



# Economic and Social Council

Distr.: General  
14 November 2013

Original: English/French/Russian

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Fifty-seventh session

Geneva, 16–18 October 2013

### Report of the Working Party on Inland Water Transport on its fifty-seventh session

#### Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance .....	1–3	3
II. Chair.....	4	3
III. Adoption of the agenda (agenda item 1) .....	5	3
IV. Activities of the United Nations Economic Commission for Europe (UNECE) bodies of interest to the Working Party (agenda item 2) .....	6–9	3
V. Follow-up to the UNECE White Paper on efficient and sustainable inland water transport in Europe (agenda item 3) .....	10–12	4
VI. Inland water transport and security (agenda item 4) .....	13–14	4
VII. European inland waterway network (agenda item 5) .....	15–22	5
A. Strategic development of inland waterway infrastructure.....	15	5
B. European Agreement on Main Inland Waterways of International Importance (AGN).....	16–18	5
C. Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”).....	19	5
D. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised) .....	20	6
E. UNECE online database of the E Waterway Network.....	21–22	6

VIII.	Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 6).....	23–27	6
A.	Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (IEG).....	23–26	6
B.	Local knowledge requirements in UNECE member States .....	27	7
IX.	Standardization of technical and safety requirements in inland navigation (agenda item 7).....	28–36	7
A.	European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)	29–34	7
B.	Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised).....	35–36	8
X.	Promotion of River Information Services (RIS) as well as other information and communication technologies (ICT) in inland navigation (agenda item 8) .....	37–41	8
A.	International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (Resolution No. 60).....	37	8
B.	International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63).....	38	8
C.	UNECE recommendations on Maritime Mobile Service Identifiers (MMSI)	39	8
D.	Establishment and operation of a pan-European vessel/hull database .....	40–41	9
XI.	Harmonization of the pan-European legal framework for inland navigation (agenda item 9).....	42–45	9
A.	Status of international conventions and agreements affecting inland navigation .....	42–43	9
B.	Application of UNECE resolutions relating to inland navigation.....	44–45	9
XII.	Recreational navigation (agenda item 10).....	46–50	10
A.	National legal acts governing navigation of recreational craft .....	46	10
B.	International Certificate for Operators of Pleasure Craft (Resolution No. 40, third revision) .....	47–49	10
C.	Map of the European recreational inland navigation network (AGNP) (annex of Resolution No. 52).....	50	10
XIII.	Draft programme of work, biennial evaluation and work plan (agenda item 11)....	51–58	10
A.	Programme of work and biennial evaluation for 2014–2015.....	51–53	10
B.	Work plan for 2014–2018.....	54–56	11
C.	Introduction of a theme topic for SC.3 sessions .....	57–58	11
XIV.	Tentative list of meetings for 2014 (agenda item 12).....	59–60	11
XV.	Diesel engine exhausts (agenda item 13) .....	61	11
XVI.	Other business (agenda item 14).....	62	12
XVII.	Adoption of the report (agenda item 15).....	63	12
<b>Annex</b>			
	Decisions of the CEVNI Expert Group taken on 18–20 September 2013.....		13

## **I. Attendance**

1. The Working Party on Inland Water Transport (SC.3) (hereafter, the Working Party or SC.3) held its fifty-seventh session from 16 to 18 October 2013 in Geneva.
2. Representatives of the following countries participated: Austria, Azerbaijan, Belgium, Bulgaria, Croatia, Germany, Kazakhstan, Lithuania, the Netherlands, Poland, Romania, Russian Federation, Serbia and Switzerland.
3. A representative of the European Union (EU) was also present. Representatives of the following intergovernmental organizations also attended the session: Danube Commission (DC) and International Sava River Basin Commission (Sava Commission). The following non-governmental organization was represented: European Boating Association (EBA). A representative of the Inland Waterway Transport Educational Network (EDINNA) was present at the invitation of the secretariat.

## **II. Chair**

4. In accordance with the decision of the fifty-sixth session of SC.3 (ECE/TRANS/SC.3/193, para. 59), Mr. Reinhard Vorderwinkler (Austria) chaired the session.

## **III. Adoption of the agenda (agenda item 1)**

*Documentation:* ECE/TRANS/SC.3/194 and Corr.1

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/194 and Corr.1). With regard to agenda item 15 “Adoption of the report”, the Working Party agreed that, only decisions should appear in the draft to be prepared by the secretariat and read at the end of the session. A final concise report, which would include succinct introductory statements, comments and positions of individual delegations, should be prepared by the Chair with the assistance of the secretariat and circulated after the session.

## **IV. Activities of the United Nations Economic Commission for Europe (UNECE) bodies of interest to the Working Party (agenda item 2)**

*Documentation:* ECE/TRANS/236, ECE/TRANS/SC.3/189, ECE/TRANS/WP.15/AC.2/46, ECE/TRANS/WP.15/AC.2/48, ECE/ADN/22 and ECE/ADN/24

6. The Working Party was informed about the decisions of the UNECE Inland Transport Committee (ITC) taken at its seventy-fifth jubilee session (26–28 February 2013) related to the work of the Working Party. In particular, the ITC welcomed the publication of the 2012 Inventory of Main Standards and Parameters of the E-Waterway Network (Blue Book) as well as the map of European inland waterways in English, French and Russian and approved the decision of SC.3 to establish an Expert Group on mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation, based on its Terms of Reference, contained in document ECE/TRANS/SC.3/2012/4 (ECE/TRANS/236, para. 30).

7. Furthermore, the ITC invited SC.3 to consider, as a follow up to Policy Recommendation No. 4 of the White Paper (ECE/TRANS/SC.3/189, paras. 213–216), the preparation and organization of a high level international conference for all countries in the world with an interest in inland navigation. SC.3 was requested to suggest, after consultation with relevant stakeholders, the most appropriate time schedule for such a conference and report to the ITC at its next session (ECE/TRANS/236, para. 31).

8. The Working Party took note of the activities and results of work of the Safety Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and of the ADN Administrative Committee.

9. The Working Party was also informed of the activities of the Working Party on Intermodal Transport and Logistics (WP.24) related to the alignment of the Protocol on Combined Transport on Inland Waterways to the AGTC Agreement with the European Agreement on Main Inland Waterways of International Importance (AGN).

