

## Amendment proposals to CEVNI based on recent amendments to RPNR (as of 1 June 2018) \*\* \*\*

### Transmitted by Belgium

#### I. Article 1.07

##### A. Comparison of Article 1.07 of CEVNI 5 and Article 1.07 of RPNR

*CEVNI - European Code for Inland Waterways - rev. 5*

*RPNR - Règlement de police pour la navigation du Rhin*

	<b>Article 1.07 Maximum load, maximum number of passengers and view</b>		<b>Article 1.07 Loading and visibility requirements; maximum number of passengers</b>
1	Vessels shall not be loaded beyond their maximum draught markings.	1	Vessels shall not be loaded beyond their draught markings corresponding <b>to the limit values.</b>
2	The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility astern <b>and aside</b> is restricted during the voyage, this lack of visibility may be compensated for <b>by the use of radar apparatus.</b>	2	The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. <b>If direct visibility astern is restricted during the voyage, it may be compensated also by an optical means that provides a clear image without deformation within sufficient field of vision. If direct visibility abaft is not sufficient due to load, in order to allow passing under bridges or through locks, this lack of visibility may be compensated during the passage by using flat-reflector periscopes, radar installations or a lookout in permanent contact with the wheelhouse.</b>
		3	<b>In derogation from the first sentence of [paragraph 2, second part], direct visibility may be restricted up to 500 m in front of the bow in the event that radar and video equipment are used if:</b>
		(a)	<b>Such aids ensure that 350 to 500 m are visible in front of the bow;</b>
		(b)	<b>The requirements of article 6.32, paragraph 1, are met;</b>

\* ECE/TRANS/SC.3/2017/10.

\*\* In the comparison tables, all **differences** are marked in **bold**.

		(c) <b>Radar antennas and cameras are installed at the bow of the vessel;</b>
		(d) <b>These aids are recognized as appropriate in accordance with article 7.02 of the Rhine Vessel Inspection Regulations.</b>
3	The load shall not endanger the vessel's stability or strength of the hull.	4 The load shall not endanger the vessel's stability or strength of the hull.
4	In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:	5 <b>The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure.</b>  <b>The stability can be checked manually or by means of a loading device. The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by Article 22.01 of RVBR.</b>  <b>The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:</b>
	(a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;	(a) <b>with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the floor of the hold; or</b>
	(b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;	(b) <b>with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the floor of the hold.</b>
	(c) for vessels with a beam of 11 m or more but less than 15 m, loaded with more than three tiers of containers or more than three widths;	
	(d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.	
5	Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.	6 Vessels intended for carriage of passengers shall not have on board more passengers than the number authorized by the competent authorities. Without prejudice to the above provision, the number of persons on board of high-speed vessels shall not exceed the number of available seats.

## B. Amendment proposal for Article 1.07

*Article 1.07 – Maximum load, maximum number of passengers and view*

1. Vessels shall not be loaded beyond their maximum draught markings.

2. The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility astern and aside is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus.

**If direct visibility astern is restricted during the voyage, it may be compensated also by an optical means that provides a clear image without deformation within sufficient field of vision. If direct visibility abaft is not sufficient due to load, in order to allow passing under bridges or through locks, this lack of visibility may be compensated during the passage by using flat-reflector periscopes, radar installations or a lookout in permanent contact with the wheelhouse.**

2a. In derogation from the first sentence of [paragraph 2, second part], direct visibility may be restricted up to 500 m in front of the bow in the event that radar and video equipment are used if:

- (a) Such aids ensure that 350 to 500 m are visible in front of the bow;
- (b) The requirements of article 6.32, paragraph 1,<sup>1</sup> are met;
- (c) Radar antennas and cameras are installed at the bow of the vessel;
- (d) These aids are recognized as appropriate in accordance with [article 7.02 of the Rhine Vessel Inspection Regulations.]

3. The load shall not endanger the vessel's stability or strength of the hull.

4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:

- (a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;
- (b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;
- (c) for vessels with a beam of 11 m or more but less than 15 m, loaded with more than three tiers of containers or more than three widths;
- (d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.

