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Inland Transport Committee

Working Party on Inland Water Transport

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

Fifty-eighth session

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Item 5 (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 and the Police Regulations for the Navigation of the Mosel

Note by the Secretariat

Mandate

1. This document is submitted in line with the proposed programme budget for 2021, part V, Regional cooperation for development, section 20, Economic development in Europe, programme 17, Economic development in Europe (A/75/6 (Sect. 20), para. 20.51).
2. The secretariat presents in annexes I and II to this document the decisions transmitted by the River Commissions:
 - (a) Resolutions adopted by the Central Commission for the Navigation of the Rhine in the context of the exceptional circumstances related to the COVID-19 pandemic;
 - (b) Updates of the Police Regulations for the Navigation of the Rhine adopted by the Central Commission for the Navigation of the Rhine at its plenary session in spring 2020;
 - (c) Updates of the Police Regulations for the Navigation of the Mosel adopted by the Mosel Commission at its plenary session in November 2020.



Annex I

Resolutions adopted by the Central Commission for the Navigation of the Rhine in spring 2020*

I. Resolutions adopted by the Central Commission for the Navigation of the Rhine in the context of the exceptional circumstances related to the COVID-19 pandemic

Resolution 2020-I-2

Exceptional measures of the Central Commission in the context of the COVID-19 pandemic (adopted by written procedure on 23 March 2020)

The Central Commission,

Taking into account the exceptional circumstances surrounding the COVID-19 pandemic,

Aware of the impact of the crisis on the proper functioning of the national administrations, the competent authorities and the bodies responsible for issuing and checking the ship's documents referred to in article 1.10 of the Police Regulations for the Navigation of the Rhine,

Concerned to ensure a good level of performance in Rhine navigation while maintaining, also in times of crisis, safety and orderly navigation,

Concerned to maintain the proper functioning of supply chains and the delivery of supplies to the population and businesses, in particular basic essentials, and

Recalling its responsibility to look after the prosperity of Rhine navigation,

Calls on its member States, for the duration of the crisis to:

1. Take all necessary measures to maintain as far as possible the optimal functioning of the infrastructure, in particular to allow lock staff access to the workplace.
2. Refrain from imposing penalties on exceeding the periods of validity of certificates and other documents issued in accordance with resolution 1984-I-3, the Rhine Vessel Inspection Regulations, the Regulations for Rhine Navigation Personnel and the Police Regulations for the Navigation of the Rhine when safety and orderly navigation of the Rhine are not affected and the certificates and other documents concerned were still valid on 15 March 2020.
3. Facilitate the movement of crew members to enable them to make the direct journey from their place of residence to the port of embarkation and from the port of disembarkation to their place of residence. Without prejudice to national provisions, crew members may present a certificate in accordance with the model annexed to the present resolution.
4. Sign, for those who have not yet done so, multilateral agreement ADN/M025 of the United Nations Economic Commission for Europe, derogating from paragraphs 8.2.2.8.4 and 1.8.3.16.1 of ADN¹ and extending the validity of ADN expert certificates and the vocational training certificate for dangerous goods safety advisers.

This resolution shall enter into force immediately, on 23 March 2020. In accordance with the duration of civil emergencies identified by the Governments of the member States, it shall apply until further notice or, at the latest, until 23 September 2020 inclusive. It may

* The full text of the resolutions adopted by the Central Commission for the Navigation of the Rhine at its spring 2020 session (2020-I) is available at www.ccr-zkr.org/files/documents/resolutions/ccr2020-Ifr.pdf.

¹ European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

be repealed, extended or supplemented in whole or in part by another resolution adopted in due course.