## **V. Follow-up to the UNECE White Paper on efficient and sustainable inland water transport in Europe (agenda item 3)**

*Documentation:* ECE/TRANS/236, ECE/TRANS/SC.3/189

10. The Working Party took note of a presentation by the representative of the European Union on the latest developments in the field of inland navigation in the EU.<sup>1</sup>

11. The Working Party exchanged views on the preparation and organization of a high level international conference for all countries in the world with an interest in inland navigation as requested by the ITC (ECE/TRANS/236, para. 31). The delegations of the European Union, Germany, the Netherlands and Russian Federation, as well as the representative of the Sava Commission supported, in principle, the idea of organizing such an event. They also emphasized the need to carefully consider recent and planned policy events and dialogues on inland navigation, organized at international, river basin and bilateral levels before selecting the exact scope and timing for the conference.

12. The Working Party decided to collect input from member States as well as consult with the European Commission, River Commissions and UN Regional Commissions and come back to this issue at the next SC.3 session. The Working Party requested the secretariat to establish a list of events targeting inland waterways which were already planned for the years to come as well as to provide an overview of past events, their organizers and the issues addressed. Following this consultation, SC.3 could formulate a proposal for an event to take place possibly as of 2016.

## **VI. Inland water transport and security (agenda item 4)**

*Documentation:* ECE/TRANS/120/Rev.2, ECE/TRANS/SC.3/2008/2, ECE/TRANS/SC.3/2006/7 and Add.1, ECE/TRANS/SC.3/2013/1

13. The Working Party considered the amendments to the AGN introducing security provisions (ECE/TRANS/SC.3/2013/1). The Working Party took note of the proposal by the delegation of Germany, supported by Austria, Belgium, the Netherlands and Switzerland, to postpone taking a decision on including security provisions in the AGN. The delegation of Romania remarked that the proposed amendments to AGN included the obligation to establish a E waterway security plan without giving any model or reference

---

<sup>1</sup> The text of the presentation is available at: [www.unece.org/trans/main/sc3/sc3/sc32013.html](http://www.unece.org/trans/main/sc3/sc3/sc32013.html).

for its elaboration, which would hinder a harmonized approach in this area. The ensuing discussions also showed that the delegations perceived the level of threat of intentional security incidents in inland navigation to be low and the existing security measures to be sufficient. There was, thus, no support to the proposal to prescribe additional measures, proposed in the draft amendments, without the sufficient demonstration through a proper risk assessment analysis that the risks of security incidents were higher than currently perceived.

14. In the light of these discussions, the Working Party decided to postpone further discussions of this issue until requested by a Government or River Commission and to remove it from the agenda. The Working Party was of the opinion that a good starting point for discussing appropriate security measures would be a risk assessment of inland waterway infrastructure.

## **VII. European inland waterway network (agenda item 5)**

### **A. Strategic development of inland waterway infrastructure**

*Documentation:* ECE/TRANS/SC.3/2011/4

15. The Working Party considered document ECE/TRANS/SC.3/2011/4 and decided to focus in 2014–2015, in cooperation with other UNECE Working Parties, on supporting initiatives aimed at improving the role of inland water transport (IWT) in secure intermodal transport chains. Specifically, the Working Party could concentrate on promoting activities aimed at carrying out a risk assessment of inland waterway infrastructure, based on the preliminary discussions under agenda item 4.

### **B. European Agreement on Main Inland Waterways of International Importance (AGN)**

*Documentation:* ECE/TRANS/120/Rev.2, Informal documents SC.3 Nos. 1 and 2 (2013)

16. The Working Party took note of Depositary Notifications C.N.434.2013.TREATIES-XI.D.5 on the acceptance of amendments to annexes I and II of the Agreement and C.N.533.2013.TREATIES-XI.D.5 on the proposal of amendments to articles 12, 13 and 14 of the Agreement reproduced in Informal documents SC.3 Nos. 1 and 2 (2013), respectively.

17. The Working Party instructed the secretariat to issue the third revised edition of the AGN when the amendments to the main text of the AGN will have entered into force, which is expected in November 2014. It further requested the secretariat to transmit this revised edition of the AGN to the Working Party on Intermodal Transport and Logistics (WP.24) for the revision of annexes I and II of the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) to bring them in line with the revised AGN.

18. The Working Party approved the proposal of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) to continue collecting Governments' proposals for 2–3 years before proceeding with a new amendment of the AGN.

**C. Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)**

*Documentation:* ECE/TRANS/SC.3/144/Rev.2, ECE/TRANS/SC.3/2013/2

19. The Working Party adopted document ECE/TRANS/SC.3/2013/2 containing several amendments to the second revised edition of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book) notified by Governments and instructed the secretariat to issue an addendum to the Blue Book.

**D. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised)**

*Documentation:* ECE/TRANS/SC.3/159/Rev.1, Informal document SC.3/WP.3 No. 15 (2013)

20. The Working Party approved the proposal of SC.3/WP.3 to collect proposals on amending the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised) from Governments for 2–3 years before adopting new amendments.

**E. UNECE online database of the E Waterway Network**

*Documentation:* Informal document SC.3 No. 3 (2013)

21. The secretariat demonstrated its web-based application, where data from the Blue Book and the AGN may be queried (Informal document SC.3 No. 3 (2013)). The Working Party noted that search options by keyword and on a map had been set up and that the next steps were to expand the database to include E ports, inland waterways of importance for international combined transport and locks.

22. The Working Party thanked the secretariat for its work and welcomed further development of the online database as set out in Informal document SC.3 No. 3 (2013).

**VIII. Mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (agenda item 6)**

**A. Expert Group on mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (IEG)**

*Documentation:* ECE/TRANS/236, ECE/TRANS/SC.3/2012/4, ECE/TRANS/SC.3/2013/3

23. The Working Party recalled that ITC had approved in February 2013 the establishment of an international Expert Group on mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (IEG) as well as its Terms of Reference (ECE/TRANS/236, para. 30). The Working Party also noted an active work on the issue of professional requirements led at the level of River Commissions and EDINNA. In this context, SC.3 exchanged views on the modalities of drafting a new EU legal instrument on professional requirements in inland navigation to replace Directive 96/50/EC and its subsequent implications at a pan-European level in the context of future activities of the IEG.

24. Taking account of these developments within the EU that might still require considerable time to become effective, the Working Party adopted the annotated provisional agenda for the first meeting of the IEG (ECE/TRANS/SC.3/2013/3). It felt that the agenda provided a good basis for an exchange of information and brings more transparency on the current developments across the UNECE region.

25. The Working Party agreed to devote a half-day of the forty-fifth SC.3/WP.3 session in June 2014 to the first meeting of the IEG.

