis for updates to the European Code for Inland Waterways (CEVNI), revision 5.
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

Amendments to the Police Regulations for the Navigation of the Rhine

A. Final amendments to articles 1.10, 1.10 bis and 1.11 and annex 13 (resolution 2019-II-16)*

1. Article 1.10 is to read as follows:

“Article 1.10

Certificates and other vessel’s papers

The certificates and other papers referred to in annex 13 to these Regulations shall be available on board when required by special provisions. They shall be presented to officials of the competent authorities whenever requested.”

2. After article 1.10, a new article 1.10 bis shall be inserted:

“Article 1.10 bis

Derogations regarding certificates and other vessel’s papers for certain vessels

1. By way of derogation from article 1.10, the papers referred to in annex 13, paragraphs 1.1, 1.2 and 1.3, of these Regulations need not be carried on board a pushed barge to which is affixed a metal plate conforming to the following model:

UNIQUE EUROPEAN VESSEL IDENTIFICATION NUMBER: – R

INSPECTION CERTIFICATE

- NUMBER:

- INSPECTION COMMISSION:

- EXPIRY DATE:

The reference to the Rhine navigation membership certificate shall consist of the unique European vessel identification number followed by a capital letter R.

The requested particulars shall be engraved or stamped in easily legible characters not less than 6 mm high.

The metal plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.

The conformity of the particulars given on the plate, except for the letter R, to those in the barge’s inspection certificate shall be certified by an inspection commission, whose stamp shall be applied to the plate.

The papers referred to in annex 13, paragraphs 1.1, 1.2 and 1.3, of these Regulations shall be kept by the owner of the barge.

The papers referred to in annex 13, paragraph 5.4 of these Regulations need not be carried on board when the engine type-approval number is affixed to the metal plate.

2. Worksite craft of the type referred to in article 1.01 (1.24) of ES-TRIN¹ that have no wheelhouse or accommodation are not required to have on board the papers specified in annex 13, paragraphs 1.1, 1.2 and 1.3 of the present Regulations; however, these papers shall be permanently available at the worksite. Worksite craft shall carry

* *Note by the secretariat:* This resolution also introduced amendments to the Rhine Vessel Inspection Regulations (RVBR), article 2.13, para. 1.

¹ *Note by the secretariat:* European standard laying down technical requirements for inland navigation vessels.

a certificate, issued by the competent authority, on the duration and local boundary of the worksite where the craft may be operated.

3. The obligation to carry a logbook on board within the meaning of annex 13, paragraph 2.2, of these Regulations shall not apply to harbour tugs and pushers or to pushed barges without a crew, vessels of the authorities or pleasure craft.”

3. Article 1.11 is to read as follows:

“Article 1.11

Presence on board of the Police Regulations for the Navigation of the Rhine and the Radiotelephony Guide for Inland Navigation

1. An updated copy of these Regulations, including the provisions set out in article 1.22 bis, shall be carried on board all vessels, except small craft and pushed barges. A copy that can be consulted by electronic means at any time is also acceptable.

2. A copy of the Radiotelephony Guide for Inland Navigation, general part and regional part for Rhine/Moselle, shall be carried on board all vessels equipped with a ship station in accordance with article 4.05. A copy that can be consulted by electronic means at any time is also acceptable.”

4. Annex 13 is to be added after annex 12, as follows:

“Annex 13

LIST OF CERTIFICATES AND OTHER PAPERS TO BE CARRIED ON BOARD IN ACCORDANCE WITH ARTICLE 1.10 OF RPNR

The “legal basis” column in the table below refers to the following regulations, conventions and administrative arrangements:

- Regulations for Rhine Navigation Personnel
- Rhine Vessels Inspection Regulations
- European standard laying down technical requirements for inland navigation vessels
- European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways
- Convention on the Collection, Storage and Disposal of Waste Generated during Navigation on the Rhine and Inland Waterways
- Convention on the Measurement of Inland Navigation Vessels, concluded in Geneva on 15 February 1966 (Convention of 15 February 1966)
- Regional Arrangement on the Radiocommunication Service for Inland Waterways