**The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure.**

**The stability can be checked manually or by means of a loading device. The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by [Article 22.01 of RVBR] [the competent authority].**

**The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:**

- (a) with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the floor of the hold; or

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<sup>1</sup> Corresponds to CEVNI

(b) with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the floor of the hold.

5. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.

## II. Article 4.07

### C. Comparison of Article 4.07 of CEVNI 5 and Article 4.07 of RPNR

*CEVNI - European Code for Inland Waterways - rev. 5*

*RPNR - Règlement de police pour la navigation du Rhin*

Article 4.07 Inland Automatic Identification System (AIS)

Article 4.07 Inland AIS and Inland ECDIS

1 Vessels shall be equipped with Inland AIS devices in conformity with **the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and ITU Radio Regulations**. The Inland AIS device shall be **certified and installed in conformity with the requirements of the competent authority** and shall be in good working condition. **The competent authority may exempt seagoing vessels from these requirements.**

1 Vessels shall be equipped with Inland AIS devices in conformity with **article 7.06, paragraph 3, of the Rhine Vessel Inspection Regulations**. The Inland AIS device shall be in good working condition. The first sentence above shall not apply to the following vessels:

The following vessels shall not be subject to these requirements:

(a) vessels in **convoys**<sup>2</sup>, except the vessel that provides the main propulsion;

(a) **Pushed convoys and side-by-side formations**, except for vessels providing the main propulsion,

(b) small craft;

(b) Small craft, **except for:**  
 - **Police vessels equipped with radar devices; and**  
 - **Vessels holding an inspection certificate in conformity with the Rhine Vessels Inspection Regulations or a certificate deemed to be equivalent in accordance with those Regulations,**

(c) **vessels** without their own means of propulsion;

(c) **Pushed barges** without their own means of propulsion

(d) **ferry boats not moving independently.**

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(d) **Floating equipment without their own means of propulsion.**

2 The Inland AIS device shall be switched on at all times and the data entered in the device shall at all times correspond with the actual data relating to the vessel or convoy.

2 The Inland AIS device shall run continuously and the data entered shall at all times correspond with the actual data relating to the vessel or convoy.

<sup>2</sup> Towed convoys are also covered by CEVNI.

	<p><b>This requirement does not apply to stationary vessels in berthing areas designated by the competent authorities.</b></p>		<p><b>The first sentence above shall not apply:</b></p> <p>(a) <b>If the vessels are in an overnight port referred to in article 14.11, paragraph 1;</b><sup>3</sup></p> <p>(b) <b>If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure,</b></p> <p>(c) <b>To police vessels, if the transmission of AIS data is likely to compromise policing tasks.</b></p>
	<p>The vessels referred to in paragraph 1 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.</p>		<p>The vessels referred to in paragraph 1 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.</p>
<p>3 ITU Radio Regulations apply to the sending of messages via Inland AIS.</p>	<p>-</p>		
	<p><b>3 Vessels that are required to be equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode or similar chart display devices, which shall be linked with the Inland AIS devices, and the vessels are required to use them in conjunction with an up-to-date electronic inland navigation chart.</b></p> <p><b>The Inland ECDIS devices in information mode, comparable electronic chart display devices and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode and comparable chart display devices for using Inland AIS data on board vessels (resolution 2014-I-12).</b></p>		
<p>4 In accordance with chapter 2 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) <b>(Resolution No. 63) and the respective ITU Recommendation</b>, at least the following data shall be transmitted:</p> <p>(a) user identifier (Maritime Mobile Service Identity, MMSI);</p> <p>(b) name of vessel;</p>	<p>4 In accordance with chapter 2 of the Vessel Tracking and Tracing Standard for Inland Navigation, at least the following data shall be transmitted:</p> <p>(a) User identifier (Maritime Mobile Service Identity, MMSI);</p> <p>(b) name of vessel;</p>		

<sup>3</sup> RPNR, Article 14.1 prescriptions applied in overnight ports of the Boven-Rijn et Waal.