26. The Working Party requested the secretariat to collect information on developments in the area of professional requirements in inland navigation at national and River Commission level and publish it for the first meeting of the IEG.

## **B. Local knowledge requirements in UNECE member States**

*Documentation:* ECE/TRANS/SC.3/2010/12

27. The Working Party took note of the overview of local knowledge requirements existing in UNECE member States (ECE/TRANS/SC.3/2010/12) and asked delegations to inform the secretariat of any additions and/or updates to information contained therein.

## **IX. Standardization of technical and safety requirements in inland navigation (agenda item 7)**

*Documentation:* ECE/TRANS/SC.3/WP.3/84 and Corr.1–3, ECE/TRANS/SC.3/WP.3/86

28. The Working Party took note of the reports on the forty-second and forty-third sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/84 and Corr.1–3, ECE/TRANS/SC.3/WP.3/86) and endorsed them.

### **A. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)**

*Documentation:* ECE/TRANS/SC.3/115/Rev.4 and Corr.1, ECE/TRANS/SC.3/2013/4, ECE/TRANS/SC.3/2013/5, ECE/TRANS/SC.3/2012/5, ECE/TRANS/SC.3/2013/6

29. The secretariat informed SC.3 that the CEVNI Expert Group held three meetings since October 2012, including an extra-ordinary (twenty-first) session on 18–20 September 2013 at the invitation of CCNR in Strasbourg,<sup>2</sup> and would hold another meeting back-to-back with the SC.3 fifty-seventh session. The Working Party took note of the substantial work on revising the European Code for Inland Waterways (CEVNI) which was under way for preparing the fifth revised version of the Code expected in 2015.

30. The Working Party considered the proposal by the secretariat to request the CEVNI Expert Group to be upgraded to an official UNECE working body to administer CEVNI 5 (ECE/TRANS/SC.3/2013/4) and agreed to come back to this question once preparatory work on CEVNI 5 has been completed.

<sup>2</sup> The minutes of the twenty-first meeting can be found in the annex to the report. The minutes of the nineteenth and twentieth meetings can be found, respectively, in the annex to the reports on forty-second and forty-third sessions of SC.3/WP.3,

31. The Working Party took note of the updated CEVNI status document prepared by the secretariat (ECE/TRANS/SC.3/2013/5) and noted that work on harmonizing the national regulations of Croatia with CEVNI was ongoing.

32. The Working Party requested the secretariat to continue collecting regional and national special requirements and keep them up-to-date for introduction into chapter 9 of CEVNI 5. It invited Governments and River Commissions that have not yet done so to complete the questionnaire on implementing CEVNI and transmit responses to the secretariat.

33. The Working Party adopted the amendment proposals to CEVNI transmitted by SC.3/WP.3 in document ECE/TRANS/SC.3/2013/6 with the exception of items 7, 8, 19, 37 and 38 which were currently under consideration by the CEVNI Expert Group and asked the secretariat to include the adopted amendments into the package of amendments for CEVNI 5.

34. Finally, the Working Party welcomed the publication of the German version of CEVNI 4 on the SC.3 web page.

## **B. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised)**

*Documentation:* ECE/TRANS/SC.3/172/Rev.1, ECE/TRANS/SC.3/2013/7

35. The delegation of the Russian Federation informed SC.3 about the results of the last meeting of the Group of Volunteers on Resolution No. 61, held in Zagreb on 4–6 June 2013. The meeting was hosted by the Sava Commission and attended by the experts from Croatia, the Netherlands, Russian Federation and Serbia. The Working Party considered the amendment proposals to Resolution No. 61, prepared by the Group of Volunteers and agreed by SC.3/WP.3 at its forty-second and forty-third sessions (ECE/TRANS/SC.3/WP.3/84, para. 44 and ECE/TRANS/SC.3/WP.3/86, para. 31) as set out in document ECE/TRANS/SC.3/2013/7 and adopted them. The secretariat was requested to include these amendments into the next package of amendments to Resolution No. 61.

36. The Working Party took note of the agenda for the eighth meeting of the Group of Volunteers on Resolution No. 61, which is planned for February 2014, and asked it to consider the elaboration of draft chapter 24 of Resolution No. 61 with due regard to the respective chapter of Directive 2006/87/EC. It was noted that, in doing so, the Group might find it useful to hold a consultation with the industry on the application of such provisional provisions.

## **X. Promotion of River Information Services (RIS) as well as other information and communication technologies (ICT) in inland navigation (agenda item 8)**

### **A. International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (Resolution No. 60)**

*Documentation:* ECE/TRANS/SC.3/175 and Amend.1, ECE/TRANS/SC.3/WP.3/2010/8



37. Since within the EU, the Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation are maintained by two different international expert groups, the Working Party decided to separate them into two resolutions to facilitate their updating. It requested the secretariat to prepare draft versions of these resolutions accordingly.

## **B. International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)**

*Documentation:* ECE/TRANS/SC.3/176, ECE/TRANS/SC.3/WP.3/2013/14, ECE/TRANS/SC.3/WP.3/86

38. The Working Party took note of the ongoing work within SC.3/WP.3 on revising the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) (ECE/TRANS/SC.3/WP.3/86, paras. 37–40).

## **C. UNECE recommendations on Maritime Mobile Service Identifiers (MMSI)**

*Documentation:* ECE/TRANS/SC.3/2012/10, ECE/TRANS/SC.3/2013/7

39. The Working Party noted the proposal of SC.3/WP.3 concerning Maritime Mobile Service Identifiers (MMSI) in Resolution No. 61. A draft amendment to Resolution No. 61 has been adopted under agenda item 7 (b) above (ECE/TRANS/SC.3/2013/7, para. 3). The delegation of Romania remarked that with this amendment MMSI became part of the compulsory data set for the identification of a vessel in Resolution No. 61, and that this was not the case in the relevant provisions of Directive 2006/87/EC. SC.3 acknowledged this situation and clarified that the proposed change reflected the wide-spread practice to request MMSI from inland navigation vessels, usually, on the basis of the requirements by the national telecommunication authorities. The amendment also aimed to encourage other national authorities to request MMSI from inland vessels, so that the latter would get a MMSI and use it as a back-up identifier. SC.3, therefore, maintained its decision to adopt the amendment, deciding that, nevertheless, SC.3/WP.3 should keep this item on the agenda to verify this decision.