<i>Lists of certificates and other papers to be carried on board in accordance</i>	
<i>Category with article 1.10 of RPNR</i>	<i>Legal basis</i>
Vessels	
1.1	The inspection certificate or the document used in its stead, or a certificate recognized as its equivalent
	RVBR, article 1.04
1.2	Rhine navigation membership certificate
	Resolution CCNR 2015-II-10
1.3	The measurement certificate of the vessel
	Convention of 15 February 1966

<i>Category</i>	<i>Lists of certificates and other papers to be carried on board in accordance with article 1.10 of RPNR</i>	<i>Legal basis</i>
Crew		
2.1	A Rhine licence or other boatmaster's certificate recognized as equivalent under the Regulations for Rhine Navigation Personnel for the area to be navigated and, for the other crew members, a duly completed service record or a principal licence or boatmaster's certificate recognized as equivalent under the said Regulations; for boatmaster's certificates recognized as equivalents, the boatmaster must also have, for certain sections, the local knowledge certificate required under the Regulations for Rhine Navigation Personnel	RPN, article 3.02
2.2	The duly completed logbook, including the certificate referred to in annex A4 of the Regulations for Rhine Navigation Personnel or a copy of the page of the logbook containing information on the navigation time and rest periods observed on the vessel on board which the crew member carried out the last journey; for vessels with a community certificate or a Union certificate recognized on the Rhine in accordance with Annex O of RVBR, a logbook issued by the competent authority of a third State and recognized by CCNR may be kept on board in lieu of one issued by the competent authority of a Rhine State or Belgium; recognized logbooks shall be kept in at least one of the official languages of CCNR	RPN, article 3.13
2.3	Certificate on the release of the logbooks	RPN, article 3.13
2.4	A certificate of aptitude for navigating using radar issued or recognized as equivalent under the Regulations for Rhine Navigation Personnel; this document shall not be required on board if the boatmaster's licence contains the entry "radar" or if another boatmaster's certificate accepted under the Regulation contains the corresponding entry; where the Central Commission for the Navigation of the Rhine has recognized a State's boatmaster's certificate and its certificate of aptitude for navigating using radar as equivalents, the certificate of aptitude for navigating using radar is not required if the boatmaster's certificate contains the corresponding entry	RPN, article 6.03
2.5	A radio operator's certificate for operating ship stations	Regional Arrangement on the Radiocommunication Service for Inland Waterways, annex 5
2.6	Certificates for security personnel on board passenger vessels	RPN, article 5.01 et seq.
2.7	For vessels displaying the identification marking referred to in article 2.06, the certificates of the boatmaster and those crew members involved in bunkering operations	RPN, article 4 bis. 02
Navigation areas:		
3.1	Certificate issued by the competent authority on the duration of works and the geographical boundaries of the worksite in which the craft may be operated	ES-TRIN, article 23.01

