

## SPRING 2023 PLENARY SESSION OF THE CCNR

Ref: CC/CP (23)04



The Central Commission for the Navigation of the Rhine (CCNR) held its plenary spring session on 7<sup>th</sup> June 2023. On the programme: resolutions on the extension of mandatory electronic reporting on the Rhine, on amendments to the [Rhine Police Regulations](#) (RPR) (in particular the carriage of lighters located to starboard, and on navigation in the Gebirge sector at night) and on the Rhine waterway. Mr Diégo Colas, the head of the French delegation, chaired the meeting.

### EXTENSION OF MANDATORY ELECTRONIC REPORTING ON THE RHINE

The CCNR approved the principle of extending electronic reporting to new craft, namely:

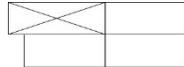
- craft having a length of more than 86m and less than or equal to 110m, with one or more holds for the carriage of freight;
- craft using a source of energy for propulsion other than diesel or liquefied natural gas.

The future extension will be implemented on the Rhine with effect from 1<sup>st</sup> December 2026. The intervening period will enable all actors (the shipping industry, authorities, etc.) to prepare.

As a reminder, article 12.01 of the RPR requires mandatory reporting for certain craft and convoys: the boatmaster or a third party is obliged to communicate information pertaining to the craft or convoy, the freight carried, and the voyage to the competent authorities. Electronic reporting facilitates data interchange between vessels and sector traffic centres compared with reporting by radio telephony or in writing. Electronic reporting is a critical technology in particular for: strategic traffic-related information, traffic management, accident prevention, statistics, and for implementing requirements.

### AMENDMENT RELATING TO LIGHTERS LOCATED TO STARBOARD

The CCNR adopted an update to the RPR concerning the carriage of lighters located to starboard (article 6.21). The amendment thus expressly permits one or more lighters to be located to port or now also to starboard of the motorised craft providing the propulsive power, be it for a pushed convoy or a side-by-side formation. In particular, this amendment permits the following assembly:



A “side-by-side formation”: an assembly composed of vessels coupled rigidly side-by-side none of which is positioned in front of the motorised craft. A pushed convoy is defined as a rigid assembly composed of craft, at least one of which is located in front of the one or two motorised craft propelling the convoy, and which are known as “pushers”.

This amendment will come into force on 1<sup>st</sup> June 2024. The aim is to improve the regulations’ clarity, to further enhance the safe and orderly navigation of the Rhine by reducing the number of couplings to be made and unmade, and thus reduce the number of manoeuvres to be performed on the Rhine. It thereby makes for improved traffic flow.

### ENTRY INTO SERVICE OF A NEW MOORING “FRISENHEIMER INSEL”

The RPR was updated in response to the entry into service of a new mooring known as “Friesenheimer Insel” located in the Mannheim-Ludwigshafen sector. Article 14.23 of the RPR clarifies the rules applicable to this mooring. This amendment will come into force on 1<sup>st</sup> June 2024.

The “Friesenheimer Insel” mooring is a new-build facility. There are now berths featuring mooring dolphins, connected to dry land, where craft can moor, and the crew can disembark. The construction of this new mooring makes improvements to the entire anchorage that can be summarised as follows:

- the areas intended for craft not carrying cones and craft that are carrying cones have been redefined;
- a berth area for craft carrying two cones has been created;
- there is now a location available for the disembarkation or embarkation of cars and where crew changes can take place.



