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1. CESNI and ES-TRIN

1.1. ES-TRIN 2021

The amendments to ES-TRIN 2021 (coming in force on 01.01.2022) concern in particular the following areas:

- Safety clearance, freeboard and draught marks (Chapter 4);
- Portable fire extinguishers (Article 13.03(2) to (4));
- Lithium-ion accumulators (Article 10.11);
- Provision and use of individual acoustic protection equipment (Article 14.09(3));
- Doors in accommodation (Article 15.02(11));
- Electrical service room in passenger vessels (Article 19.07);
- Recreational craft equipment (Article 26.01(1)(h));

- Transitional provisions on:
 - fixed fire-extinguishing systems;
 - passenger vessel propulsion systems;
 - passenger vessel domestic waste water collection and disposal facilities;
 - European and international standards for vessels that are operated only on waterways outside the Rhine;
- Liquefied natural gas (LNG) bunkering (Annex 8 (2.8));
- Clarifications regarding the validity of the Union certificate on the Rhine (ESI-1-1);
- Recognition of a special anchor with reduced mass (ESI-II-9);
- Updating of the cross-references to European and international standards;
- Numerous editorial corrections in the various language versions



1.2. Provisions applicable to electric vessel propulsion (new Chapter 11)

ES-TRIN 2019 (in force since 01.01.2020) has introduced a new set of technical requirements for electric propulsion systems (Chapter 11) which will incorporate the latest state-of-the-art technologies and ensure a high level of safety for inland navigation.

In preparing ES-TRIN Chapter 11, CESNI/PT paid special attention to ensuring electric propulsion systems operate to the same safety levels as conventional propulsion systems, particularly taking into account the various energy sources involved (generating sets, batteries, etc.).

It is a short chapter of five pages; the main subjects are: General provisions (Article 11.01); Provisions for Generators, Transformers and switchgear (Article 11.02); Electric propulsion motors (Article 11.03); Power electronics (Article 11.04); Monitoring equipment (Article 11.05); Control, regulation and automatic power limitation (Article 11.06); Protection (Article 11.07); Testing (Article 11.08); Electric auxiliary propulsion with power electronics (Article 11.09).

With the preliminary experience already gained by inspection bodies, CESNI/PT is now working on a FAQ document to facilitate the implementation of Chapter 11. The publication of this FAQ is expected in 2020 (at the earliest in June).

1.3. Delegated regulation (EU) 2019/1745

The Commission delegated regulation (EU) 2019/1745 of 13.8.2019, which concerns recharging points for L-category motor vehicles, shore-side electricity supply for inland waterway vessels, hydrogen supply for road transport and natural gas supply for road and waterborne transport, shall enter into force on 12 November 2021.

The following points are relevant to inland navigation:

- the shore-side electricity supply for inland waterway vessels shall comply with standard EN 15869-2 (Inland navigation vessels - Electrical shore connection, three phase current 400 V, 50 Hz, up to 125 A - Part 2: on-shore unit, additional requirements) or standard EN 16840 (Inland navigation vessels — Electrical shore connection, three-phase current 400 V, 50 Hz, at least 250 A) depending on energy requirements (Article 2);
- the refuelling points for LNG shall comply with standard EN ISO 20519 (Ships and marine technology – specification for bunkering of liquefied natural gas fuelled vessels) (parts 5.3 to 5.7) for interoperability purposes only (Article 5).

The requirements for shore-side power supply are compatible with those prescribed in ES-TRIN 2019/1, Article 10.08 (Connection to the shore or other external networks). On the other hand, the Standard EN/ISO 20519 contains requirements for the equipment used for refuelling and an update of ES-TRIN Annex 8 (Supplementary provisions applicable to craft operating on fuels with a flashpoint equal to or lower than 55 °C) and are foreseen in ES-TRIN 2021.