<i>Category</i>	<i>Lists of certificates and other papers to be carried on board in accordance with article 1.10 of RPNR</i>	<i>Legal basis</i>
3.2	On the section between Basel and Mannheim, for vessels whose length exceeds 110 m, the proof issued by a recognized classification society regarding the buoyancy, trim position and stability of the separate parts of the craft, indicating the degree of loading above which the buoyancy of the two parts is no longer ensured	ES-TRIN, article 28.04, paragraph 2 (c)
Navigation and information equipment		
4.1	Installation and performance certificate for navigational radar installations	ES-TRIN, article 7.06 (1) ES-TRIN, annex 5, section III, article 9 and section VI
4.2	Installation and performance certificate for rate-of-turn indicators	ES-TRIN, article 7.06 (1) ES-TRIN, annex 5, section III, article 9 and section VI
4.3	Installation and performance certificate for Inland AIS equipment	ES-TRIN, article 7.06 (3) ES-TRIN, annex 5, section IV, article 2 (9)
4.4	Installation and performance certificate for the tachograph and its records, as required	ES-TRIN, annex 5, section V, articles 1 and 2 (6)
4.5	The certificate(s) on frequency allocation or ship station licence	
Equipment		
5.1	Inspection certificate for power-driven steering systems	ES-TRIN, article 6.09 (5)
5.2	Inspection certificate for elevating wheelhouses	ES-TRIN, article 7.12 (12)
5.3	Inspection certificates for boilers and other pressure vessels	ES-TRIN, article 8.01 (2)
5.4	The copy of the type approval certificate, the engine manufacturer's instructions and the copy of the engine parameter protocol	ES-TRIN, article 9.01 (3)
5.5	Papers relating to electrical installations	ES-TRIN, article 10.01 (2)
5.6	Certificate for cables	ES-TRIN, article 13.02, paragraph 3 (a)
5.7	Inspection markings for portable fire extinguishers	ES-TRIN, article 13.03 (5)
5.8	Inspection certificate for portable fire extinguishers and fixed fire extinguisher installations	ES-TRIN, article 13.04 (8), ES-TRIN, article 13.05 (9)
5.9	Inspection certificates and operating instructions for cranes	ES-TRIN, article 14.12 (6), (7) and (9)
5.10	Inspection certificate for liquefied gas installations	ES-TRIN, article 17.13
5.11	The type approval certificate and the maintenance log for the on-board sewage treatment plant	ES-TRIN, article 18.01 (5) and (9)
5.12	For vessels displaying the identification marking referred to in article 2.06, the operation manual and safety documentation	ES-TRIN, article 30.03 (1) and annex 8 (1.4.9)

<i>Lists of certificates and other papers to be carried on board in accordance with article 1.10 of RPNR</i>		<i>Legal basis</i>
Cargo and waste		
6.1	The documents referred to in 8.1.2.1, 8.1.2.2 and 8.1.2.3 of ADN	ADN, 8.1.2.1, 8.1.2.2 and 8.1.2.3
6.2	For the transport of containers, the documents relating to the vessel's stability, confirmed by an inspection commission, including the stowage plan or manifest for each loading condition and the results of the stability calculation for the loading condition, a comparable condition for a previous load or a typical loading condition for the vessel	ES-TRIN, article 27.01 (2) (description of documents and stamp of the inspection commission) ES-TRIN, article 28.03 (3) (result of the calculation for container vessels) RPNR, article 1.07 (5) (result of the stability control and stowage plan)
6.3	Used oil log, duly completed	RPNR, section 15.05 and annex 10 CDNI, annex 2 (implementing regulation), part A, section 2.03 and appendix I
6.4	Receipt for refuelling with gas oil, including receipts for the payment of SPE-CDNI disposal charges over a period of at least 12 months; if the last gas oil refuelling occurred more than 12 months ago, at least the last receipt for the refuelling must be on board	CDNI, annex 2 (implementing regulation), part A, article 3.04 (1)
6.5	Unloading certificate	RPNR, article 15.08 (2) CDNI, annex 2 and part B, model of appendix IV

B. Final amendments to harmonize terminology related to the terms “fairway”, “navigable waters” and “waterway” (resolution 2019-II-17)

5. The amendments adopted under resolution 2019-II-17 are based on the results of the efforts made by CCNR to harmonize the terminology around the terms “fairway”, “navigable waters” and “waterway”. The process of harmonizing this terminology is described in protocol 17, paragraph 3, and was carried out in two stages:

(a) In the process of harmonizing the terminology, it was first necessary to define the terms “navigable waters” and “fairway”. In the French version, “*eaux navigables*” refers to that part of the waterway used for transit navigation in accordance with local conditions. The “*chenal navigable*” is that part of the waterway in which set widths and anchorage areas are to the extent possible maintained for transit navigation;

(b) Secondly, the harmonization of terminology led to a systematic review of the use of terminology related to the terms “fairway”, “navigable waters” and “waterway” in RPNR, which involved ensuring consistency of one or more language versions of RPNR, depending on the case.

6. Article 1.01 is to be amended as follows (only the French version is affected):²

² *Note by the secretariat:* The amendments do not affect the other language versions of RPNR, i.e. the German and Dutch versions.