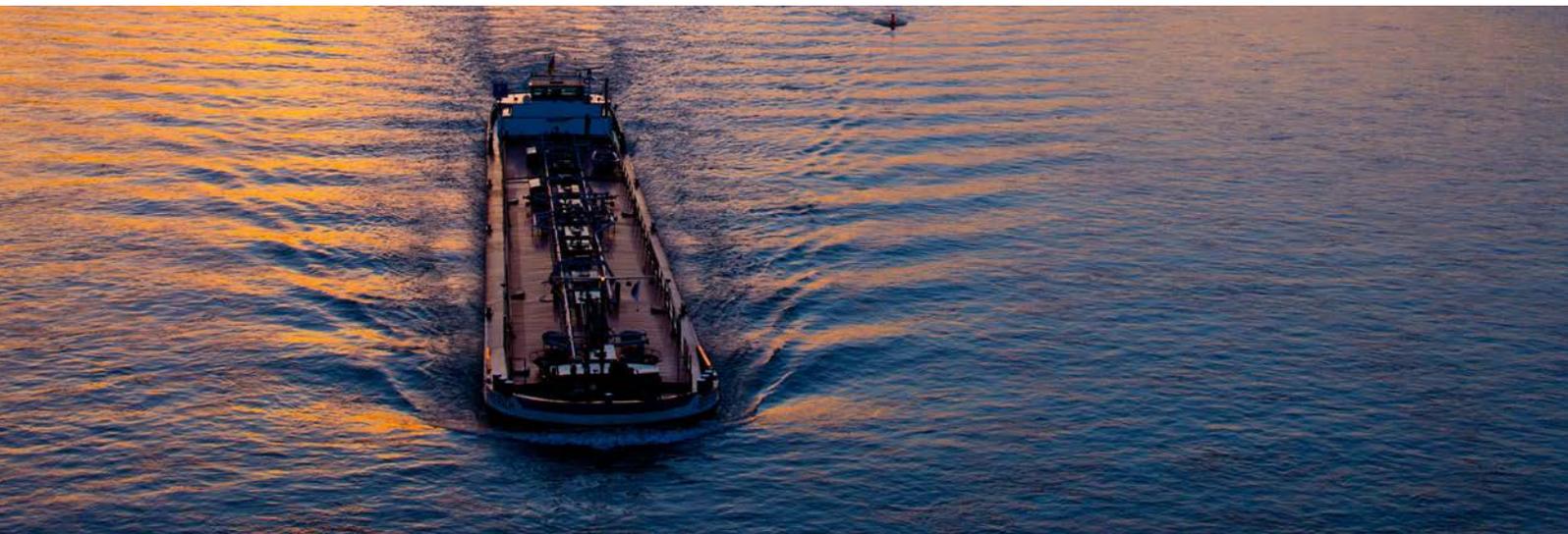
## CCNR

CENTRAL COMMISSION  
FOR THE NAVIGATION OF THE RHINE

**Palais du Rhin**  
2, place de la République - CS10023  
F - 67082 Strasbourg Cedex

Tel. **+33 (0)3 88 52 20 10**  
Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org  
[www.ccr-zkr.org](http://www.ccr-zkr.org)



## **NIGHT NAVIGATION IN THE GEBIRGE SECTOR BETWEEN BINGEN AND SAINT GOAR**

The radio telephony channels were modified on 15 November 2022 in the zone covered by the Oberwesel sector traffic centre. The allocation of frequencies was reorganised, resulting in changes to the VHF channels (Very High Frequency). The “Oberwesel sector traffic centre” static radio telephony station located at Bingen, which was using channel 24, is now using channel 04.

This amendment therefore aims to change the provisions of article 9.08 of the RPR following the change in radio telephony channels. This amendment will come into force on 1<sup>st</sup> June 2024.

## **RHINE WATERWAY-RELATED ISSUES**

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

- the construction of a quay and mooring dolphins to accommodate vessels carrying heavy break bulk cargo or agribulk at Namsheim;
- the widening of the pavement and cycle path of the Horchheim rail bridge near Koblenz;
- the construction of a canoe and kayak marina on the left bank of the Rhine at Huningue;
- the construction of a passenger cabin vessel mooring area in the vicinity of Kehl;
- the construction of a floating establishment for small craft in the vicinity of Neuried;
- maintenance work on the bridge at Chalampé concerning the rails of the inspection cradle beneath the bridge deck.

The CCNR also welcomes the development measures planned for 2022-2023 to improve navigation conditions on the Rhine: the supply of bedload at Iffezheim, at Nijmegen, on the Lower Rhine and on the Waal, the stabilisation of the riverbed downstream of Iffezheim and at Bockum-Krefeld, and the development of a night mooring port at Spijk.

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 its environment.

## **NEXT PLENARY SESSION**

The next plenary session of the CCNR will be on 6<sup>th</sup> December 2023.

**All the resolutions adopted during the plenary session will be available on the CCNR's website with effect from mid-July 2023, on the following page: <https://www.ccr-zkr.org/13020400-en.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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Tel. **+33 (0)3 88 52 20 10**  
Fax +33 (0)3 88 32 10 72

[ccnr@ccr-zkr.org](mailto:ccnr@ccr-zkr.org)  
[www.ccr-zkr.org](http://www.ccr-zkr.org)