## **D. Establishment and operation of a pan-European vessel/hull database**

*Documentation:* ECE/TRANS/224, ECE/TRANS/SC.3/2011/2

40. Following the presentation by the representative of the European Union under item 3 of the agenda, the Working Party noted that the European Hull Database is part of the PLATINA II research project and being financed until the end of 2014.

41. To ensure smooth continuation of the pilot operation of the database in a pan-European perspective, and with due regard to the request of ITC to continue consultations with all stakeholders (ECE/TRANS/224, para. 53), the Working Party requested the secretariat to pursue its discussions with the European Commission on the establishment and operation of a pan-European hull database on the basis of the concept note adopted by the Working Party in 2011 (ECE/TRANS/SC.3/2011/2, section II).

## **XI. Harmonization of the pan-European legal framework for inland navigation (agenda item 9)**

### **A. Status of international conventions and agreements affecting inland navigation**

*Documentation:* ECE/TRANS/SC.3/2013/8

42. The Working Party took note of the updated document on the status of international legal instruments affecting inland navigation prepared by the secretariat (ECE/TRANS/SC.3/2013/8). It invited Governments to keep the secretariat informed of any rectifications or additions to this document.

43. The Working Party invited UNECE member Governments to accede to the legal instruments of relevance to inland navigation, if they had not yet done so.

### **B. Application of UNECE resolutions relating to inland navigation**

*Documentation:* ECE/TRANS/SC.3/2013/9

44. The Working Party took note of the status of UNECE resolutions and their application on the basis of document ECE/TRANS/SC.3/2013/9 and invited Governments to accept the resolutions if they had not yet done so.

45. The Working Party recalled that the International Certificate (international card) for Pleasure Craft (Resolution No. 14) had been superseded by the International Certificate for Operators of Pleasure Craft (Resolution No. 40). However, according to the information contained in ECE/TRANS/SC.3/2013/9, several member States continue to apply Resolution No. 14 and some apply both Resolutions. The secretariat was requested to contact Governments to encourage them to apply only Resolution No. 40 and refer this issue to SC.3/WP.3 for further action as appropriate.

## **XII. Recreational navigation (agenda item 10)**

### **A. National legal acts governing navigation of recreational craft**

*Documentation:* ECE/TRANS/SC.3/2013/10

46. The Working Party took note of the updated information from member States on national legal acts governing navigation of recreational craft on national waterways and on where these acts could be found (ECE/TRANS/SC.3/2013/10). It invited Governments to submit this information to the secretariat if they had not yet done so.

### **B. International Certificate for Operators of Pleasure Craft (Resolution No. 40, third revision)**

*Documentation:* ECE/TRANS/SC.3/147/Rev.2, ECE/TRANS/SC.3/2013/11

47. The Working Party took note of the ongoing work within SC.3/WP.3 on preparing guidelines on applying Resolution No. 40 prepared by EBA (ECE/TRANS/SC.3/WP.3/86, paras. 48–49). These guidelines aim to answer questions frequently posed by recreational boaters. Once published, they could be a useful reference document for end users.

48. The Working Party thanked EBA for its contribution and encouraged member States to accept Resolution No. 40 and to clearly indicate any validity restrictions.

49. The Working Party adopted the third revised edition of Resolution No. 40 issued under the symbol ECE/TRANS/SC.3/2013/11.

### **C. Map of the European recreational inland navigation network (AGNP) (annex of Resolution No. 52)**

*Documentation:* TRANS/SC.3/164/Rev.1

50. The Working Party took note of the ongoing work within SC.3/WP.3 on revising the map contained in annex II of the European Recreational Inland Navigation Network (Resolution No. 52) (ECE/TRANS/SC.3/WP.3/86, paras. 45–47).

## **XIII. Draft programme of work, biennial evaluation and work plan (agenda item 11)**

### **A. Programme of work and biennial evaluation for 2014–2015**

*Documentation:* ECE/TRANS/200, ECE/TRANS/SC.3/2013/12

51. In accordance with the decision of ITC to review its programme of work every two years (ECE/TRANS/200, para. 120), the Working Party adopted its programme of work for 2014–2015 and set the relevant parameters allowing for its biennial evaluation based on the draft programme of work and biennial evaluation for 2014–2015 contained in ECE/TRANS/SC.3/2013/12.

52. The Working Party evaluated its activities for 2012–2013 against one expected accomplishment, two indicators of achievement and corresponding actual performance measures and set targets for 2014–2015. The targets set for 2014–2015 are as follows:

- a) Publication of the third revised edition of the AGN (paper and online version)
- b) Preparation of CEVNI 5 for adoption and preparation of an updated paper and online publication of the code.

53. The Working Party requested the secretariat to publish the programme of work for 2014–2015 and the biennial evaluation in Addendum 1 to the report and to submit it to ITC for adoption.

### **B. Work plan for 2014–2018**

*Documentation:* ECE/TRANS/SC.3/2013/13

54. As requested by the ITC Bureau on 20 June 2011, the Working Party reviewed and approved its traditional 4-year work plan for 2014–2018 (ECE/TRANS/SC.3/2013/13).

55. In accordance with the decision taken under item 5 (a) of the agenda, the Working Party agreed to add a new subparagraph under part II, heading A, paragraph 1, of ECE/TRANS/SC.3/2013/13:

- (d) Supporting initiatives aimed at improving the role of inland water transport (IWT) in secure intermodal transport chains. *Priority: 2*

56. The Working Party adopted its work plan for 2014–2018 and requested the secretariat to publish it in Addendum 2 to the report and to submit it to ITC for adoption.

### **C. Introduction of a theme topic for SC.3 sessions**

*Documentation:* ECE/TRANS/SC.3/2013/14

57. The Working Party considered the proposal of SC.3/WP.3 to introduce specific policy theme topics at the annual SC.3 sessions based on the document prepared by the secretariat (ECE/TRANS/SC.3/2013/14). It decided to add “Making jobs of crew members employed in inland navigation more attractive” as another possible topic to choose from for one of the forthcoming sessions.

58. Recalling that the IEG planned to consider technical aspects of employment in inland navigation at its first meeting in June 2014, the Working Party decided to select the newly added topic “Making jobs of crew members employed in inland navigation more attractive” as the theme of the fifty-eighth session of SC.3 from a policy perspective.

## **XIV. Tentative list of meetings for 2014 (agenda item 12)**

59. The Working Party approved the following tentative list of meetings of SC.3 and SC.3/WP.3 for the year 2014:

12–14 February 2014	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-fourth session);
25–27 June 2014	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-fifth session);
12–14 November 2014	Working Party on Inland Water Transport (fifty-eighth session).