- (a) Subparagraph (i) is to read as follows:
“(i) “Floating equipment” means a floating structure carrying machinery used for work on waterways or in harbours (dredgers, elevators, derricks, cranes, etc.);”
- (b) Subparagraph (l) is to read as follows:
“(l) “Ferry” means a vessel providing a transport service across a waterway that is classed as a ferry by the competent authority;”
- (c) Subparagraph (y) is to read as follows:
“(y) “Left bank” and “right bank” refer to the sides of the waterway when moving from the source to the mouth;”
7. Article 1.04 (b) is to read as follows (only the French version is affected):
“(b) Damage other vessels and other assemblies of floating material, banks, works or installations of any kind on or adjacent to the waterway;”
8. Article 1.06 is to read as follows (only the French version is affected):

“Article 1.06

Use of the waterway

Without prejudice to the provisions of articles 8.08, 9.02, paragraph 10, 10.01, 10.02, 11.01 and 11.02 of these Regulations, the length, width, height, draught and speed of vessels and convoys shall be suited to the characteristics of the waterway and its installations.”

9. Article 1.12, paragraph 4, is to read as follows (only the French version is affected):
“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.”
10. Article 1.13 is to read as follows (only the French version is affected):
- (a) The title is to read as follows:

“Article 1.13

Protection of waterway signs and marking”

- (b) Article 1.13, paragraphs 1 and 2, is to read as follows (only the French version is affected):

“1. It is prohibited to use waterway signs or marking (buoys, floats, beacons, warning rafts with waterway signs etc.) 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.”

11. Article 1.15, paragraph 1, is to read as follows (only the French version is affected):
“1. It is prohibited to throw or pour into a waterway any solid objects or liquids likely to cause an obstruction or danger to navigation or to other users of the waterway.”
12. Article 1.16 (2) is to read as follows (only the French version is affected):
“2. Every 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 his own vessel.”
13. Article 1.18 is to read as follows (only the French version is affected):
- (a) The title is to read as follows:

“Article 1.18*Obligation to clear the navigable waters”*

(b) Paragraph 1 is to read 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.”

14. The first sentence of article 1.21 (1) is to read as follows (only the French version is affected):

“1. Movements on inland waterways are deemed to be special transport operations if they are movements of:”

15. Article 1.22 (2) is to read as follows (only the French version is affected):

“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.”

16. Article 3.20 is to read as follows (only the French version is affected):

(a) Paragraph 1 is to read 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 side of the navigable waters at least 3 m above the level of the draught marks. This light may be replaced by an ordinary white light at the front of the boat and an ordinary white light at the rear, positioned at the same height on the side of the navigable waters and visible from all directions;”

(b) Paragraph 2 is to read 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 side of the navigable waters.”

(c) Paragraph 3 (a) is to read 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 side of the navigable waters, the light prescribed in paragraph 1 above;”

17. The first sentence of article 3.23 is to read as follows (only the French version is affected):

“Without prejudice to any special conditions which may be imposed under article 1.21, assemblies of floating material and floating establishments shall, when berthed by night, carry:

A sufficient number of ordinary white lights visible from all directions to show their outlines on the side of the navigable waters.”

18. The first introductory sentence of article 3.24 is to read as follows (only the French version is affected):

“Fishing vessels, including small craft, with nets or poles that extend into or near the navigable waters shall, when berthed by night, carry:”

19. The opening sentence of article 3.25 (1) is to read as follows:

“1. Floating equipment at work and vessels carrying out work or sounding or measuring operations in the waterway shall, when berthed, carry:”

20. Article 3.28 is to read as follows:

“Article 3.28

Additional marking for vessels under way carrying out work in the waterway

(Annex 3: fig. 57)

Vessels under way carrying out work, sounding or measuring operations in the waterway may, 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.”

21. The title of chapter 5 is to read as follows (only the French version is affected):

**“CHAPTER 5
WATERWAY SIGNS AND MARKING”**

22. Article 5.01, (2) is to read as follows (only the French version is affected):

“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.”

