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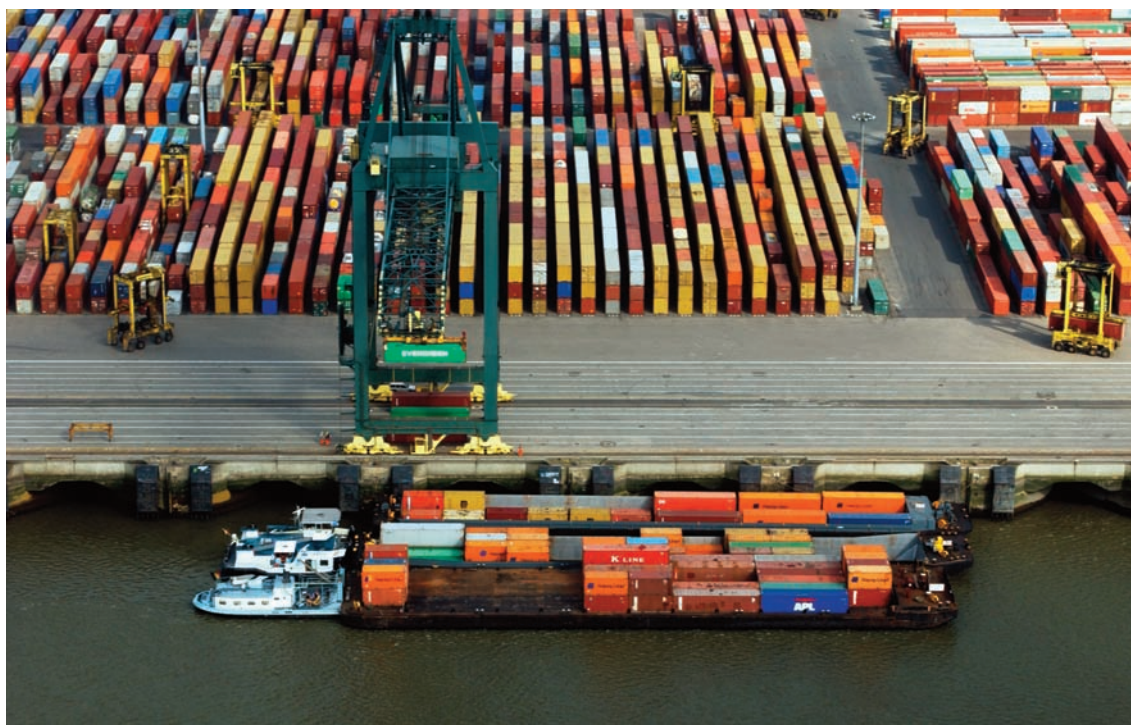
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1. CESNI and ES-TRIN

1.1. ES-TRIN: SPECIAL PROVISIONS APPLICABLE TO ELECTRIC VESSEL PROPULSION

In ES-TRIN 2017 Chapter 11 has been left void. The provisions applicable to electric vessel propulsion will be issued for the first time in ES-TRIN 2019 on 01.01.2020.

Chapter 11 aims to define the technical requirements applicable to electric propulsion systems with regard to state-of-the-art developments, and with a view to ensuring the maintenance of a high level of safety in inland navigation.

Article 11.00	<i>Definitions</i>
Article 11.01	<i>General provisions for electric vessel propulsion</i>
Article 11.02	<i>Generators, transformers and switchgear for electric vessel propulsion</i>
Article 11.03	<i>Electric propulsion motors for electric vessel propulsion</i>
Article 11.04	<i>Power electronics for electric vessel propulsion</i>
Article 11.05	<i>Monitoring equipment</i>
Article 11.06	<i>Control, regulation and automatic power limitation</i>
Article 11.07	<i>Protection of the electric vessel propulsion</i>
Article 11.08	<i>Testing of the electric vessel propulsion</i>
Article 11.09	<i>Electric auxiliary propulsion with power electronics</i>

The transitional provisions only apply to Newly-built craft and to the Replacement or Conversion of the parts or areas concerned (N.R.C. without an end date).