(c) type of vessel or convoy;	(c) Vessel or convoy type <b>in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation;</b>
(d) unique European vessel identification number (ENI) or IMO number;	(d) Unique European vessel identification number (ENI) <b>or, for sea-going vessels which have not been assigned ENI, IMO number;</b>
(e) overall length of the vessel or convoy (decimetre accuracy);	(e) Length overall of the vessel or convoy accurate to within 0.1 m;
(f) overall beam of the vessel or convoy (decimetre accuracy);	(f) Breadth overall of the vessel or convoy accurate to within 0.1 m
(g) position (WGS-84);	(g) position (WGS 84);
(h) speed over ground (SOG);	(h) Speed over ground;
(i) course over ground (COG);	(i) Course;
(j) time of electronic position fixing device;	(j) Time of the electronic position fixing device;
(k) navigational status ( <b>e.g. under way using engine, at anchor, moored</b> );	(k) Navigational status, <b>in accordance with annex 11;</b> <sup>4</sup>
(l) position acquisition point on the vessel in metre accuracy (e.g. GNSS antenna);	(l) Position acquisition point on the vessel accurate to within 1 m, <b>in accordance with annex 11;</b>
(m position accuracy (GNSS/DGNSS); )	-
(n) type of Electronic Positioning Fixing Device (e.g. GPS, Galileo, Glonass).	-
5 The boatmaster shall immediately update the following data if it has changed:	5 The boatmaster shall immediately update the following data if they have changed:
(a) overall length;	(a) Length overall accurate to within 0.1 m, <b>in accordance with annex 11;</b>
(b) overall beam;	(b) Breadth overall accurate to within 0.1 m, <b>in accordance with annex 11;</b>
(c) type of convoy;	(c) Vessel or convoy type <b>in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation;</b>
(d) navigational status;	(d) Navigational status, <b>in accordance with annex 11;</b>

<sup>4</sup> See Section II

	(e) position acquisition point on the vessel <sup>5</sup> .	(e) Position acquisition point on the vessel accurate to within 1 m, <b>in accordance with annex 11.</b>
6	Small craft may be equipped with an Inland AIS device, a Class A AIS device, or a Class B AIS device. Inland AIS devices should be in conformity with the International Standard for Tracking and Tracing Inland Waterways (VTT) (Resolution No. 63) and radiotelephone regulations. Class A AIS devices should be in conformity with IMO regulations. Class B AIS devices should be in conformity with international telecommunications and electrotechnical regulations.	6 Small craft <b>employing AIS shall use only AIS devices in conformity with article 7.06, paragraph 3, of the Rhine Vessels Inspection Regulations;</b> <sup>6</sup> <b>Class A AIS devices having a type approval in accordance with the requirements of IMO, or Class B AIS devices shall be in conformity with the corresponding requirements of recommendation ITU-RM.1371, of directive 1999/5/EC (on radio equipment and telecommunications terminal equipment) and of international standard IEC 62287-1 or 2 (including DSC channel management). The Inland AIS device shall be in good working condition at all times and the data entered in the device shall continuously correspond with the actual data relating to the vessel or convoy.</b>
7	Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.	7 Small craft that have not been assigned a unique European vessel identification number (ENI) are not required to transmit the data referred to in paragraph 4 (d) above.
8	Small craft employing AIS shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.	8 Small craft employing AIS shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel..
9	For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1 shall apply by analogy.	9 -

<sup>5</sup> In the French text, the accuracy of 1 m is added : "point d'acquisition de l'information relative à la position à bord du bateau avec une précision au metre"

<sup>6</sup> 3. Les appareils AIS Intérieur doivent être d'un type agréé par l'autorité compétente d'un Etat Riverain du Rhin ou de la Belgique sur la base du Standard d'essai (résolution 2007-I-15), édition 2.0. Les prescriptions de l'annexe N, partie I, relatives au montage et au contrôle de fonctionnement d'appareils AIS Intérieur doivent être observées. Le Standard d'essai ainsi que les listes des appareils AIS agréés conformément à l'annexe N ou sur la base d'agréments de type dont l'équivalence est reconnue sont publiées par la Commission Centrale (covered by article 4.07, paragraph 1 of CEVNI)

**D. Annex 11 to RPNR**

*Data to be entered in the Inland AIS device : indication of the navigational status and the position acquisition point on the vessel*