23. The title of article 5.02 is to read as follows (only the French version is affected):

“Article 5.02

Waterway Markings”

(...)

24. Article 6.03 (1) is to read as follows (only the French version is affected):

“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.”

25. Article 6.07 is to read as follows (only the French version is affected):

“Article 6.07

Narrow fairways

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), the following rules shall apply:

(a) All vessels shall proceed through narrow fairways as quickly as possible; however, passing 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, 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, to the extent 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.”

26. Article 6.16 is to read as follows:

(a) The title is to read as follows (only the French version is affected):

“Article 6.16

Entry and exit of harbours and tributary waterways”

(b) Paragraph 1 is to read as follows (only the French and Dutch versions are affected):

“1. Vessels may not leave a harbour or a tributary waterway, cross or enter the main waterway or cross or enter a harbour or tributary waterway unless they are 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 are to read as follows (only the French version is affected):

“3. If the sign B.9 (a) or B.9 (b) (annex 7) is placed near the exit from a harbour or tributary waterway, vessels leaving that harbour or waterway must not enter or cross the main waterway unless they can do so without obliging vessels proceeding on it to change their course or speed.

4. A red light, sign A.1 (annex 7), supplemented by 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.”

27. Article 6.20 (1) (e) is to read as follows (only the French and German versions are affected):

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

28. Article 6.23 is to read as follows (only the French version is affected):

(a) Paragraph 1 is to read as follows:

“1. Ferries 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) is to read as follows:

“(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 may block the navigable waters, the ferry 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 shall not remain in the navigable waters longer than is necessary for the service it provides.”

29. Article 6.24 (1) is to read as follows (only the French version is affected):

“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.”

30. Article 6.30 (3) is to read as follows (only the French version is affected):

- “3. When stopping because of bad weather, vessels shall, as far as possible, keep clear of the fairway.”
31. Article 6.31 (1) is to read as follows (only the French version is affected):
- “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.”
32. Article 6.33 (d), second indent, is to read as follows (only the French version is affected):
- “ - If it is crossing from one bank to another, clear the navigable fairway as fully and as quickly as possible.”
33. Article 7.01 is to read as follows:
- (a) Paragraph 2 is to read as follows (only the French version is affected):
- “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 along the bank only in single file.”
- (b) Paragraph 3 is to read as follows (only the French and Dutch versions are affected):
- “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.”
34. Article 7.02 (1) is to read as follows (only the French version is affected):
- (a) Subparagraph (a) is to read as follows:
- “(a) In sections of the waterway where berthing is generally prohibited;”
- (b) Subparagraph (c) is to read as follows:
- “(c) In sectors marked by the sign A.5 (annex 7), the prohibition then applies on the side of the waterway on which the sign is placed;”
- (c) Subparagraphs (e) and (f) are to read 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;
- (f) At the entrances and exits of tributary waterways;”
35. Article 7.03 (1–3) is to read as follows (only the French version is affected):
- “1. Vessels and floating materials, as well as floating establishments, may not anchor or use spuds:
- (a) In sections of the waterway where anchoring is generally prohibited;
- (b) In sectors marked by the 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 and the use of spuds are 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.
3. In sections where anchoring and the use of spuds are prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may use spuds only in sectors marked by the sign E.6.1. (annex 7) and only on the side of the waterway on which the sign is placed.”
36. Article 7.04 (1 and 2) is to read as follows (only the French version is affected):