1.4. Regulation (EU) 2016/1628 (NRMM): list of approved engines (for Inland Navigation)

Source: <https://listes.cesni.eu/2060-en.html>

STAGE V	Manufacturer	Manufacturer's designation
IWA	Hatz Motorenfabrik GmbH	H50TIC-IWAcs
IWA	JCB Power Systems Limited	JCB 448 TGWA-60 JCB 448 TGWA-68 JCB 448 TGWA-72
IWP	Beta Marine Ltd	Beta105T
IWP	FPT Industrial S.p.A.	F4HF45PB10A F4HF45PA10A F4HF45PB11A
Marinised NRE	DAF / PACCAR	MX-11 240 H1
Marinised EURO VI	DAF / PACCAR	MX-11 240 H1

2. UNECE and ADN

2.1. Multilateral Agreements still valid

According to article 7, paragraph (1) of ADN, the Contracting Parties shall retain the right to arrange, for a limited period established in the annexed Regulations, by special bilateral or multilateral agreements and provided safety is not impaired:

- (a) that the dangerous goods which under this Agreement are barred from international carriage may, subject to certain conditions, be accepted for international carriage on their inland waterways; or
- (b) that the dangerous goods which under this Agreement are accepted for international carriage only on specified conditions may alternatively be accepted for international carriage on their inland waterways under conditions different from those laid down in the annexed Regulations.



Three multilateral agreements expired recently on 01 January 2020:

- M014 Derogation on proof of sufficient intact stability according to 9.3.2.13.3.
- M015 Derogation on furnishing proof of sufficient intact stability in accordance with 9.3.1.13.3 and 9.3.3.13.3.
- M016 Derogation 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.

Five Multilateral Agreements are still valid:

- until 1 October 2020

M026, Derogation on periodic inspections in accordance with part 8 and 9 of ADN and certificates of approval in accordance with section 1.16.1 of ADN

- until 1 December 2020

M025, Derogation on ADN specialized knowledge certificates in accordance with 8.2.2.8 of ADN and safety adviser certificates in accordance with 1.8.3.7 of ADN

- until 31 December 2020

M024, Derogation on the carriage of UN 1179, UN 1216 and UN 3256 (Low QI Pitch) in tank vessels

- until 31 December 2021

M018, Derogation on the subdivision of explosion group IIB

M019, derogation on the carriage of heavy heating oil in tank vessels



2.2. ADN Safety Committee

The 36th Session of the ADN Safety Committee took place on January 27- 31. This was the last session during which amendments could be adopted for the next version of ADN (ADN2021, which enters into force on January 1, 2021).The Committee decided to adopt several amendments to the table in 1.6.7.2.2.2 (general transitional provisions), making them applicable for certificates of approval issued after 31 December, 2020 instead of 31 December,

2024. These included: 9.3.x.20.4 (arrangement of cofferdams), 9.3.x.21.1 (sampling devices), 9.3.x.22.4 (cargo tank openings) and 9.3.x.26.2 (residual products).

The eight signatory Contracting Parties were invited to revoke M018 (explosion group II B3) as of 1 January, 2021. This M018 Agreement is currently valid until 31 December, 2021 for carriage in the territories of those ADN Contracting Parties which are signatory to the Agreement. However, it can now be revoked in advance on 1 January, 2021. If it is revoked by one of the signatories, it shall remain valid until 31 December, 2021 only for carriage in the territories of those signatory ADN Contracting Parties which have declined to revoke it. As of today, the agreement had not been revoked.

Meanwhile, the Safety Committee also reaffirmed that an approved stability booklet is sufficient if the loading cases used are well defined. However, the Committee underlined that equipping vessels with such a loading instrument was nonetheless very useful and therefore highly recommended.

The Classification Societies, in collaboration with TNO from the Netherlands, have determined that it is necessary to update article 9.3.4 (which was drafted 25 years ago) relating to alternative construction when the double hull is smaller, or the tank volume higher, than the requirements. A working group within the Group of Recommended Classification Societies will be created for this purpose.



3. National Authorities

3.1. Brazil

Under NORMAM-02 ('NORMAS DA AUTORIDADE MARÍTIMA PARA EMBARCAÇÕES EMPREGADAS NA NAVEGAÇÃO INTERIOR'), Bureau Veritas is fully delegated by the Brazilian Authority to carry out inspections and issue the following Statutory Certificates on behalf of the Flag State:

- CERTIFICADO DE SEGURANÇA DA NAVEGAÇÃO (National Safety Navigation Certificate)

- CERTIFICADO DE CONFORMIDADE PARA O TRANSPORTE A GRANEL DE COMBUSTÍVEIS LÍQUIDOS, DERIVADOS DE PETRÓLEO E ÁLCOOL NA BACIA DO SUDESTE (Compliance Certificate for the bulk transportation of liquid combustibles, petroleum products and alcohol in the South East Basin)