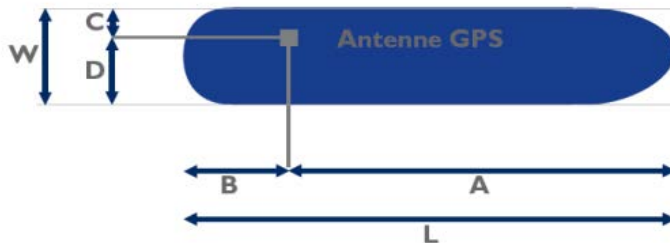
1. Navigational status

0	under way using engine
1	at anchor
2	not under command
3	restricted manoeuvrability
4	constrained by her draught
5	moored
6	aground
7	engaged in fishing
8	under way sailing
9 to 13	reserved
14	AIS-SART (active)
15	Not defined

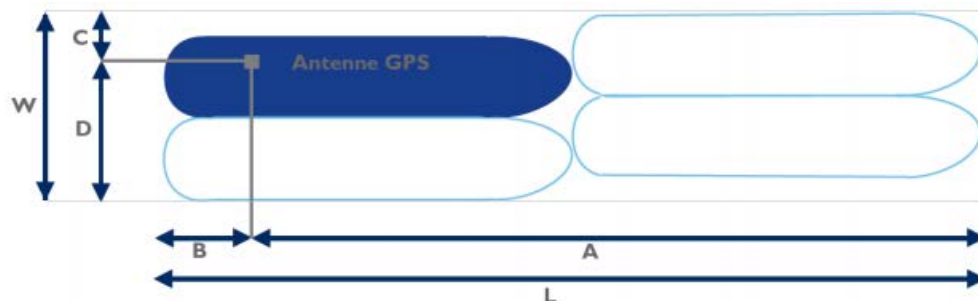
2. Position acquisition point on the vessel

The boatmaster must enter the values of A, B, C and D with an accuracy of 1 m.

The dimension A is oriented towards the bow.



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



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



**E. Amendment proposal for Article 4.07***Article 4.07 – Inland Automatic Identification System (AIS) and Inland ECDIS*

1. Vessels shall be equipped with Inland AIS devices in conformity with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and ITU Radio Regulations. The Inland AIS device shall be certified and installed in conformity with the requirements of the competent authority and shall be in good working condition. The competent authority may exempt sea-going vessels from these requirements.

The following vessels shall not be subject to these requirements:

- (a) Vessels in convoys, except the vessel that provides the main propulsion;
- (b) Small craft, **except for:**
  - **Police vessels equipped with radar devices; and**
  - **Vessels holding an inspection certificate [in conformity with the Rhine Vessels Inspection Regulations or a certificate deemed to be equivalent in accordance with those Regulations];**
- (c) Vessels without their own means of propulsion;
- (d) Ferry boats not moving independently.
- (e) **Floating equipment without their own means of propulsion.**

2. The Inland AIS device shall be switched on at all times and the data entered in the device shall at all times correspond with the actual data relating to the vessel or convoy. This requirement does not apply to :

- (a) stationary vessels in berthing areas designated by the competent authorities ;
- (b) **If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure,**
- (c) **To police vessels, if the transmission of AIS data is likely to compromise policing tasks.**

The vessels referred to in paragraph 1 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.

3. ITU Radio Regulations apply to the sending of messages via Inland AIS.

**3a. Vessels that are required to be equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode or similar chart display devices, which shall be linked with the Inland AIS devices, and the vessels are required to use them in conjunction with an up-to-date electronic inland navigation chart.**

**The Inland ECDIS devices in information mode, comparable electronic chart display devices and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode and comparable chart display devices for using Inland AIS data on board vessels.**

4. In accordance with chapter 2 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and the respective ITU Recommendation, at least the following data shall be transmitted:

- (a) User identifier (Maritime Mobile Service Identity, MMSI);