- “1. Vessels, assemblies of floating material or floating establishments may not make fast to the bank:
- (a) In sections of the waterway where making fast 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 making fast to the bank is prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may make fast 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.”
37. Article 7.05 is to read as follows (only the French version is affected):
- (a) Paragraph 1 is to read 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 is to read 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.”
38. Article 7.06 (2) is to read as follows (only the French version is affected):
- “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.”
39. Article 9.04 (3) is to read as follows (only the French version is affected):
- “3. Vessels proceeding upstream may ask to pass starboard to starboard, in accordance with the rules set out in article 6.04, when they wish to proceed to a tributary waterway, harbour, loading or unloading station, landing stage or berthing area located on the right bank, or when they wish to leave a loading or unloading station, mooring post or berthing area located on the right bank, or exit a tributary waterway or harbour located on the right side of the waterway. However, they may not so ask unless certain that their request can be safely met.”
40. Paragraph 9.12 (2) is to read as follows (only the French and Dutch versions are affected):
- “2. By derogation from paragraph 1 above, berthing is authorized on the above-mentioned waterways, on neighbouring sections and at harbours situated in locations designated for that purpose.”
41. Article 9.13 (2) is to read as follows (only the French and Dutch versions are affected):
- “2. By derogation from paragraph 1 above, berthing is authorized on the above-mentioned waterways, on neighbouring sections and at harbours situated in locations designated for that purpose.”
42. Article 14.05 (3–5) is to read as follows (only the French version is affected):
- “3. The following berthing area is assigned to pushing-navigation vessels that are not required to carry a marking referred to in article 3.14:

Berthing area along the breakwater in the Kempten navigable waters from river-km 526.20 to river-km 526.60.
 4. The following berthing area is assigned to vessels other than pushing-navigation vessels required to carry the marking referred to in article 3.14 (1):

Berthing area along the breakwater in the Kempten navigable waters from river-km 526.90 to river-km 527.30.

5. The following berthing area is assigned to pushing-navigation vessels required to carry the marking referred to in article 3.14 (1):

Berthing area along the breakwater in the Kempten navigable waters from river-km 526.70 to river-km 526.90.”

43. Annex 3 is to read as follows (only the French version is affected):

The information relating to figure 57 is to read as follows:

“Art. 3.28 Vessels carrying out work in the waterway.”

44. The title of annex 6, letter E, is to be worded as follows (only the French and Dutch versions are affected):

“E. Signals on entering and leaving harbours and tributary waterways”.

45. Annex 7, section I, is to be amended as follows:

(a) The information relating to sign A.5 is to read as follows (only the French version is affected):

“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 is to read as follows (only the French version is affected):

“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 is to read as follows (only the French version is affected):

“A.7 No making fast to the bank 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 is to read as follows (only the French and Dutch versions are affected):

“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 navigable fairway on your starboard side (see article 6.12)”.

(e) The information relating to sign B.3 is to read as follows (only the French and Dutch versions are affected):

“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)”.

(f) The information relating to sign B.4 is to read as follows (only the French and Dutch versions are affected):

“B.4

(a) Cross the navigable fairway to port (see article 6.12)

(b) Cross the fairway to starboard (see article 6.12)”.

(g) The information relating to sign B.9, letter (a), is to read as follows (only the French version is affected):

“(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))”.

(h) The information relating to sign C.3 is to read as follows (only the French and Dutch versions are affected):

“C.3 The width of the passage or fairway is limited”.

(i) The information relating to sign C.5 is to read 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”.

(j) The information relating to sign E.5 is to read as follows (only the French version is affected):

“E.5 Berthing permitted on the side of the waterway on which the sign is placed (see article 7.05 (1))”.

(k) The information relating to sign E.5.3 is to read as follows (only the French version is affected):

“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))”.

(l) The information relating to sign E.5.4 is to read as follows (only the French version is affected):

“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))”.

(m) The information relating to sign E.5.5 is to read as follows (only the French version is affected):

“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))”.

(n) The information relating to sign E.5.6 is to read as follows (only the French version is affected):

“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))”.

(o) The information relating to sign E.5.7 is to read as follows (only the French version is affected):

“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))”.

(p) The information relating to sign E.5.8 is to read as follows (only the French version is affected):

“E.5.8 Berthing area reserved for vessels other than pushing-navigation vessels that are not required to carry the marking prescribed in article 3.14 on the side of the waterway on which the sign is placed (see article 7.06 (1))”.

(q) The information relating to sign E.5.9 is to read as follows (only the French version is affected):

“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))”.