1.2. ES-TRIN 2017, 2019 and 2021

ESTRIN 2017 (+ corr. 1 and corr. 2) is in force since 07.10.2018.

The following revisions are scheduled.

ESTRIN 2019 will enter into force on 01.01.2020. The text is already adopted (see <https://www.cesni.eu/nl/documents/es-trin-2019/>). Some amendments are anticipated.

ESTRIN 2021 will enter into force on 01.01.2022.

1.3. ES-TRIN 2021

Several amendments were adopted in the drafting of ES-TRIN 2021:

1. Clarification of draught marks and draught scale requirements, taking into account navigational zones (Chapter 4);
2. Editorial amendments for motor vessels (concept of “motor cargo vessel” and “motor tanker”);
3. An update of the edition of the standards (for example: EN 62619:2017 and EN 62620:2015 (Lithium-ion accumulator); EN 1306:2018 (connection for the discharge of waste water; ...);
4. Provisions for special anchors with a reduced mass (a new anchor type will be included in ESI-II-9-Section 1);
5. Clarification of the terms “fail-safe power supply” and “fail-safe power supply circuit”;
6. Transitional provisions for standards relating to craft operating exclusively on waterways outside the Rhine (Chapter 33).

1.4. CESNI / PT / PAX

The interpretation of some specific rules for inland navigation passenger vessels is under discussion, including those for:

- Fire bulkheads
- The safety rota
- Small day-trip vessels

In the past, such vessels were built with wood. This material was later superseded by steel. However, today it is necessary to study and propose new rules for the use of materials other than steel. The deployment of alternatives such as aluminium and “plastic” are under discussion.

Two other meetings of the Working Group CESNI/PT/Pax have been scheduled for April and October 2020.



1.5. COMMISSION DELEGATED REGULATION (EU) 2019/1668 of 26 June 2019, which amends Directive (EU) 2016/1629 of the European Parliament and European Council laying down technical requirements for inland waterway vessels.

Annex II of Directive (EU) 2016/1629 ("MINIMUM TECHNICAL REQUIREMENTS APPLICABLE TO CRAFT ON INLAND WATERWAYS OF ZONES 1, 2, 3 AND 4") is replaced by the text of ES-TRIN standard 2019/1. This Regulation shall apply from 1 January 2020.

1.6. Corrigendum to Directive (EU) 2016/1629 of the European Parliament and European Council dated 14 September 2016 which lays down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC.

On page 133, Article 28:

For:

'Documents falling within the scope of this Directive and issued by the competent authorities of the Member States under Directive 2006/87/EC before 6 October 2016 shall remain valid until they expire.'

Read:

'Documents falling within the scope of this Directive and issued by the competent authorities of the Member States under Directive 2006/87/EC before 6 October 2018 shall remain valid until they expire.'

2. UNECE and ADN

2.1. Approval of loading instrument

The Multilateral Agreements ADN/M 014, 015 and 016 under section 1.5.1 of the Regulations annexed to ADN on furnishing proof of sufficient intact stability in accordance with 9.3.1.13.3, 9.3.2.13.3 and 9.3.3.13.3 of ADN shall be valid until 31 December 2019 for carriage in the territories of those ADN Contracting Parties signatory to this Agreement.

According to 9.3.x.13.3, "the proof of sufficient stability shall be shown for every operating, loading and ballast condition in the stability booklet, to be approved by the recognized classification

society, which classes the vessel. If it is unpractical to pre-calculate the operating, loading and ballast conditions, a loading instrument approved by the recognised classification society which classes the vessel shall be installed and used which contains the contents of the stability booklet.”



2.2. IWG-Membrane Tanks

The Safety Committee has invited the informal working group on membrane tanks to develop the provisions for carriage in membrane tanks. Proposed amendments to the ADN2019 will be submitted at the next session of the Safety Committee in January 2020.

A list of substances suitable for carriage in membrane tanks has been established; the list would include the following substances: UN numbers 1010, 1011, 1012, 1020, 1030, 1033, 1038, 1055, 1063, 1077, 1086, 1965, 1972, 1978 and 9000.

2.3. ADN 2021

The ADN 2021 is being prepared; it will enter into force on 01.01.2021.