- (b) Name of vessel;
- (c) Type of vessel or convoy **in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation**;<sup>7</sup>
- (d) Unique European vessel identification number (ENI) or IMO number;
- (e) Overall length of the vessel or convoy (decimetre accuracy);
- (f) Overall beam of the vessel or convoy (decimetre accuracy);
- (g) Position (WGS-84);
- (h) Speed over ground (SOG);
- (i) Course over ground (COG);
- (j) Time of electronic position fixing device;
- (k) Navigational status ~~(e.g. under way using engine, at anchor, moored)~~ **in accordance with [annex 11]**;
- (l) Position acquisition point on the vessel in metre accuracy (e.g. GNSS antenna);
- (m) Position accuracy ~~(GNSS/DGNSS)~~;<sup>8</sup>
- ~~(n) Type of Electronic Positioning Fixing Device (e.g. GPS, Galileo, Glonass).~~<sup>7</sup>

5. The boatmaster shall immediately update the following data if it has changed:

- (a) Overall length;
- (b) Overall beam;
- (c) Type of convoy **in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation**;
- (d) Navigational status **in accordance with [annex 11]**;
- (e) Position acquisition point on the vessel **in metre accuracy**.

6. Small craft may be equipped with an Inland AIS device, a Class A AIS device, or a Class B AIS device. Inland AIS devices should be in conformity with the International Standard for Tracking and Tracing Inland Waterways (VTT) (Resolution No. 63) and radiotelephone regulations. Class A AIS devices should be in conformity with IMO regulations. Class B AIS devices should be in conformity with ~~international telecommunications and electrotechnical regulations~~ **the corresponding requirements of recommendation ITU-RM.1371, [of directive 1999/5/EC (on radio equipment and telecommunications terminal equipment)] and of international standard IEC 62287-1 or 2 (including DSC channel management). The Inland AIS device shall be in good working condition at all times and the data entered in the device shall continuously correspond with the actual data relating to the vessel or convoy.**

7. Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.

8. Small craft employing AIS shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.

9. For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1 shall apply by analogy.

<sup>7</sup> See ECE/TRANS/SC.3/WP.3/2018/12, para. 17.

<sup>8</sup> See ECE/TRANS/SC.3/WP.3/2018/12, para. 15.

[Annex 11 Data to be entered in the Inland AIS device : indication of the navigational status]

0	under way using engine
1	at anchor
2	not under command
3	restricted manoeuvrability
4	constrained by her draught
5	moored
6	aground
7	engaged in fishing
8	under way sailing
9 to 13	reserved
14	AIS-SART (active)
15	Not defined

### III. Article 7.06 and Annex 7

#### F. Comparison of Article 7.05 and 7.06 of CEVNI 5 with Article 7.06 of RPNR

CEVNI - European Code for Inland Waterways - rev. 5      RPNR - Règlement de police pour la navigation du Rhin

#### Article 7.06 **Berthing authorized for certain types of vessels**      Article 7.06 **Particular berthing areas**

In berths displaying one of the signs E.5.4 to E.5.15 (annex 7)<sup>9</sup>, berthing shall be authorized only for the types of vessel for which the sign is valid, **and only on the side of the waterway on which the sign is placed.**

1 In berths displaying one of the signs E.5.4 to E.5.15 (annex 7), berthing shall be authorized only for the types of vessel for which the sign is valid.

#### Article 7.05 **Berthing areas**

5 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.

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.

3 **In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.**

<sup>9</sup> Sign E.5.1 – difference between CEVNI and RPNR

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**4 Paragraph 3 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.**

**G. Amendment proposal to Article 7.06**

*Article 7.06 – Berthing authorized for certain types of vessels*

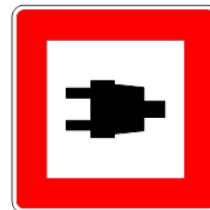
1. In berths displaying one of the signs E.5.4 to E.5.15 (annex 7), berthing shall be authorized only for the types of vessel for which the sign is valid, and only on the side of the waterway on which the sign is placed.
2. **In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.**
3. **Paragraph 2 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.**

**H. Amendment proposal to Annex 7 of CEVNI**

After B.11b, *add*

B.12

Obligation to use onshore power supply point  
(See article 7.06 paragraph 2)