(r) The information relating to sign E.5.10 is to read as follows (only the French version is affected):

“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))”.

(s) The information relating to sign E.5.11 is to read as follows (only the French version is affected):

“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))”.

(t) The information relating to sign E.5.12 is to read as follows (only the French version is affected):

“E.5.12 Berthing area reserved for all vessels that are not required to carry the marking prescribed 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.5.13 is to read as follows (only the French version is affected):

“E.5.13 Berthing area reserved for all 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))”.

(v) The information relating to sign E.5.14 is to read as follows (only the French version is affected):

“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))”.

(w) The information relating to sign E.5.15 is to read as follows (only the French version is affected):

“E.5.15 Berthing area reserved for all vessels that are required to carry the marking prescribed in article 3.14 (3) on the side of the waterway on which the sign is placed (see article 7.06 (1))”.

(x) The information relating to sign E.6 is to read as follows (only the French version is affected):

“E.6 Anchoring permitted on the side of the waterway on which the sign is placed (see article 7.03 (2))”.

(y) The information relating to sign E.6.1 is to read as follows (only the French version is affected):

“E.6.1 Use of spuds permitted on the side of the waterway on which the sign is placed (see article 7.03 (3))”.

(z) The information relating to sign E.7 is to read as follows (only the French version is affected):

“E.7 Making fast to the bank permitted on the side of the waterway on which the sign is placed (see article 7.04 (2))”.

(aa) The information relating to sign E.9, letter (a), is to read as follows (only the French version is affected):

“(a) The waterways being approached are considered to be tributaries of this waterway (see article 6.16 (1))”.

(ab) The information relating to sign E.10, letter (a), is to read as follows (only the French version is affected):

“(a) This waterway is considered to be a tributary of the waterway being approached (see article 6.16 (1))”.

46. Annex 7, section II, is to be worded as follows (only the French and Dutch versions are affected):

The information relating to paragraph 2 (c) is to read as follows:

“(c) No entry to a harbour or tributary waterway situated in the direction shown: red light A.1 and illuminated arrow (see article 6.16 (4))”.

47. Annex 8 is to be amended as follows:

(a) The title is to read as follows (only the French version is affected):

“BUOYAGE AND MARKING OF THE WATERWAYS”.

(b) The first sentence of section 1, paragraph 1, is to read as follows (only the French version is affected):

“On the Rhine, the waterway, the fairway, as well as the danger points and obstacles are not always marked.”

(c) Section I, paragraph 2, first definition, is to read 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, paragraph 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) In section I, paragraph 2, the definition of “right-hand side/left-hand side” is to read as follows (only the French version is affected):

“Right-hand side/left-hand side”: the designations “right-hand side” and “left-hand side” of the waterway or fairway are to be understood as for an observer facing downstream.

(f) The title of section II is to read as follows (only the French version is affected):

“II. BUOYAGE AND MARKING OF THE FAIRWAY”.

(g) The title of section III is to read as follows (only the French version is affected):

“III. BUOYAGE AND MARKING OF THE WATERWAY AND OBSTACLES IN THE WATERWAY”.

(h) The first sentence of section III, paragraph 4, is to read as follows (only the French version is affected):

“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, figures 5 and 6. Vessels entering the harbour are regarded as upstream traffic.”

(i) The title of section III, letter C, is to read as follows (only the French version is affected):

“C. Example of use of the buoyage and marking as shown in sketches 5 to 9 for a waterway with a secondary arm, mouth and harbour entrance”.

(j) The title of section IV is to read as follows (only the French version is affected):

“IV OTHER MARKING OF DANGER POINTS AND OBSTACLES IN THE WATERWAY”.

C. Final amendment to article 1.11 (resolution 2019-II-18)

48. Article 1.11 is to read as follows:

“Article 1.11

Presence on board of the Police Regulations for the Navigation of the Rhine

An updated copy of these Regulations, including the provisions set out in article 1.22 bis, shall be carried on board all vessels, except small craft and pushed barges. A copy that can be consulted by electronic means at any time is also acceptable.”