Amendments to ADN 2021 must be adopted by January 2020 at the latest.

Those amendments already adopted can be found in the last Reports of the Safety Committee (<https://www.unece.org/trans/main/dgdb/ac2/ac2rep.html>) :

- ECE/TRANS/WP.15/AC.2/68 (Aug 2018) ,
- ECE/TRANS/WP.15/AC.2/70 (Jan 2019) ,
- and, ECE/TRANS/WP.15/AC.2/72 (Aug 2019).

2.4. End of some ADN Transitional Provisions on Dec. 31, 2020

Vessels in service have to meet the requirements of the paragraphs mentioned hereafter by the latest at the renewal of the certificate of approval after 31 December 2020 (“N.R.M. From 1 January 2019 Renewal of the certificate of approval after 31 December 2020”).

a) 1.6.7.2.1 General transitional provisions for Dry Cargo Vessels

7.1.3.41 Smoking

8.1.2.2 (e) – (h) Documents which must be carried on board

b) 1.6.7.2.2 General transitional provisions for Tank Vessels

1.2.1 Gas detector Test according to IEC 60079-29-1:2016

1.2.1 Oxygen measuring system - Test according to EN 50104:2010

1.2.1 Oxygen meter - Test according to EN 50104:2010

7.2.2.6 Calibration of gas detection system for n-Hexane

7.2.3.41 Smoking

7.2.3.51.5 Surface temperature where T4, T5 or T6 are required

8.1.2.3 (r), (s), (t), (v) Documents which must be carried on board

8.1.6.3 Verification of the oxygen measuring system

8.1.7.2 Installations, equipment and self-contained protection systems, testing of installations, equipment and self-contained protection systems as well as compliance with the documents referred to in 8.1.2.3 (r) to (v) in respect of the situation on board

9.3.1.10.2 / 9.3.2.10.2 / 9.3.3.10.2 Height of protective Coaming

9.3.1.17.6 / 9.3.2.17.6 / 9.3.3.17.6 Oxygen measuring system - Minimum value for the Alarm

Vessels in service shall meet the requirements of the paragraphs mentioned in the table by the latest at the renewal of the certificate of approval after 31 December 2022 ("N.R.M. From 1 January 2019 Renewal of the certificate of approval after 31 December 2022").

7.1.4.53 Lighting appliances in explosion hazardous areas of zone 2

3. NATIONAL AUTHORITIES

3.1. BELGIUM: Transpositions

The EU 2016/1629 (ESTRIN) has been transposed:

- On May 16th 2019 by the Government of the Brussels-Capital Region;
- On December 13th 2018 by the Walloon Government;
- And on October 5th 2018 by the Flemish Government.

The EU 2008/68 (ADN) has been transposed:

- On May 23th 2019 by the Walloon Government;
- On September 27th 2018 by the Government of the Brussels-Capital Region;
- And on May 25th 2018 by the Flemish Government.



3.2. BELGIUM: Royal Decree dated March 8, 2007

The Flemish Government published on July 19th 2019 a Decree amending various provisions of the Royal Decree of 8 March 2007 relating to inland navigation vessels which are also operated at sea on non-international voyages.

The estuary vessels must hold a certificate, provided by a competent Belgian authority, allowing them to navigate at sea under the conditions prescribed under the national and regional regulations. The legal basis is the Royal Decree of 08 March 2007.

According to this Decree, estuary vessels must comply with the rules applicable to inland vessels and must be designed in a way to allow them to navigate at sea (sufficient stability, safety requirements). They must comply with IMO directions like MARPOL, COLREG (preventing collisions at sea) and be equipped with sea radar (navigation equipment). Meteorological aspects must also be taken into account before the captain of such inland vessels decides whether or not to perform a sea voyage.



During the last state reform, which saw many of these responsibilities transferred to the regions, the Flemish Government made several changes to this Royal Decree.

The alterations made by the Region of Flanders simplify the requirements for this category of vessel, as well as reduce the administrative procedures for shipowners. The changes are also aimed at reducing the investment cost of building estuary vessels, which have a lighter construction and are built in a more cost-effective fashion than the seagoing ships which can also sail on the same routes from Zeebrugge to Gent and Antwerp, as well as further upstream.

