



Economic and Social Council

Distr.: General
28 July 2022
English
Original: French

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Sixty-sixth session

Geneva, 12–14 October 2022

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 6)

Amendments to 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 2022, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/76/6 (Sect. 20), paragraph 20.76).
2. The secretariat presents in the annex updates of the Police Regulations for the Navigation of the Mosel (RPNM), adopted by the Mosel Commission at its session held on 1 June 2022, in Senningen, Luxembourg. These updates may serve as the basis for proposals for amendments to the European Code for Inland Waterways (CEVNI), revision 6.
3. The Working Party on Inland Water Transport may wish to consider these updates and to propose that the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation take them into consideration in future work on the updating of the European Code for Inland Waterways.



Annex

Decisions of the plenary session of the Mosel Commission, held on 1 June 2022 in Senningen (Luxembourg) (CM-I-22)

Agenda item 5

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

Item 5.2. Amendment of the Police Regulations for the Navigation of the Mosel (RPNM) to harmonize RPNM with the Police Regulations for the Navigation of the Rhine (RPNR)

Item 5.2.1. Decision: Determination of the blood alcohol limit applicable to the entire minimum crew on duty

- Relates to RPNM article 1.03 (4)

Decision of the Mosel Commission CM-I-22 5.2.1

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend article 1.03 (4) of the Police Regulations for the Navigation of the Mosel (RPNM).

The amendments shall enter into force on 1 July 2023.

Article 1.03 (4) reads as follows:

“4. The faculties of members of the minimum crew on duty and other persons on board shall not be impaired by excessive fatigue, by the effects of alcohol, medication or drugs, or for any other reason.

When the blood alcohol content reaches 0.5 ‰ or higher or when the level of alcohol absorption corresponds to such a blood alcohol content, or when the alcohol content reaches 0.25 mg/l or more in exhaled air, the members of the minimum crew on duty are prohibited from performing their duties.

Sentences 1 and 2 above apply by analogy to other persons on board who temporarily determine the course and speed of the vessel themselves.”

Item 5.2.2. Decision: Consistency of RPNM article 3.02, regarding lights

Decision of the Mosel Commission CM-I-22-5.2.2

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 shall enter into force on 1 July 2023.

1. The contents are amended as follows:

(a) The information relating to article 3.02 reads as follows:

“Article 3.02 Lights”

2. Article 3.02 reads as follows:

“Article 3.02

Lights

1. Unless otherwise provided, the lights must be visible from all directions and show a continuous and uniform beam.
2. Navigation lights, their casings and accessories must meet the requirements of article 7.05 (1) of ES-TRIN.¹
3. Lights shall comply with the requirements of this regulation as to horizontal dispersion, colour and intensity.
4. The night marking for stationary non-motorized vessels does not have to meet the requirements in paragraphs 2 and 3 above; however, in good visibility and against a dark background, it shall have a range of about 1,000 m.”

Item 5.2.3. Decision: Reference to the first edition of the European Standard for River Information Services ES-RIS 2021/1²

- Relates to articles 1.01, 4.07, 9.05 and annex 11 of RPNM

Decision of the Mosel Commission CM-I-22-5.2.3

The Mosel Commission decides, on a proposal from its Waterway Police and Waterway Marking Committee, to amend articles 1.01, 4.07, 9.05 and annex 11 of the Police Regulations for the Navigation of the Mosel (RPNM).

The amendments shall enter into force on 1 July 2023.

1. Article 1.01 is amended as follows:
 - (a) Paragraph (ab) reads as follows:

“(ab) “Inland AIS device” means a device that is installed on board a vessel and is used within the meaning of Part II, “Standard Vessel Tracking and Tracing for Inland Navigation”, of ES-RIS;”
 - (b) Paragraph (aj) reads as follows:

“(aj) “ES-TRIN” means the European Standard for River Navigation Services, in its edition 2021/1. In order for ES-TRIN to be applicable, a member State must be one of the Mosel riparian States;”
 - (c) Paragraph (ak) is added after paragraph (aj), as follows:

“(ak) “ES-RIS” means the European Standard for River Information Services, in its edition 2021/1. In order for ES-TRIN to be applicable, a member State must be one of the Mosel riparian States.”
2. Article 4.07 is amended as follows:
 - (a) The second sentence of paragraph 3 reads as follows:

“The Inland ECDIS device, in information mode, shall comply with the provisions of ES-RIS Part I, “Standard Electronic Chart Display and Information System for Inland Navigation”.

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

² European Standard for River Information Services (ES-RIS), edition 2021/1.