Annex

Certificate for the professional voyage of an inland navigation boatmaster to be submitted to the supervising authorities



Attestation pour le voyage professionnel d'un batelier de la navigation intérieure
à soumettre aux autorités de contrôle

Bescheinigung für die Dienstreise eines Binnenschiffers zur Vorlage bei den Ordnungsbehörden
Verklaring voor de dienstreis van een schipper of een bemanningslid in de binnenvaart
die aan de controleautoriteiten overhandigd moet worden

Attestation for work related travel of inland navigation crew to be submitted to the enforcement authorities

Par la présente, je certifie que ■ Hiermit bescheinige ich, dass ■ Bij deze verklaar ik dat ■ I herewith certify that:

Mme/M. Mrs/Mr	Frau/Herr Mrs/Mr		Né(e) le Geboren op	Geboren am Born on	
Adresse Adres	Anschrift Address				

est employé sur le bateau suivant ■ auf folgendem Binnenschiff beschäftigt ist ■
op het volgende binnenschip werkzaam is ■ is employed on the following vessel:

Nom du bateau Naam van het schip	Name des Schiffes Name of the vessel	
Numéro européen unique d'identification des bateaux Einheitliche europäische Schiffsnummer Uniek Europees scheepsidentificatienummer (ENI) European Vessel Identification Number (ENI)		

Ce voyage est nécessaire pour assurer la continuité de la navigation rhénane et intérieure;
il contribue à l'approvisionnement de la population et des entreprises.

Die Reise ist erforderlich für die Aufrechterhaltung der Rhein- und Binnenschifffahrt;
sie dient damit der Versorgung von Bevölkerung und Wirtschaftsbetrieben.

Deze dienstreis is noodzakelijk voor de instandhouding van de Rijn- en binnenvaart;
de reis dient voor de bevoorrading van de bevolking en het bedrijfsleven.

The travel is necessary for the continuation of Rhine and inland waterway transport;
it thus serves to supply the population and economic enterprises.

Il est demandé d'autoriser le détenteur de la présente attestation à voyager directement de son lieu de résidence susmentionné au poste d'amarrage du bateau susmentionné situé à / du poste d'amarrage du bateau susmentionné situé à à son lieu de résidence susmentionné.

Es wird gebeten, dem Inhaber dieser Bescheinigung die Reise von seinem oben angegebenen Wohnort zur Liegestelle des oben genannten Schiffes in / von der Liegestelle des oben genannten Schiffes in zu seinem oben angegebenen Wohnort auf direktem Wege zu ermöglichen.

Het wordt verzocht de houder van deze verklaring toestemming te geven om via een rechtstreeks traject te reizen van zijn eerder vermelde woonplaats naar de ligplaats van het genoemde schip in / van de ligplaats van het genoemde schip in naar zijn eerder vermelde woonplaats.

It is requested to allow the holder of this certificate to travel directly from his above-mentioned place of residence to the berth of the above mentioned vessel in / from the berth of the above-mentioned vessel in to his above-mentioned place of residence.

Fait à
Ort
Plaats
Done at

le
Datum
datum
date

Cachet et signature de l'exploitant du bateau
Stempel und Unterschrift des Schiffsbetreibers
Stempel en handtekening van de exploitant van het schip
Stamp and signature of vessel operator

2020

Resolution 2020-I-4
CCNR management of the impact of the COVID-19 pandemic on Rhine and European inland navigation

The Central Commission,

Aware that its member States are currently facing a pandemic with serious health, social and economic consequences,

Noting that this pandemic has led to a major economic and social crisis in Rhine and European inland navigation, whose outcome is not yet predictable,

Based on its own learning experience and that of its member States in managing the effects of the pandemic and in implementing measures to minimize the negative impact on inland navigation,

Recalling its resolution of 23 March 2020 on special measures in the context of the COVID-19 pandemic, in which it took important initial steps to preserve the efficiency of Rhine navigation, also in times of crisis, while ensuring safe and orderly navigation,

Desiring to draw from the lessons learned to date in order to better manage the impact of the pandemic, including by taking additional measures, and to be better prepared for similar events in the future,