The below table shows an overview of the evolution of the Royal Decree:

Royal Decree of 08 March 2007	Original text
Royal Decree of 19 March 2009	Articles 1;3;5;8;9 and 10 are modified
Royal Decree of 13 March 2011	Article 1 is modified
Royal Decree of 04 July 2011	Article 3 is modified
Royal Decree of 07 May 2015	Article 1 is modified
Flemish Government Decree of 05 October 2018	Articles 1;3;5;7;8;9;10;11 and 12 are modified
Flemish Government Decree of 19 July 2019	Articles 3;4;5;7;10;11 and Annex 1 are modified

3.3. FRANCE

This section is linked to national French regulations for inland vessels, which are only available in French. For this reason, we have opted to write this article in French.

Source:

<http://www.fluvial.developpement-durable.gouv.fr/titres-de-navigation-r72.html>

Plusieurs arrêtés définissent les prescriptions techniques applicables selon les cas et les zones de navigation.

Il s'agit des textes suivants :

- Arrêté du 5 novembre 2018 relatif aux prescriptions techniques de sécurité applicables aux bateaux et aux engins flottants en navigation intérieure
- Arrêté du 2 octobre 2018 relatif au classement des zones de navigation des bateaux de commerce, des bateaux de plaisance et engins flottants et aux compléments ou allègements des prescriptions techniques applicables sur certaines de ces zones de navigation
- Arrêté du 17 octobre 2013 relatif aux titres de navigation des bateaux et engins flottants naviguant ou stationnant sur les eaux intérieures de la Guyane
- Arrêté du 20 août 2019 relatif à la délivrance de titres de navigation sur une zone de navigation restreinte

L'application de ces textes est précisée par la note technique du 12 août 2019 relative à l'application des textes de transposition de la directive (UE) 2016/1629.



- L'annexe 1 de la note technique, qui décrit les types de titres délivrés aux différentes constructions flottantes, les références des prescriptions techniques applicables et la périodicité de la visite à sec
- L'annexe 2 à la note technique, qui établit une comparaison entre les prescriptions techniques qui figuraient en annexe 1 de l'arrêté du 30 décembre 2008 et les prescriptions techniques du standard ES-TRIN 2017.

3.4. FRANCE: Arrêté du 5 novembre 2018 relatif aux prescriptions techniques de sécurité applicables aux bateaux et aux engins flottants en navigation intérieure NOR: TRAT1826430A

Le présent arrêté a pour objectif de transposer la directive (UE) 2016/1629 établissant les prescriptions techniques applicables aux bateaux de navigation intérieure.

3.5. FRANCE : Arrêté du 2 octobre 2018

Voir INSN N°8 – November 2018

3.6. FRANCE: Arrêté du 20 août 2019 relatif à la délivrance de titres de navigation sur une zone de navigation restreinte (NOR : TRET1921902A)

Cet arrêté définit les conditions de dérogation aux prescriptions techniques applicables pour la délivrance des titres de navigation des bateaux, engins flottants et établissements flottants, afin de faciliter l'innovation en navigation intérieure.

La validité du titre de navigation ainsi délivré est limitée à une zone de navigation restreinte, définie en fonction du type de bâtiment, de l'exploitation prévue, des dérogations demandées et des contraintes locales.

La procédure de recommandation auprès de la CCNR / du CESNI, pour l'instruction de demandes de dérogation au niveau communautaire ou Rhénan, reste applicable et constitue une suite logique à une dérogation délivrée en application de cet arrêté.

L'arrêté comporte cinq articles et deux annexes :

- le corps de l'arrêté définit son champ d'application (article 1), la notion de zone de navigation restreinte (article 2), l'articulation avec les procédures de délivrance et de renouvellement des titres de navigation (articles 3) et les modalités de navigation hors de la zone restreinte (article 4) ;
- l'annexe I liste les critères de définition de la zone de navigation restreinte: type de projet, exploitation, prise en compte des contraintes locales... ;
- l'annexe II décrit la procédure d'instruction d'une demande de dérogation pour un projet innovant : pièces demandées, organisation, consultations...