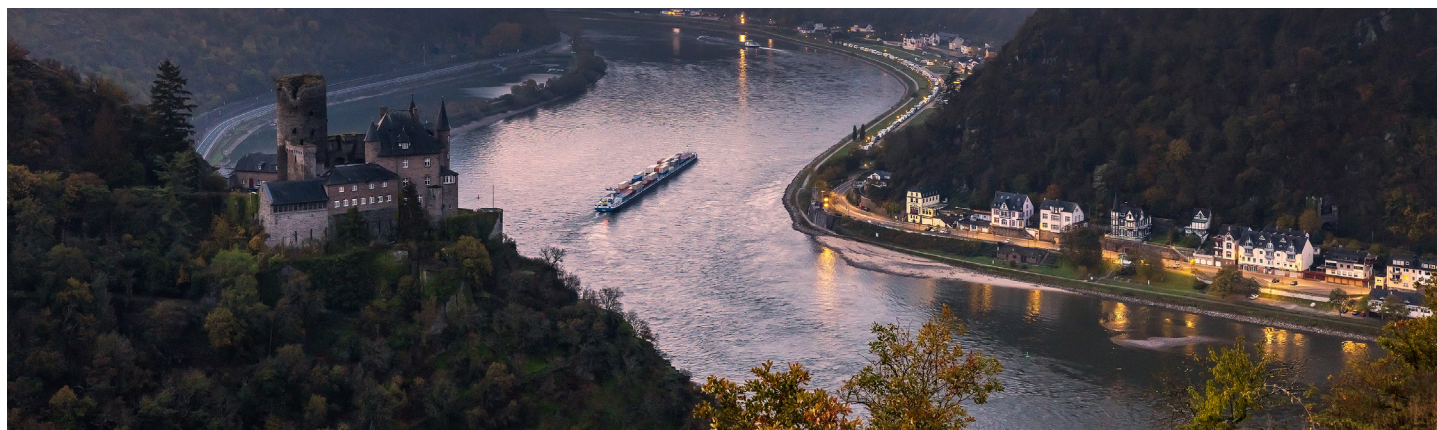


AUTUMN PLENARY SESSION 2022 OF THE CCNR

Ref: CC/CP (22)14



The Central Commission for the Navigation of the Rhine (CCNR) held its plenary autumn session on 8th December 2022, in Strasbourg. On the programme: the ongoing work on automation, the updating of police regulations, Rhine waterway-related issues, and the economic situation of the inland navigation sector. Mr Diégo Colas, the head of the French delegation, chaired the meeting.

AUTOMATED NAVIGATION FRONT AND CENTRE OF THE CCNR'S ACTIVITIES

Nowadays, automated navigation covers a very wide range of technical solutions and use cases - ranging from simple navigation assistance to fully automated navigation. In 2018, the CCNR adopted the first ever [international definition of levels of automation in inland navigation](#). This definition provided a common understanding of automated navigation. Today it is widely used by inland navigation pilot projects, national authorities and international institutions. Based on lessons learned in recent years, the CCNR has updated this definition with the addition of clarification on terminology and different levels of automation. Finally, the connection between automated navigation and remote control is clarified in an explanatory notice that also provides examples of levels of automation.

The CCNR has also created a new legal basis that provides for temporary derogation from the [Rhine Police Regulations](#) (RPR) for certain pilot projects in the automated navigation arena. This concerns craft aboard which crew tasks are automated, or remotely controlled craft. The amendment defines the necessary

legal framework and the preconditions for granting a temporary derogation from the RPR in the context of a pilot project. To this end, the craft must not affect safe and orderly navigation and must exhibit an equivalent level of safety to that of other craft navigating on the Rhine. True to the spirit of a single Rhine regime, the authorisation granted may include stretches of the Rhine in several countries. The experience gained from these pilot projects will feed into the CCNR's future regulatory work supporting innovation. This amendment will come into force on 1st December 2023.

INCREASE IN THE MAXIMUM SPEED BETWEEN BINGEN AND ST. GOAR IN THE EVENT OF THE HIGH WATER MARK I BEING EXCEEDED

In response to a request from the profession, and subsequent to a study by the German Federal Waterways Engineering and Research Institute (Bundesanstalt für Wasserbau - BAW), the CCNR adopted an amendment to the RPR. This amendment aims to amend the maximum speed for downstream navigation in the Gebirge section, between Bingen and St. Goar, when the high watermark I is exceeded. The permitted maximum speed then increases from 20 km/h to 24 km/h between Rhine km 528.50 and 556.00. The aim is to improve the safe navigation of the Rhine by improving craft manoeuvrability on this stretch. Indeed, the current and future development of the fleet foreshadows an increase in the number of large motor vessels, large convoys and side-by-side formations. This amendment will come into force on 1st December 2023.