**IV. Article 8.02**

**I. Comparison of Article 8.02 of CEVNI 5 and Article 12.01 of RPNR**

Article 8.02 Reporting requirements

Article 12.01 Reporting requirements

1 Boatmasters of the following vessels and convoys shall, **prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7),** report their presence on the indicated radiotelephone channel:

1 Boatmasters of vessels and convoys shall, **prior to entering the areas listed in paragraph 8 below,**<sup>10</sup> report by radiotelephone on the channel as indicated:

<sup>10</sup> Para. 8 prescribes sign B.11 and an additional sign marked « Reporting requirement »

<p>(a) vessels <b>and convoys</b> carrying dangerous goods in accordance with the provisions of ADN;</p> <p>(b) vessels transporting <b>more than 20</b> containers;</p> <p>(c) <b>vessels without their own means of propulsion;</b></p> <p>(d) seagoing vessels, <b>except for pleasure crafts;</b></p> <p>-</p> <p>(e) special transport referred to in article 1.21;</p> <p>(f) <b>other vessels and convoys as required by the competent authorities.</b></p>	<p>(a) Vessels with goods on board whose transport is subject to ADN;</p> <p>(b) <b>Tank vessels;</b></p> <p>(c) Vessels carrying containers;</p> <p>(d) <b>Vessels longer than 110 m;</b></p> <p>(e) <b>Cabin vessels;</b></p> <p>(f) <b>Seagoing vessels;</b></p> <p>(g) <b>Vessels with an LNG system on board;</b></p> <p>(h) Special transport referred to in article 1.21.</p>
<p>2 The boatmasters mentioned in paragraph 1 shall communicate the following data:</p> <p>(b) name of vessel;</p> <p>(d) unique European vessel identification number or official number; for seagoing vessels: IMO number;</p> <p>(a) category of vessel;</p> <p>(e) maximum load; <b>for seagoing vessels: deadweight tonnage;</b></p> <p>(f) length and breadth of vessel;</p> <p>(g) type, length and breadth of <b>convoy;</b></p> <p>-</p>	<p>2 The following shall be indicated in connection with the reporting requirement:</p> <p>(a) Name of the vessel <b>and, for convoys, of all the vessels of the convoy;</b></p> <p>(b) Unique European vessel identification number or official vessel number, IMO number for maritime vessels <b>and, for convoys, of all the vessels of the convoy;</b></p> <p>(c) <b>Vessel or convoy category and, for convoys, category of all the vessels, in accordance with annex 12;</b></p> <p>(d) Maximum load of the vessel <b>and, for convoys, of all the vessels of the convoy;</b></p> <p>(e) Length and breadth of the vessel <b>and, for convoys, length and breadth of the convoy and all vessels of the convoy;</b></p> <p>(f) <b>Presence on board of an LNG system;</b></p>