60. The Working Party noted that the fifty-seventh session of WP.24 was scheduled for 10–11 November 2014 and invited delegations to consider participation in its work in conjunction with the fifty-eighth session of SC.3.

## **XV. Diesel engine exhausts (agenda item 13)**

*Documentation:* Informal document SC.3 No. 7 (2013)

61. The Working Party took note of a discussion paper prepared by the secretariat on diesel engine exhausts and thanked delegations for their contributions to the discussion paper concerning diesel exhaust emissions in inland navigation (Informal document SC.3 No. 7 (2013)). It noted that Belgium and Croatia advised the secretariat that they would submit their contributions shortly. The updated paper is expected to be published by the end of 2013 and duly reflect input from all relevant UNECE Working Parties.

## **XVI. Other business (agenda item 14)**

62. There were no proposals under this item.

**XVII. Adoption of the report (agenda item 15)**

63. In accordance with established practice, the Working Party adopted the decisions taken at its fifty-seventh session on the basis of a draft prepared by the secretariat.

## Annex

### **Decisions of the CEVNI Expert Group taken on 18–20 September 2013<sup>3</sup>**

1. The CEVNI Expert Group held an extraordinary (twenty-first) meeting on 18–20 September 2013 at the invitation of the CCNR at the Palais du Rhin in Strasbourg (France).
2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Mr. K. Van den Borre (Belgium), Mr. N. Gerhardt (Germany), Mr. G. Labanauskas (Lithuania), Mr. K. Błaszkiwicz (Poland), Mr. E. Brodsky, Ms. V. Ivanova (Russian Federation), Mr. M. Macura (Serbia), Mr. R. Wisselmann (CCNR), Mr. I. Matics (DC), Ms. P. Bruckner, (Moselle Commission) Ms. M. Novikov (UNECE).
3. Ms. N. Dofferhoff-Heldens (Netherlands) and Mr. Ž. Milkovic (International Sava River Basin Commission) were not able to attend the meeting.
4. The following items were discussed:
  - I. Adoption of the minutes of the twentieth meeting (CEVNI EG/2013/12)
  - II. General exchange of information
  - III. Continuation of the consideration of the draft chapter 10 (CEVNI EG/2013/14)
  - IV. Continuation of the consideration of the draft article 4.07 (CEVNI EG/2013/15, CEVNI EG/2013/18)
  - V. Continuation of the consideration of the proposed amendments to CEVNI submitted by CCNR necessary to align CEVNI with RPNR (CEVNI EG/2013/17, CEVNI EG/2013/19, CEVNI EG/2013/20, ECE/TRANS/SC.3/WP.3/2013/10/Add.1)
  - VI. New revision proposals from CCNR based on the comparison of the German version of CEVNI and RPNR and amendment proposals concerning CEVNI language versions discrepancies from CCNR and the secretariat (CEVNI EG/2013/16, CEVNI EG/2013/21, CEVNI EG/2013/22)
  - VII. Other business
  - VIII. Next meeting
5. Item “Other business” of the provisional agenda was not discussed due to lack of time.

#### **I. Minutes of the twentieth meeting**

6. The CEVNI Expert Group considered the minutes of its twentieth meeting on 24–26 June 2013, as contained in document CEVNI EG/2013/12 and in the annex to the report of the forty-third session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/86), and adopted them with the following correction:

---

<sup>3</sup> Some editorial changes were made by the secretariat to the original text of the decisions, available in CEVNI EG/2013/23.

*Reword paragraph 15 as follows*

15. Noting the opposition of CCNR, the Group decided nonetheless to strongly recommend CCNR to consider revising the Rhine Vessels Inspection Regulations with a view to avoiding the proliferation of AIS equipment on small craft causing disturbance to navigation.

## **II. General exchange of information**

7. Mr. Pauli opened the meeting and welcomed the participants to the Palais du Rhin. He underlined the importance of the group for learning from each other's experience.

8. The participants exchanged information on their latest CEVNI-related activities. The following elements were highlighted:

(a) Mr. Labanauskas informed the Group that since 2010 CEVNI 4 was applied with no deviations.

(b) Mr. Van den Borre informed the Group that the transposition of CEVNI 4 into national legislation was under way and expected to be completed by July 2014. Regions will become competent for their inland waterways.

(c) Mr. Macura informed the Group that CEVNI 4 was implemented in Serbia through relevant DC and International Sava River Basin Commission regulations.

(d) Ms. Ivanova informed the Group that changes were being introduced into the normative framework of the Russian Federation. The new draft regulations, which will include a number of articles from CEVNI, are under consideration. Harmonization of national regulations with CEVNI is expected to continue.

(e) Mr. Matics informed the Group that the implementation of CEVNI 4 by DC Member States was under way. DC was the first to take over CEVNI 4 as the basic set of rules to be amended or supplemented by national regulations, if required.

(f) Ms. Bruckner informed the Group that work on the harmonization of Police Regulations for the Navigation of the Moselle with CEVNI 4 was ongoing. Differences in the provisions of the Police Regulations for the Navigation of the Moselle, RPNR and CEVNI 4 have been identified. Moselle Commission Member States are expected to decide how to address these differences in the autumn of 2013.

(g) Mr. Vorderwinkler informed the Group that national deviations from CEVNI in Austria had been submitted to UNECE and DC.

## **III. Continuation of the consideration of the draft chapter 10**

9. The Group made several amendments to the draft chapter 10 finalized at its twentieth meeting based on the working document prepared by the secretariat (CEVNI EG/2013/14). It requested the secretariat to prepare the draft chapter 10 in the UNECE working languages in order to consider annex 11, Safety Checklist For Bunkering Fuel. The Group agreed to consider the Bunkering Safety Check-List for Bunker Delivery to Maritime Ships available from the International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT) website in English, French and Spanish for possible supplement of annex 11.

10. CCNR advised that it would express its opinion on the draft chapter 10 after it has been translated into the working languages of UNECE and considered by the relevant working body of CCNR.

#### IV. Continuation of the consideration of the draft article 4.07

11. The Group considered the working document prepared by the secretariat reproducing the text of article 4.07 agreed at its twentieth meeting (CEVNI EG/2013/15) and the proposals and comments of the Russian Federation (CEVNI EG/2013/18).

12. The Group decided to accept the proposals of the Russian Federation, except for the exemption for sea-going ships. The Group decided to come back to this issue at a later stage.

