CCNR decisions for Inland AIS and electronic chart display device

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Compulsory Inland AIS and electronic chart display system, Workshop October 1st 2014
Agenda

1. A few dates

2. AIS

3. Electronic charts and display system

4. Why these obligations?
1. A few dates

2001: CCNR adopted the ECDIS Standard

2004: *International Maritime Organisation: AIS mandatory for all seagoing (SOLAS) vessels on international voyages*

2006: CCNR adopted the VTT Standard for Inland Navigation

2008: CCNR published VTT Technical Clarifications and Test Standard

2010: CCNR declared intention of introducing mandatory installation and use of Inland AIS

Dec.1\textsuperscript{st} 2014: AIS + electronic charts display system mandatory on the International Rhine

⇒ Resolutions 2013-II-16,19, 2014-I-11,12,13
2. AIS obligation on the Rhine

CCNR Regulations

→ Rhine Police Regulations, article 4.07:
  • equipment obligation
  • usage obligation

→ Rhine Vessel Inspection Regulations, article 7.06:
  • competent authorities for approval of Inland AIS equipment
  • approved Inland AIS equipment
  • approved specialised firms for the installation of Inland AIS equipment
2. AIS obligation on the Rhine

**Installation obligation**

AIS system secured by Vessel Inspection Regulations:

- approved equipment only (list available on www.ccr-zkr.org)
- approved installation company only (list available on www.ccr-zkr.org)

Exceptions:

- Small crafts
- Non-motorised barges or floating crafts

But includes:

- Small crafts with a CCNR visit certificate (or equivalent)
- Small police crafts with a radar

Small crafts with AIS must comply with CCNR regulations (or class A/B)
2. AIS obligation on the Rhine

Usage obligation

Exceptions:
- Vessels in a convoy
- Certain ports, for night stays (Rhine Police regulations, art.14.11, §1)
- Certain waterbodies separated from the fairway (competent authorities)
- Police crafts during certain tasks

But includes:
- The vessel which ensures the main convoy propulsion

⚠️ At all time, all data transmitted must be correct and up-to-date
3. Electronic charts and display system obligation

Vessels obliged to use AIS
= **obliged to connect AIS with Electronic charts display system**

Exception:
- crossing ferries

Rhine Commission recommends standard ECDIS viewers in information mode (Resolution 2013-II-16)

⇒ but allows comparable systems, if they respect minimum requirements…
3. Electronic charts and display system obligation

Minimum requirements:

- Charts:
  - Clear indication of the fairway
  - Stored locally

- Display systems:
  - Good link to AIS
  - During voyage, used only for the charts display
  - Visible from the pilot’s position

- Software:
  - Indicates the correct up-to-date position of the owner vessel
  - Indicates the correct up-to-date position of the other vessels
  - Indicates detailed AIS data (Police regulations, art. 4.07, §4)
4. Why these obligations?

AIS + Electronic chart display system:

- Better security
  - See around bends, behind mountains
  - Completes the Radar

- Full screen display
  - AIS alone = MKD
  - Security = good understanding
Any questions?