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| <p>(l) nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1(a)-(d) and (f) and 5.4.1.2.1(a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a)-(e) of the Regulations annexed to ADN for carriage in tank-vessels);</p> <p>(o) number of containers on board.</p> <p>(n) number of persons on board;</p> <p>(c) position, direction of navigation;</p> <p>(h) draught (only on special request);</p> <p>(i) route;</p> <p>(j) loading port;</p> <p>(k) unloading port;</p> <p>3 The data given in paragraph 2 above, except those in (c) and (h), may be communicated by other services or persons to the competent authority either in writing, or by telephone or if possible electronically. In all cases, the boatmaster shall report when his vessel or convoy enters the sector subject to the reporting requirement and when it leaves the sector again.</p> | <p>(g) <b>For vessels with goods on board whose transport is subject to ADN:</b></p> <p style="padding-left: 20px;">(aa) UN number or number of dangerous goods;</p> <p style="padding-left: 20px;">(bb) Proper shipping name for the transport of dangerous goods, supplemented, where necessary, by the technical name;</p> <p style="padding-left: 20px;">(cc) Class, classification code and, where necessary, packing group of the dangerous goods,</p> <p style="padding-left: 20px;">(dd) Total quantity of dangerous substances for which such information applies;</p> <p style="padding-left: 20px;">(ee) Number of blue lights/blue cones;</p> <p>(h) <b>For vessels with goods on board whose transport is not subject to ADN and which are not transported in a container, nature and quantity of the cargo;</b></p> <p>(i) Number of containers on board, <b>according to their size and loading condition (loaded or unloaded) and respective placement of containers according to the stowage plan and their type;</b></p> <p>(j) <b>Number of the container of containers of dangerous goods;</b></p> <p>(k) Number of persons on board;</p> <p>(l) Position, direction of navigation;</p> <p>(m) Draught (only on special request);</p> <p>(n) <b>Route with information on the port of departure and destination;</b></p> <p>(o) Loading port;</p> <p>(p) Unloading port.</p> <p>3 The data given in paragraph 2 above, except those in (l) and (m), may be communicated by other services or persons to the competent authority either in writing or by telephone or electronically.</p> <p>In all cases, the boatmaster shall report when his vessel or convoy enters the area subject to the reporting requirement and when it leaves the area again.</p> <p>4 <b>Where the boatmaster or other service or person reports electronically:</b></p> <p>(a) <b>The report shall be made in accordance with the April 2013 edition of the Standard for Electronic Ship Reporting in Inland Navigation.</b></p> |
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- (b) **Notwithstanding paragraph 2 (c), the type of vessel or convoy according to the standard mentioned in 4 (a) must be indicated.**
- 5 **For vessels and convoys with containers on board, the report referred to in paragraph 2 above, except the information contained in (l) and (m), shall be transmitted electronically.**
- 4 When a vessel's journey is interrupted in the sector subject to the reporting requirement for more than two hours, the boatmaster shall report the beginning and end of the interruption.
- 6 When a vessel's journey is interrupted in one of the areas referred to in **paragraph 8 below** for more than two hours, the boatmaster shall report the beginning and end of the interruption.
- 5 When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately.
- 7 When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately. **The change in data shall be communicated through the channel as indicated in writing or electronically.**
- 8 **In the following areas:<sup>11</sup>**
- (a) **From Basel (Mittlere Rheinbrücke, p km point 166.53) to Lauterbourg (km point 352.00),**
- (b) **From Lauterbourg (km point 352.00) to Gorinchem (km point 952.50),**
- (c) **From Pannerden (km point 876.50) to Krimpen sur le Lek (km point 989.20), indicated by sign B. 11 and an additional sign marked "Reporting requirement", the reporting requirement referred to in paragraph 1 above is applicable on the following conditions:**
- **in the area referred to in (a), convoys without goods on board whose carriage is subject to ADN are exempted from the reporting requirement;**
- **in the area referred to in (b), out of convoys without goods on board whose carriage is subject to ADN, only those having a length exceeding 140 m and a beam exceeding 15 m, must report, and in the area referred to in (c) only convoys having a length exceeding 110 m and a beam exceeding 12 m must report,**

<sup>11</sup> Covered by Article 12.01 CEVNI.

- in the areas referred to in (b) and (c), the information referred to in paragraph 2 (a), (b) and (c), shall also be provided during the passage through other traffic control posts, power stations and locks, as well as points for reporting as indicated by sign B.11.

**9 The competent authority may:**

- (a) Establish other reporting requirements for supply vessels;
- (b) Establish a reporting requirement and its substance for day-trip vessels.

- 6 The competent authority shall not transmit these data to third parties with the exception of the neighbouring competent authorities along the vessel's route. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.**

**J. Amendment proposal to Article 8.02**

*Article 8.02 – Reporting requirements*

1. Boatmasters of the following vessels and convoys shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7), **which may be complemented with an additional sign marked « Reporting requirement »**, report their presence on the indicated radiotelephone channel:

(a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;

**(aa) Tank vessels;**

(b) Vessels transporting more than 20 containers;

(c) Passenger vessels except for day-trip vessels;

**(ca) Vessels longer than 110 m;<sup>12</sup>**

**(cb) Cabin vessels;<sup>13</sup>**

(d) Seagoing vessels, except for pleasure crafts;

**(da) Vessels with an LNG system on board;**

(e) Special transport referred to in article 1.21;

<sup>12</sup> Could be omitted (see (f)).