#### IV. Continuation of the consideration of the proposed amendments to CEVNI submitted by CCNR necessary to align CEVNI with RPNR

13. The Group considered the amendment proposals to CEVNI contained in ECE/TRANS/SC.3/WP.3/2013/10/Add.1 as well as the comments and proposals from the Russian Federation contained in CEVNI EG/2013/17, CEVNI EG/2013/20 and CEVNI EG/2013/22, and from the Danube Commission contained in CEVNI EG/2013/19, and decided as follows:

14. Accept the amendment proposals set out in ECE/TRANS/SC.3/WP.3/2013/10/Add.1 for the following: article 5.03; article 6.04, paragraph 4; article 6.28, paragraph 9; article 7.07, paragraph 1; sketches 22, 41, 47 and 48 of annex 3; new sketches 56bis and 57bis of annex 3; sketches 58 and 59 of annex 3; to delete footnote to the “Do not approach” signal in heading A, section III of annex 6 and move it to chapter 9; headings B and C, section III of annex 6; adding the indication of paragraphs to the reference articles for signs and marking of annex 7; to delete footnote 1 of annex 7 and move it to chapter 9; second paragraph of the general remarks in annex 7; headings A.5, A.5.1, A.6, A.7, A.9 of annex 7; headings B.2 to B.4b of annex 7; headings E.5, E.5.3, E.5.4, E.5.5, E.5.6, E.5.7, E.5.8, E.5.9, E.5.10, E.5.11, E.5.12, E.5.13, E.5.15, E.6, E.7, E.25 of annex 7; paragraph 4, section II of annex 7; title of annex 8; new section IV bis of annex 8.

15. *For existing text of article 1.08, paragraph 4 substitute*

Without prejudice to paragraph 3, the individual life-saving equipment listed in No. 44 of the ship’s certificate shall be available for distribution and shall correspond to the number of adult and child passengers.

16. *Amend the title of article 4.04 to read*

Distress ~~signs~~ **signals**

17. *Amend article 4.05, para. 1 to read*

1. Every radiotelephone ~~set~~ **installation** carried on board a vessel ~~or floating establishment~~ shall conform to **the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways**, and shall be ~~operated~~ **used** in accordance with ~~the requirements of the competent authorities~~ **the provisions of this Arrangement. Details of these provisions are provided in the radiotelephony guide for inland navigation.**

**Vessels navigating in inland waterways not covered by the provisions of the above mentioned Regional Arrangement shall carry on board a radiotelephone installation operated in accordance with the requirements of the local competent authorities.**



18. *Amend article 4.05, para. 2 to read*

2. Motorized vessels, excluding small craft, ~~ferry boats and floating equipment~~ may **sail navigate** only if they are equipped with ~~two~~ a radiotelephone installations in proper working order **for ship-to-ship, nautical information and ship-to-port-authority networks**. ~~When under way, the radiotelephone installations for the ship to ship and nautical information channels must be permanently in a ready to transmit and ready to receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.~~

The radiotelephone installation shall ensure that two of these networks are monitored simultaneously.

**The ship station used in the radiotelephone service for inland waterways may consist of either separate equipment for each of the service categories or equipment for combinations of several of those.**

19. *Amend article 6.03, paragraph 2 to read*

When vessels are proceeding in convoy, the ~~visual~~ **prescribed** signals ~~prescribed~~ in articles 3.17, 6.04 and 6.10<sup>4</sup> shall be shown or emitted only by the vessel carrying the boatmaster of the convoy or side-by-side formation or, in the case of a towed convoy, by the ~~towed~~ **motorized** vessel at the head of the convoy.

20. *For existing text of article 6.08, paragraph 1 substitute*

On sections marked by the signs A.4 or A.4.1 (annex 7), passing and overtaking are prohibited. The prohibition referred to in the preceding sentence may be limited to vessels and convoys above a certain length or breadth; in such cases, the length or breadth is indicated on a rectangular white board fixed below the signs A.4 and A.4.1. In addition, the provisions of article 6.07, paragraph 1, apply by analogy.

21. *Amend article 6.10, paragraph 7 to read*

Paragraphs 2 to ~~6~~ **5** above shall not apply to small craft in relation to other vessels or to small craft overtaking other small craft.

22. *Add a new paragraph 2 in article 6.19 reading*

This prohibition shall not apply to small movements at berthing places and places of loading and unloading, insofar as safe stopping is ensured, and in harbours.

23. *Amend article 6.21, paragraph 5 to read*

Passenger vessel with passengers on board shall not sail ~~in side-by-side formation as part of a convoy~~. ~~Sailing in side-by-side formation shall be permitted only for the emergency towing of a passenger vessel~~. **This prohibition shall not apply in cases where an auxiliary towing vessel is required or in case of emergency.**

24. *Amend article 6.21bis to read*

**A pushed barge outside a pushed convoy may be relocated only:**

**(a) If coupled to or towed by a motorized vessel,**

<sup>4</sup> The CEVNI Expert Group decided to come back to the proposal by Belgium to delete references to articles 3.17, 6.04 and 6.10 at a later stage.

(b) In accordance with the regulations or with the authorization of the competent authority,

~~Outside a pushed convoy, a pushed barge, may only be moved:~~

~~(a) Being coupled side-by-side to a motorized vessel or~~

~~(b) (c) On short distances when a pushed convoy is being formed or broken up,~~

~~(e) (d) Being coupled side-by-side with vessel which has a steering device and a sufficient crew.~~

25. Amend article 6.22 to read

1. When the competent authorities announce by the general prohibitory sign A.1 a – f (annex 7) that navigation is suspended, all vessels shall stop short of that sign.

2. **Navigation on waters displaying the sign**

(a) **A.1a (annex 7) is prohibited for all vessels;**

(b) **A.12 (annex 7) is prohibited for all motorized vessels;**

(c) **A.1g (annex 7) is prohibited for all vessels, with the exception of non-motorized small craft.**

26. Amend article 6.29 to read

1. By derogation from article 6.28, paragraph 3, the following shall have priority of passage through locks:

(a) **Vessels carrying the sign described in article 3.27;**

(b) **Vessels carrying the sign described in article 3.17.**

2. When vessels referred to in subparagraphs (a) and (b) above approach lock basins or are made fast in them, other vessels shall facilitate ~~as much as possible~~ the passage by such vessels **to the extent possible.**

3. **The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.**

27. Amend article 6.30 to read

*Article 6.30 – General rules for navigation in reduced visibility;*<sup>5</sup> ~~use of navigation by radar~~

1. In reduced visibility, all vessels shall navigate by radar.

2. Vessels under way in reduced visibility shall proceed at a safe speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radiotelephone to give other vessels the necessary information for safety of navigation. Small ~~vessels~~ **craft** under way in reduced visibility ~~shall use ship-ship channel or the channel prescribed by the competent authorities.~~ **may navigate only if they are also on listening watch on the ship-ship channel or on any other channel prescribed by the competent authorities.**

<sup>5</sup> The wording “reduced visibility” used in CEVNI and “thick weather” used in RPNR is considered harmonized.

