

# CCNR decisions for Inland AIS and electronic chart display device

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Compulsory Inland AIS and electronic chart display system, Workshop October 1<sup>st</sup> 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<sup>st</sup> 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](http://www.ccr-zkr.org))
- approved installation company only (list available on [www.ccr-zkr.org](http://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

① 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

① 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)



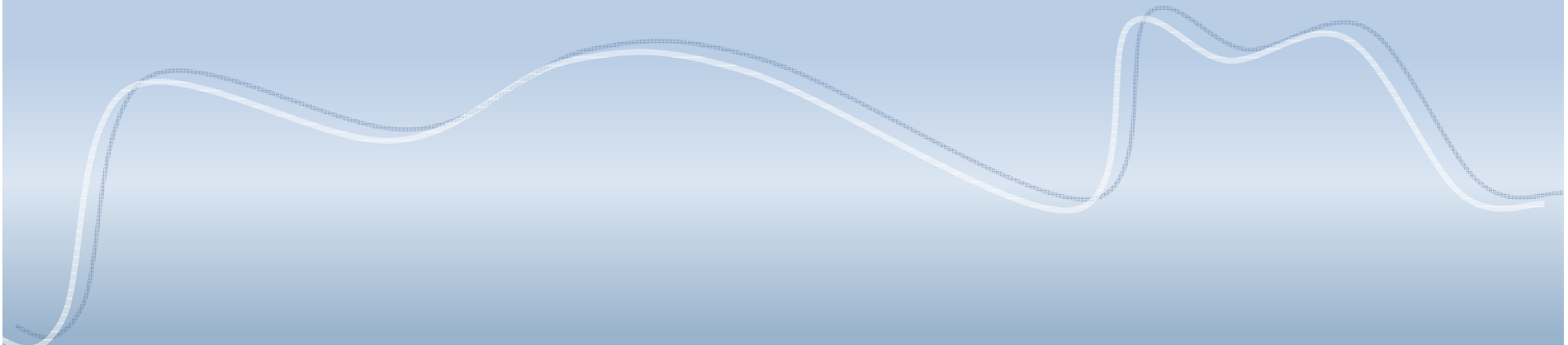


## 4. Why these obligations?



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?