- (b) Paragraph 4 is amended as follows:
 - (aa) The part of the sentence preceding paragraph (a) reads as follows:

“At a minimum, the following data must be transmitted in accordance with the provisions of ES-RIS Part II, “Standard Vessel Tracking and Tracing for Inland Navigation:”
 - (bb) Paragraph (c) reads as follows:

“(c) Type of vessel or convoy in accordance with the provisions of ES-RIS Part II, “At a minimum, the following data must be transmitted in accordance with the provisions of ES-RIS Part II “Standard Vessel Tracking and Tracing for Inland Navigation:”
 - (c) Paragraph 5 (c) reads as follows:

“(c) Type of vessel or convoy in accordance with the provisions of ES-RIS Part II, “Standard Vessel Tracking and Tracing for Inland Navigation:”.

3. Article 9.05 (4) reads as follows:

- “4. Insofar as the skipper or another service or person is announced electronically,
 - (a) the reporting shall be done according to the provisions of ES-RIS Part IV, “Standard Electronic Ship Reporting in Inland Navigation”,
 - (b) by way of derogation from paragraph 2 (c), the type of vessel or convoy must be indicated in accordance with ES-RIS annex 6, “Inland Vessel and Convoy Types”.

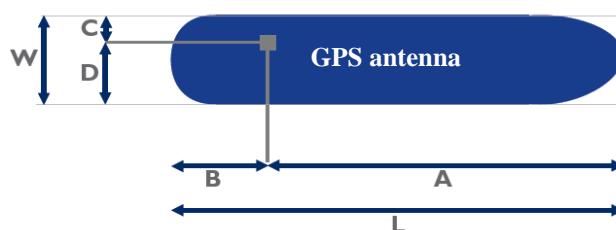
4. RPNM annex 11, paragraph (2), reads as follows:

“2. Information acquisition point relative to the position on board the vessel

2.1 If the Inland AIS device was installed on board before 1 December 2015:

- (a) For a vessel

The skipper must enter the values A, B, C and D with an accuracy of 1 m.
Dimension A is oriented towards the bow.

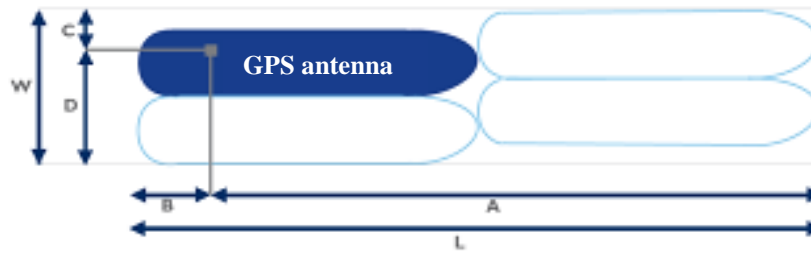


Indications concerning the W, L, A, B, C and D values of a vessel

- (b) For a convoy

The skipper must enter the values A, B, C and D with an accuracy of 1 m and the values W and L with an accuracy of 0.1 m.

Dimension A is oriented towards the bow.



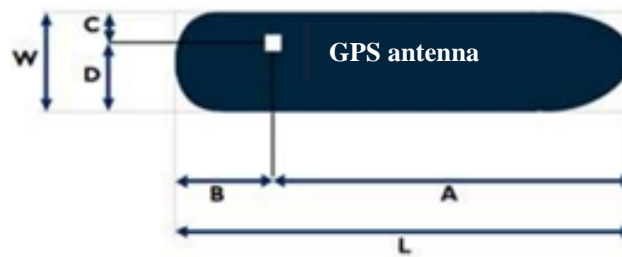
Indications concerning the W, L, A, B, C and D values of a convoy

2.2 If the Inland AIS device was installed on board after 1 December 2015:

(a) For a vessel

The skipper must enter the A, B, C and D values with an accuracy of 0.1 m.

Dimension A is oriented towards the bow.

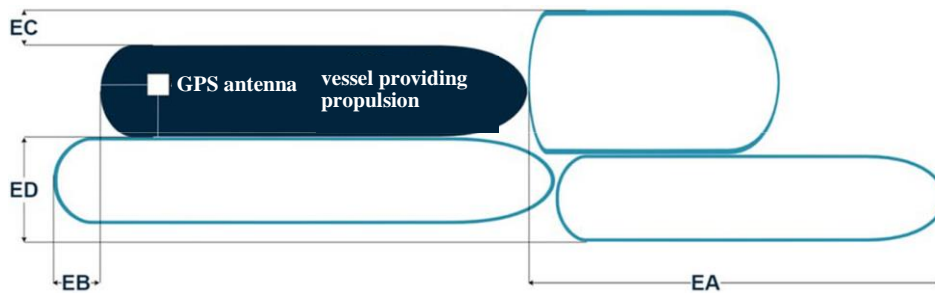


Indications concerning the W, L, A, B, C and D values of a vessel

(b) For a convoy

The skipper must enter the EA, EB, EC and ED values with an accuracy of 0.1 m.

Dimension EA is oriented towards the bow.



Indications concerning the EA, EB, EC and ED values of a convoy”