3. When stopping because of reduced visibility, vessels shall, as far as possible, keep clear of the fairway.

4. Vessels proceeding on their course shall, when meeting another vessel, keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 4, 5 and 6 and of article 6.05 shall generally not apply in reduced visibility. However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.

5. ~~Towed convoys shall immediately proceed to the nearest safe berthing or anchoring areas, if a communication with visual sign, between the towed vessel and the motorized vessel, is not possible. For towed convoys proceeding downstream, navigation by radar is prohibited except for reaching the nearest safe berthing or anchoring areas. For such towed convoys provisions of the Article 6.33 are applicable.~~ **In reduced visibility, vessels and convoys unable to navigate by radar shall immediately proceed to the nearest berthing area.**

28. *Amend article 7.08, paragraph 2 to read*

An efficient watch shall be kept continuously on board stationary vessels carrying the markings provided for in article 3.14 ~~or vessels which, having carried substances referred to in paragraphs 1, 2 and 3 of article 3.14, are not free of dangerous gases.~~ However, the competent authorities may exempt vessels berthed in harbour basins from this requirement.

29. *Amend article 8.01, paragraph 4 to read*

On board the vessels referred to in paragraph 3 above it shall be imperative immediately to:

- (a) Close all windows and openings to the outside;
- (b) Extinguish all ~~unprotected~~ **fires and naked lights**;
- (c) Stop smoking;
- (d) Stop all unessential auxiliary machinery;
- (e) Avoid creating sparks.

**If the vessel is stationary, all engines and auxiliary machinery shall be stopped or unplugged.**

30. *Amend article 3.32 to read*

Article 3.32 – Prohibition of smoking or using ~~an unprotected light or flame~~ **fires and naked light**

1. If other regulations prohibit

- (a) smoking;
- (b) using ~~an unprotected light or flame~~ **fires and naked light**;

on board, the prohibition shall be indicated by **circular white boards bordered with red, with a red diagonal and a picture of a burning match or, alternatively, by circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.**

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, they shall be about 60 cm in diameter.

2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.

31. *Amend annex 1 as follows*

For Slovenia: delete footnote, add the abbreviation “SLO” in accordance with the confirmation from the Ministry of Transport of Slovenia.

32. Postpone consideration of deleting the content of annex 2 and replacing it with the inscription [left void] with the indication of a reference to the relevant resolution until the draft chapter 4 of Resolution No. 61 has been adopted by SC.3.

33. *Amend annex 3, paragraph 1.1, as follows*

The sketches which follow relate to the signals (marking) provided for in the articles of chapter 3 of CEVNI, ~~but not to those provided for in, or authorized by, the footnotes.~~

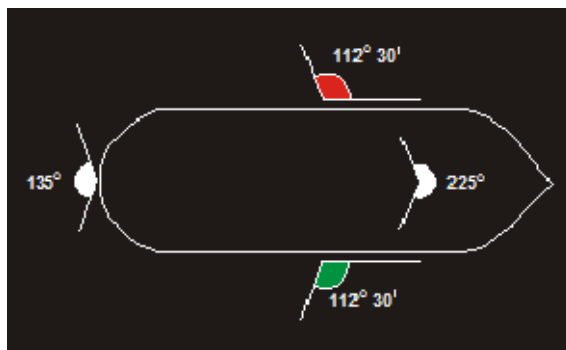
34. *Amend annex 3, paragraph 1.2, as follows*

1.2 The sketches **of this annex** are for guidance only; reference should be made to the text of the regulations which alone is authoritative.

In the case of additional markings which may be prescribed, the sketches illustrate:

- either the additional markings alone; or
- where necessary for clarity, both the basic marking (or one of the possible basic markings) and the additional marking.

Only the additional marking is described below the sketch.

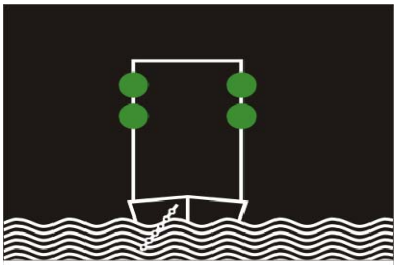
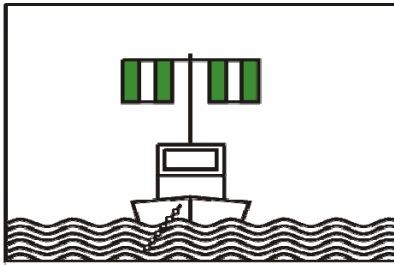


**Article 3.01, paragraph 1: The horizontal arc along which the masthead light, the side lights and the stern light are visible.**

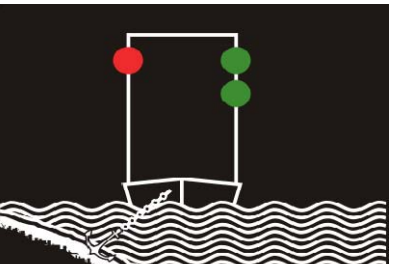
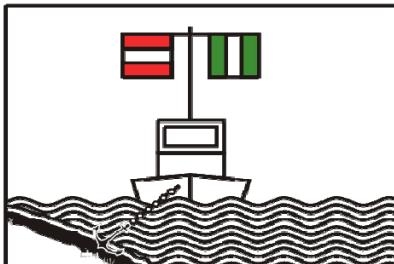
35. *Amend the caption under sketch 29 of annex 3 as follows*

Article 3.13, paragraph 5: ~~Small~~ Sailing **small** craft less than 7 m long carrying a white light visible from all directions, and on the approach of other vessels displaying a second ordinary white light.