Recalling the Mannheim Declaration, “150 years of the Mannheim Act – the driving force behind dynamic Rhine and inland navigation”, of the Ministers responsible for inland navigation of the member States,

Convinced that the crisis will not jeopardize the pursuit of the Central Commission’s medium- and long-term objectives for sustainable and innovative inland navigation, but that the achievement of these objectives will make a significant contribution to overcoming similar crises in the future in the best possible way,

Calls on

Its committees, in close cooperation with the navigation industry, ports, observer States and international organizations active in the field of inland navigation and also with the European Commission,

To carry out an analysis of the direct impact of the COVID-19 pandemic on inland navigation, as follows:

- Identification of the problems and changes facing the navigation industry, in particular from the point of view of economics, safety and orderly navigation and the validity of documents, taking into account the effects of the measures taken,
- Objective description of the consequences of these problems and/or changes, i.e. taking into account both positive and negative effects and determining to what extent the achievement of the sustainability objectives of Rhine and European inland navigation could be affected,
- Evaluation of the extent of these consequences and setting of priorities for crisis management,

To take note of the pertinent lessons learned from the management of the crisis, to analyse the measures taken to date and, as far as possible, to make concrete proposals to limit the negative impact of the crisis,

Its Secretary General to support and coordinate this work and to report to the Preparatory Committee, as appropriate.

II. Amendments to the Police Regulations for the Navigation of the Rhine adopted by the Central Commission for the Navigation of the Rhine at its plenary session in spring 2020

A. Final amendments to the Police Regulations for the Navigation of the Rhine (RPNR) – Reporting requirement (articles 1.10 bis (1), 2.01 (1) (c) and (3), 2.05 (1), 12.01) (resolution 2020-I-12)²

1. Article 1.10 bis (1), first sentence, reads as follows:

“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 (ENI) followed by a capital letter R.”

2. Article 2.01 is amended as follows:

(a) Paragraph 1 (c) reads as follows:

“(c) Its unique European vessel identification number (ENI), 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 (ENI) was assigned. This identification mark is mandatory only for vessels that have been assigned a unique European vessel identification number (ENI). The unique European vessel identification number (ENI) shall be displayed under the conditions laid down in (a) above.”

(b) Paragraph 3, first indent, reads as follows:

“3. The identification marks referred to in paragraphs 1 and 2 shall be displayed in easily legible and indelible Latin characters and Arabic numerals. The height of the characters shall be not less than 20 cm for the name and the unique European vessel identification number (ENI) and not less than 15 cm for other marks.”

3. Article 2.05 (1) reads 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 (ENI).”

4. Article 12.01 is amended as follows:

“Article 12.01

Reporting requirement

1. Boatmasters of the following vessels and convoys shall, before entering the sections listed in paragraph 3, report electronically in accordance with the ERINOT message as defined in ERI³ standard 1.3:

- (a) Vessels with goods on board whose transport is subject to ADN;

² Note by the secretariat: The amendments will enter into force on 1 December 2021.

³ Electronic ship reporting in inland navigation.

- (b) Tank vessels, except for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN;
- (c) Vessels carrying containers;
- (d) Vessels longer than 110 m;
- (e) Cabin vessels;
- (f) Seagoing vessels;
- (g) Vessels with an LNG⁴ system on board;
- (h) Special transport referred to in article 1.21.