- CERTIFICADO NACIONAL DE BORDA LIVRE PARA A NAVEGAÇÃO INTERIOR (National Load Line Certificate for Inland Navigation)

4. Exceptional measures relating to the COVID-19 pandemic

4.1 Bureau Veritas

Measures have been put in place to ensure that Inland Navigation surveys and the delivery of services continue and that requirements for certificate continuity are addressed to minimize the possibility of operational disruption. If either physical or remote surveys are impossible, short-term certificate extensions will be available. For more information, please contact the Bureau Veritas Fleet Management Department / Inland Navigation (FM_MO4@bureauveritas.com).

4.2 Validity of the ADN Certificates during the COVID-19 crisis

In April 2020, according to section 1.5.1 of the Regulations annexed to ADN, a Multilateral Agreement M026 has been signed by France, Luxembourg, Slovakia, Belgium and Germany. Other countries may join this agreement.

Agreement M026 provides for an extension of the validity of periodic inspections (part 8 and 9) and certificates of approval (1.16.1); it will be in place until 1 October 2020.

As a result, periodic inspections whose validity expires between 1 March 2020 and 1 September 2020 will now remain valid until 30 September 2020.

Furthermore, all certificates of approval and all provisional certificates of approval which expire between 1 March 2020 and 1 September 2020 will now remain valid until 30 September 2020, provided there is a valid certificate of class.

The periodic inspections, as well as the renewal of certificates of approval in accordance with 1.16.10 of ADN and the issuance of final certificates of approval, must be undertaken before 1 September 2020.

In April 2020, a further Multilateral Agreement M025 was signed by the Netherlands, Luxembourg, Austria, France, Germany, Switzerland, Slovakia, Belgium, Hungary and Bulgaria. Other countries may join this agreement.

Agreement M025 relates to ADN specialized knowledge certificates and safety adviser certificates, and will be in place until 1 October 2020.

All ADN specialized knowledge certificates which expire between 1 March 2020 and 1 December 2020 will remain valid until 31 December 2020.

All safety adviser certificates for the transport of dangerous goods which expire between 1 March 2020 and 1 November 2020 will remain valid until 30 November 2020.

Source : <https://www.unece.org/trans/danger/publi/adn/multilateral-agreements.html>



4.3 CCNR



In its Resolution of 23.03.2020 the Central Commission invites Member States (Belgium, France, Germany, the Netherlands and Switzerland) not to sanction for the duration of the crisis the expiration of certificates, attestations and other documents issued in accordance with the Rhine Vessel Inspection Regulations if the safety and good order of the navigation of the Rhine are not affected and if the certificates, attestations and other documents concerned were still valid on March 15, 2020.

4.4 Austria

Several documents and deadlines based on the Austrian Shipping Act and its regulations which expired after March 13 are automatically extended until May 31. The Ministry of Mobility has the right to prolong this rule until December 31 2020 at the latest. The rule refers to all Austrian and officially recognised foreign inland navigation documents (e.g. all kinds of ship and qualification certificates) WITHIN Austrian borders.



Austria is still issuing Union certificates. If technical inspections are not possible due to COVID-19, the validity of a Union inland navigation certificate can be exceptionally extended by maximum six months (according to Art. 11, DIRECTIVE (EU) 2016/1629)

4.5 Germany

Vessels or floating objects in possession of a navigation certificate or calibration certificate issued in the Federal Republic of Germany which expires after 15 March 2020 and which cannot be renewed or extended owing to the current COVID 19 pandemic may continue to be operated beyond the expiry date. Given that certificates of navigation can be extended upon application for up to one year without inspection (section 19, para 5 BinSchUO), in light of the current extraordinary circumstances it shall be assumed that this poses no risk to safe and easy navigation.



4.6 The Netherlands

The use of expired certificates, declarations and other documents issued pursuant to the Inland Navigation Act, Inland Shipping Decree and Inland Navigation Regulations shall not be subject to prosecution if the safety and safe navigation of the vessel are not compromised and the relevant certificates, declarations and other documents were still valid on 15 March 2020.



4.7 Brazil

The Brazilian Flag Authority has given authorization to RO to postpone the window of surveys, certificates, records, etc. related to the NORMAM (regulation) and also related to the certificates/records to which Brazil is signatory.