36. After sketch 56 of annex 3, *add* the following new sketches, corresponding to sketches 49a in RPNR:

	56bis	
<b>Article 3.25, paragraph 2: Grounded or sunken vessels; fairway clear on both sides.</b>		

37. After sketch 57 of annex 3, *add* the following new sketches, corresponding to sketches 50a in RPNR:

	57bis	
<b>Article 3.25, paragraph 2: Grounded or sunken vessels; fairway clear on one side.</b>		

38. *Add a footnote to sketch 66 reading*

The first sketch illustrates the new sign for “Boarding prohibited”. The second sketch illustrates the existing sign. For a transitional period both signs may be used.

39. *Add a footnote to sketch 67 reading*

The first sketch illustrates the new sign for “Prohibition of smoking or using fires and naked light”. The second sketch illustrates the existing sign. For a transitional period both signs may be used.

40. *Amend the reference to chapter 3 for sketch 67 as follows*

Article 3.32: Prohibition of smoking or using ~~an unprotected light or flame~~ **fires and naked light**

41. *Amend heading A.1 of annex 7 as follows*

“No entry (general sign) (see articles **3.25, paragraph 2 (b)**, 6.08, 6.16, 6.22, 6.22 bis, 6.25, 6.26, 6.27 and 6.28 bis)”.

42. *Add a new heading A.1.1 of annex 7*

**A.1.1 Sections closed to use, no entry except for non-motorized small craft (see article 6.22)**

A.1g

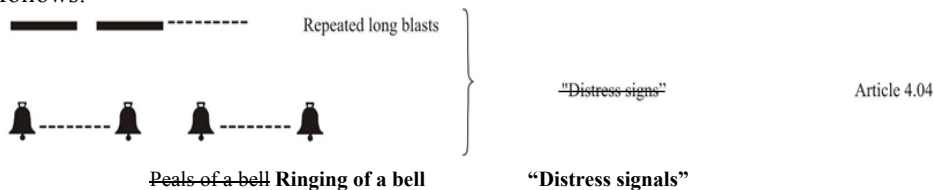


43. *Amend heading A.13 of annex 7 as follows*

~~A~~ Sports or pleasure craft prohibited<sup>1</sup>

<sup>1</sup> The competent authorities may also use this board to prohibit small craft.

44. Add the following definition in article 1.01 (a)  
The term “sports or pleasure craft” means any vessel used for purposes of sports and recreation and not financial gain.
45. Amend heading C.4 of annex 7 as follows  
There are restrictions on navigation: **see the information plate below the sign make enquiries.**
46. Amend heading E.5.12 of annex 7 as follows  
Berthing area reserved for all ~~vessel~~ **vessels** that are not required to carry the marking prescribed in article 3.14, paragraph 1 (see article 7.06)
47. Amend heading E.7.1 of annex 7 as follows  
Berthing area reserved for loading and unloading vehicles (~~Maximum duration of berthing permit may be added on an information plate below the board~~ **see information plate below the sign**)
48. Amend the second sentence of paragraph 1 of section I of annex 8 as follows  
**Floating waterway markings, Buoys, when used,** shall be anchored at approximately 5 m distance from the limits that they indicate.
49. Maintain sketch 65 of annex 3 to represent the features mentioned in article 3.30, paragraph 1.
50. Postpone consideration of the amendment proposal concerning replacing the term “efficient” with “effective” to article 7.08, paragraph 2, until a later stage.
51. Postpone consideration of the amendment proposal to heading A.18 of annex 7 until the definition of “sports and pleasure craft” referred to in para. 45 above is finalized.
52. Reject the proposal to delete paragraph 1.1 of annex 3. This provision is necessary to indicate that sketches do not stand on their own, but only illustrate the relevant provisions of chapter 3.
53. Reject the proposal to number the third sentence of paragraph 1.2 of annex 3 as paragraph 1.3 and renumber paragraph 1.3 as 1.4.
54. Reject the proposal to amend sketch 16 of annex 3 by adding another stern light.
55. Reject the proposals to delete sketches of day marking Nos. 38 and 40 of annex 3.
56. Reject the proposal to amend headings A.12 and A.20 of annex 7.
57. Reject the proposal to replace heading E.23 with the two signs under heading E.21 of RPNR.
58. Invite SC.3/WP.3 to consider incorporating the existing sketches 66 and 67 from CEVNI in addition to sketches 1 and 2 of appendix 3 of Resolution No. 61.
59. Recommend to SC.3/WP.3 to consider deleting the definition of “peal of a bell” in annex 6, section III.
60. Recommend to SC.3/WP.3 to consider amending part A, section III of annex 6 as follows:



61. Recommend to SC.3/WP.3 to consider deleting part F (c), section III of annex 6 (signals for stationary vessels in reduced visibility) and amending article 6.31 accordingly.

62. The Group asked the secretariat to compile a consolidated list of amendment proposals which were not accepted by it and return it to CCNR working bodies for further consideration with a view to possibly aligning them with CEVNI provisions.

## VI. New revision proposals from CCNR based on the comparison of the German version of CEVNI and RPNR and amendment proposals concerning CEVNI language versions discrepancies from CCNR and the secretariat

63. The Group began considering the amendment proposals to CEVNI contained in CEVNI EG/2013/16, as well as the comments and proposals from the Russian Federation contained in CEVNI EG/2013/21 and decided as follows:

64. Accept the amendment proposals to the following articles as set out in part I of CEVNI EG/2013/16: article 1.01 (d) 13; article 1.02, para. 2; article 1.02, para. 2 (e); article 1.02, para. 7 (b); article 1.06; article 1.09, para. 2; article 1.10, para. 1 (c); article 1.15; article 3.14, para. 2; article 3.18, para. 1; article 3.20, par. 1.

65. *Amend* the French and Russian versions of article 1.02, para. 2 (e), respectively, *as follows*

Dans **tous** les autres cas le conducteur du convoi doit être désigné.

Во **всех** других случаях судоводитель состава должен быть назначен.

66. *Amend* the first part of paragraph 1 of article 3.14, para. 1 in English and French *as follows*

1. Vessels carrying out transport operations involving **certain** flammable substances that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN: [...]

67. The CEVNI Expert Group decided to come back to the Russian version of article 3.14, para. 1 at a later stage.

68. Accept the amendment proposals to the following articles as set out in CEVNI EG/2013/21: article 3.18, para. 1; article 3.26, para. 1.

69. The CEVNI Expert Group asked CCNR to consider the amendment proposals by the Russian Federation to article 3.09, para. 3 (a) and (b), contained in CEVNI EG/2013/21 and formulate an amendment proposal.

## V. Next meeting

70. The CEVNI Expert Group agreed on the following preliminary date for its next meeting:

17 October 2013      Twenty-second meeting of the CEVNI Expert Group.