2. In the context of the reporting referred to in paragraph 1, the following shall be indicated:

- (a) Name of vessel and, for convoys, of all the vessels of the convoy;
- (b) Unique European vessel identification (ENI) number, IMO number for seagoing vessels and, for convoys, of all vessels in the convoy;
- (c) Category of vessel or convoy and, for convoys, category of all the vessels of the convoy, in accordance with the message referred to in paragraph 1;
- (d) Deadweight of vessel and, for convoys, of all the vessels of the convoy;
- (e) Length and breadth of vessel and, for convoys, length and breadth of the convoy and all vessels of the convoy;
- (f) Presence on board an LNG system;
- (g) For vessels with goods on board whose transport is subject to ADN:
 - (aa) UN number or dangerous goods number;
 - (bb) Proper shipping name for the transport of dangerous goods;
 - (cc) Class, classification code and, where necessary, packing group of the dangerous goods;
 - (dd) Total quantity of dangerous goods for which these particulars are valid;
 - (ee) Number of blue lights/blue cones;
- (h) For vessels with goods on board whose transport is not subject to ADN and which are not carried in a container: nature and quantity of such cargo;
- (i) Number of containers on board, according to their size and loading condition (loaded or unloaded) and the respective location of the containers according to the loading plan and their type;
- (j) Container number of dangerous goods containers;
- (k) Total number of persons on board and, where appropriate, the number of passengers;
- (l) Position, direction of navigation;
- (m) Draught (only on special request);
- (n) Route with information on the ports of departure and destination;
- (o) Loading port;
- (p) Unloading port.

3. The reporting requirement referred to in paragraph 1 applies to the following sections, which are indicated by the sign B.11 and an additional sign "Reporting requirement":

⁴ Liquefied natural gas.

(a) From Basel (Mittlere Rheinbrücke, km point⁵ 166.53) to Gorinchem (km point 952.50) and

(b) From Pannerden (km point 876.50) to Krimpen aan de Lek (km point 989.20).

4. When a vessel's journey is interrupted in the one of the sections referred to in paragraph 3 for more than two hours, the boatmaster shall report the beginning and end of the interruption electronically.

5. During passage through the locks and reporting points indicated by sign B.11, the boatmaster shall report by radiotelephone on the channel indicated the data referred to in paragraph 2 (a) and (c). By way of derogation from paragraph 2 (c), the boatmaster shall indicate the category of the vessel or convoy according to annex 12.

6. The data given in paragraph 2 above, except those referred to in (l) and (m), may be communicated by other services or persons to the competent authority electronically.

In all cases, the boatmaster shall report by radiotelephone on the channel indicated when the vessel or convoy enters the section in which the reporting requirement applies and when it leaves it again.

7. When the data referred to in paragraph 2 change during the journey in the section in which the reporting requirement applies, the competent authority shall immediately be notified electronically.

8. When the journey is over, the boatmaster shall announce this as soon as possible electronically.

9. The competent authority may:

- Set a reporting requirement and determine its 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.
- Grant, when issuing a special permit for special transport within the meaning of article 1.21, an exemption from the reporting requirement referred to in paragraph 1.”

B. Final amendments to the Police Regulations for the Navigation of the Rhine (RPNR) – Reduction of drowning incidents (articles 1.08, 7.01) (resolution 2020-I-13)⁶

1. *Paragraphs 5 and 6 are to be added to article 1.08, as follows:*

“5. If the guard rails required under article 14.02 (4) of ES-TRIN⁷ are retractable or may be removed, they may be partially retracted or removed only when the vessel is berthed and only in the following operating conditions:

- (a) To embark and disembark at the points provided for this purpose;
- (b) When using the derrick within its operating range;
- (c) During mooring and unmooring in the bollard area;
- (d) When vessels are berthed against vertical banks, on the side facing the bank, if there is no risk of falling;
- (e) When vessels are berthed side-by-side, at points of contact between the two vessels, if there is no risk of falling; or
- (f) When loading and unloading operations or construction are unduly hindered.

When the operating conditions referred to in the first sentence are no longer present, the guard rails must be immediately closed or put back in place.

⁵ Kilometre point.

⁶ *Note by the secretariat:* The amendments will enter into force on 1 December 2020.

⁷ European standard laying down technical requirements for inland navigation vessels.