<sup>13</sup> Could be omitted (see (f)).



- (f) Other vessels and convoys as required by the competent authorities.
2. The boatmasters mentioned in paragraph 1 shall communicate the following data:
- (a) category of vessel **or convoy and, for convoys, category of all the vessels, in accordance with [annex 12];**
  - (b) name of vessel **and, for convoys, of all the vessels of the convoy;**
  - (c) position, direction of navigation;
  - (d) unique European vessel identification number or official number; for seagoing vessels: IMO number, **and, for convoys, of all the vessels of the convoy;**
  - (e) maximum load **and, for convoys, of all the vessels of the convoy;** for seagoing vessels: deadweight tonnage;
  - (f) length and breadth of vessel **and, for convoys, length and breadth of the convoy and all vessels of the convoy;**
  - ~~(g) type, length and breadth of convoy;~~
  - (h) draught (only on special request);
  - (i) route **with information on the port of departure and destination;**
  - (j) loading port;
  - (k) unloading port;
  - (l) nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1 (a)-(d) and (f) and 5.4.1.2.1 (a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a)-(e) of the Regulations annexed to ADN for carriage in tank-vessels).

*Subparagraph (l) may be replaced with:*

**For vessels with goods on board whose transport is subject to ADN:**

- (aa) **UN number or number of dangerous goods;**
- (bb) **Proper shipping name for the transport of dangerous goods, supplemented, where necessary, by the technical name;**
- (cc) **Class, classification code and, where necessary, packing group of the dangerous goods,**
- (dd) **Total quantity of dangerous substances for which such information applies;**
- (ee) **Number of blue lights/blue cones;**
- (m) signalization required for the carriage of dangerous goods;<sup>14</sup>
- (n) number of persons on board;
- (o) number of containers on board, **according to their size and loading condition (loaded or unloaded) and respective placement of containers according to the stowage plan and their type;**
- (p) **Number of the container of containers of dangerous goods.**

<sup>14</sup> If subparagraph (l) is modified, (m) could be deleted.

3. The data given in paragraph 2 above, except those in (c) and (h), may be communicated by other services or persons to the competent authority either in writing, or by telephone or if possible electronically. In all cases, the boatmaster shall report when his vessel or convoy enters the sector subject to the reporting requirement and when it leaves the sector again.

**3a. Where the boatmaster or other service or person reports electronically:**

(a) **The report shall be made in accordance with the International Standard for Electronic Ship Reporting in Inland Navigation (Resolution No. 79);**

(b) **Notwithstanding paragraph 2 (c), the type of vessel or convoy according to the standard mentioned in 4 (a) must be indicated.**

**3b. The report referred to in paragraph 2 above, except the information contained in (l) and (m), shall be transmitted electronically for the following:**

(a) **Convoys and vessels with containers on board;**

(b) **Convoys and vessels with at least one vessel intended for the carriage of goods in fixed tanks.**

4. When a vessel's journey is interrupted in the sector subject to the reporting requirement **mentioned in paragraph 1 above** for more than two hours, the boatmaster shall report the beginning and end of the interruption.

5. When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately. **The change in data shall be communicated through the channel as indicated in writing or electronically.**

**5a. The competent authority may:**

(a) **Establish other reporting requirements for supply vessels;**

(b) **Establish a reporting requirement and its substance for day-trip vessels.**

6. The competent authority shall not transmit these data to third parties with the exception of the neighbouring competent authorities along the vessel's route. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

## **V. Categories of vessels (a new Annex) based on Annex 12 to RPNR**

### **[Annex 12] List of categories of vessels and convoys**

Name:

- Motor tanker
- Motor cargo vessel
- Canal barge
- Tug
- Pusher
- Tank barge
- Dumb barge
- Tank lighter / Pushed tank barge
- Cargo lighter

- Ship-borne lighter / Ship-borne barge
  - Day-trip vessel
  - Cabin vessels
  - High-speed vessel
  - Floating equipment
  - Worksite vessel
  - Pleasure craft
  - Pushed convoy
  - Side-by-side formation
  - Towed convoy
  - Vessel (unknown type).
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