ADAPTATION OF THE RPR TO OVERNIGHT MOORING PORTS

The RPR has been supplemented with requirements relating to the overnight mooring port of Spijk on the Boven-Rijn, and the port of Bergambacht on the Lek. As for the port of Spijk, it is currently under construction and is scheduled to enter service in 2023. The conditions governing the use of the refuge and safety port of Emmerich have also been incorporated in the RPR. The provisions relating to these various overnight mooring ports have been clarified, especially in respect of the loading and unloading of craft, bunkering operations, the docking of convoys longer than 135 m, conditions of entry, permitted mooring durations, and the necessary communication with the authorities. These amendments will come into force on 1st December 2023.



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TECHNICAL REQUIREMENTS FOR VESSELS

At the plenary session, the CCNR adopted a resolution jointly amending the 3 Regulations [RVIR](#), [RPR](#) and [RPN](#) to refer to the ES-TRIN 2023/1. This decision is part of a coordinated approach with the European Union to implement the ES-TRIN 2023/1, with effect from 01 January 2024, by means of references in the CCNR's and EU's respective legislative frameworks. In particular, ES-TRIN 2023/1 includes requirements on low flashpoint fuels and fuel cells, waste water collection, passenger vessels, and the repair of engines in service.

TRANSPORT OF DANGEROUS GOODS

In collaboration with the Secretariat of the UN-ECE, the Secretariat of the CCNR played an active role in drafting the 2023 edition of the ADN. The ADN 2023 was translated into German by the CCNR and can be downloaded from the [website](#) as of 1st December 2022.

The work on revision of the International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT) has been finalised. The work was done in partnership with the Oil Companies International Marine Forum (OCIMF). The 2022 edition of the guide is a compilation of good practices identified by the industry. It is compatible with the Regulations annexed to The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), which applies on the Rhine. This second edition of the ISGINTT aims to make the transport of dangerous goods even safer, in particular the interface between tankers and shore installations.

RHINE WATERWAY-RELATED ISSUES

The CCNR has approved various construction projects on the Rhine, such as:

- the construction of a loading station in the vicinity of Chalampé;
- the construction of cabin vessel berths on the Upper Rhine at Volgelsheim and at Huningue;
- the creation of a fish ladder on the hydroelectric power station at Marckolsheim, on the Upper Rhine.

The CCNR has noted the closure of various lock sluices on the Upper Rhine so that maintenance work can be carried out. Finally, the CCNR has also adopted the equivalent 2022 low water level. This water level is important to maintenance of the waterway. None of these changes in water levels hinder the navigation of the Rhine. On the contrary, these measures adopted by the CCNR help to ensure the prosperity of Rhine and European navigation and a high degree of safety both for navigation and the environment.

ECONOMIC SITUATION OF INLAND NAVIGATION IN EUROPE

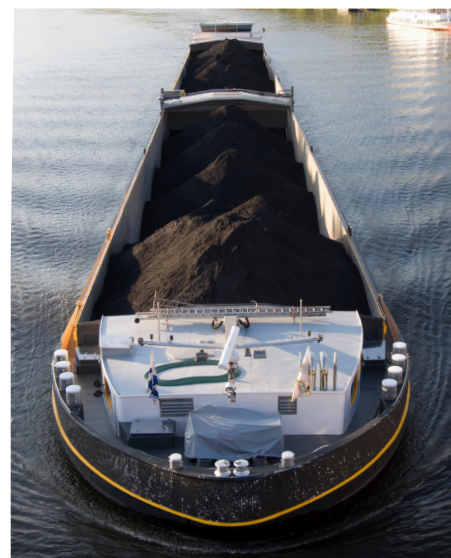
The economic situation of inland navigation, in the first half of 2022, was the subject of a resolution. Freight transport by waterway has thus exhibited a slight decline for the Rhine and Rhine during this period. This decline is primarily as a result of the effects of Russia's war of aggression against Ukraine. However, the main exception is coal shipments, which have increased by around 26%. As for passenger transport, according to figures for the Iffezheim lock, it experienced a marked recovery in the second half of 2021 and the first half of 2022.

As a reminder, the CCNR's annual, biannual and thematic reports can be viewed online at <https://www.inland-navigation-market.org>.

NEXT PLENARY SESSION

The next plenary session of the CCNR will be in Strasbourg on 7th June 2023.

All the resolutions adopted during the plenary session will be available on the CCNR's website with effect from mid January 2023, on the following page: <https://www.ccr-zkr.org/13020400-fr.html>.



ABOUT THE CCNR

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that exercises an essential regulatory role in the navigation of the Rhine. It is active in the technical, legal, economic and environmental fields. In all its areas of action, its work is guided by the efficiency of transport on the Rhine, safety, social considerations, and respect for the environment. Many of the CCNR's activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The CCNR works closely with the European Commission as well as with the other river commissions and international organisations.



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