6. The members of the crew and other persons on board shall wear the life jackets specified in article 13.08 (2) of ES-TRIN:

- (a) During embarkation and disembarkation, if there is a risk of falling into the water;
- (b) During the time spent on the ship's boat;
- (c) During work outboard; or
- (d) When staying and working on deck and the gunwale, if the rails do not reach the height of at least 90 cm or the guard rails referred to in paragraph 5 are not in place from one end to another.

Work outboard should be carried out only when the vessels are berthed and only if the surrounding traffic is not likely to constitute a danger.”

2. *Article 7.01 (5) reads as follows:*

“5. Embarkation and disembarkation shall be carried out using only secure access routes. Where appropriate land-based facilities are available, the use of other facilities is not permitted.

When there is a gap between the vessel and the shore, the gangways referred to in article 13.02 (3) (d) of ES-TRIN shall be put in place and attached securely; their guard rails shall be in place.

If the ship's boat is used to gain access and there is a height difference between the ship's boat and the deck, an appropriate means of access shall be used.”

C. Extension of the temporary requirements in accordance with article 1.22 bis of the Police Regulations for the Navigation of the Rhine (RPNR) (article 4.07) (resolution 2020-I-14)⁸

The Central Commission, in accordance with article 1.22 bis of the Police Regulations for the Navigation of the Rhine, extends the following temporary requirements:

Article 4.07 (3), second sentence – inland AIS⁹ and inland ECDIS¹⁰ (adopted by resolution 2014-I-12, last renewed by resolution 2017-I-9).

The requirements will be in force from 1 December 2020 to 30 November 2023.

⁸ *Note by the secretariat:* The requirements will be in force from 1 December 2020 to 30 November 2023.

⁹ Automatic identification system.

¹⁰ Electronic chart display and information system for inland navigation.

Annex II

Decisions of the plenary session of the Mosel Commission on 26 November 2020 by videoconference (CM-II-20)

Agenda item 4

Waterway Police and Waterway Marking Committee and its Working Group on Modern Information Exchange Services and Systems

Agenda item 4.3

Decision: Correction of the German version of the amendment to article 4.07 (3) of the Police Regulations for the Navigation of the Mosel (RPNM) agreed at the spring 2020 plenary session.

Decision of the Mosel Commission CM-II-20-4.3¹¹

Agenda item 4.4

Decision: Amendment of the Police Regulations for the Navigation of the Mosel to harmonize terminology related to the terms “fairway”, “navigable waters” and “waterway” – Mosel specificities

Decision of the Mosel Commission CM-II-20-4.4

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend article 8.01 (1) of the Police Regulations for the Navigation of the Mosel (RPNM).

The amendment will enter into force on 1 December 2021.

Article 8.01 (1) reads as follows:

- Without prejudice to the provisions of article 9.04, vessels and convoys may not exceed the following dimensions:

	<i>Section of waterway</i>	<i>Type of vessel</i>	<i>Length (m)</i>	<i>Width (m)</i>
a	Confluence of the Mosel River to Metz	Vessel, except passenger vessels	135.00	11.45
b	Confluence of the Mosel River to Metz	Pushed convoy	172.10	11.45
c	Confluence of the Mosel River to Metz	Towed convoy	250.00	11.45
d	Confluence of the Mosel River to Metz	Passenger vessel	110.00	11.45
e	Confluence of the Mosel River to km point 200.100	Passenger vessel	135.00	11.45

Agenda item 4.5

Decision: Correction of decision CM-II-19-5.3 relating to article 1.10 of RPNM

Decision of the Mosel Commission CM-II-20-4.5

On the proposal of the Waterway Police and Waterway Marking Committee, the Mosel Commission decided to correct paragraph 1 of decision CM-II-19-5.3, taken during the autumn 2019 plenary session.

¹¹ *Note by the secretariat:* This decision concerns only the German version of RPNM and is not reproduced in this document.

1. Article 1.10 (2), second sentence, of RPNM is deleted.
2. The content of article 1.10 (2), third sentence, is retained in RPNM.
The amendment will enter into force on 1 July 2021.
