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Inland Transport Committee

Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Thirty-ninth session

Geneva, 15–17 June 2011

Item 2 (b) of the provisional agenda

European Code for Inland Waterways (CEVNI)

Amendments to CEVNI for submission to the fifty-fifth session of SC.3

Note by the secretariat

I. Mandate

1. At its thirty-eighth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) considered and commented on further amendments to CEVNI presented by the CEVNI Expert Group in ECE/TRANS/SC.3/WP.3/2011/5. SC.3/WP.3 asked the secretariat to prepare for its thirty-ninth session, the updated proposal for amendment of CEVNI which would reflect the comments by SC.3/WP.3 as well as any observations received from Governments (ECE/TRANS/SC.3/WP.3/76, paras. 31 and 32).
2. The revised proposal, taking into account the SC.3/WP.3 comments and additional observations from delegations of Belarus and Lithuania, is reproduced below.
3. The Working Party may wish to consider the amendments to CEVNI and, if appropriate, forward them to the fifty-fifth session of the Working Party on Inland Water Transport (SC.3) for adoption.

II. Amendment proposals to CEVNI

4. Supplement article 1.01 c) with a new definition 7 as follows:
The term “peal of a bell” means two strokes of a bell.

5. Supplement paragraph 4 of article 1.08 with the following sentence:

For children up to a weight of 30 kg or to an age of 6 years only an individual rigid life-saving device is allowed.¹
6. In paragraph 5 of article 1.10 for official identification number substitute European official identification number.²
7. In paragraph 1 (c) of article 2.01 for official identification number substitute European official identification number.³
8. At the beginning of paragraph 3 (c) of article 3.01 add If not prescribed otherwise,
9. Supplement paragraph 3 of article 3.12 with by night: the lights according to paragraph 1 and one masthead light instead of the lights according to paragraph 2.
10. For the current text of article 4.07 substitute the text in the annex.
11. Amend the title of article 6.01 to read:

Definitions and scope of application
12. Add a new paragraph 2 of article 6.01
 2. Unless otherwise indicated, for the purpose of this chapter, the rules applicable to vessels also apply to convoys.
13. In paragraph 2 of article 6.03
 - (a) for visual signals substitute visual or sound signals;
 - (b) In the last part of the sentence for by the towed vessel at the head of convoy substitute by the vessel at the head of convoy.
14. At the end of paragraph 1 of article 6.04 add

This rule applies, in general, on the waterways for which “downstream” and “upstream” are not defined, unless specified otherwise.
15. Amend the last sentence of paragraph 2 of article 7.08 as follows:

However, the competent authorities may exempt from this requirement vessels berthed in harbour basins or in berths where constant supervision is guaranteed.⁴
16. At the end of section III of Annex 6 add the following definition:

The term “peal of a bell” means two strokes of a bell.

¹ The secretariat suggests replacing the term “a ... device is” by “appliances are”.

² The secretariat suggests bringing this term in line with the one appearing in section 2–7 of the annex to Resolution No. 61 on Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (ECE/TRANS/SC.3/172/Rev.1), i.e. “Unique European vessel identification number”.

³ The secretariat suggests bringing this term in line with the one appearing in section 2–7 of the annex to Resolution No. 61, i.e. “Unique European vessel identification number”.

⁴ Based on the discussions of the CEVNI expert group regarding the use of the words “competent authorities” (ECETRANS/SC.3/WP.3/76, annex, para. 10 (b)), the secretariat suggests the following wording of this paragraph: However, vessels berthed in harbour basins or in berths where constant supervision is guaranteed are exempted from this requirement.

Annex

Article 4.07 – Inland Automatic Identification System

1. Vessels, except sea-going ships, shall not use an automatic identification system (AIS) unless they possess an Inland AIS device in accordance with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63 (ECE/TRANS/SC.3/176)). The Inland AIS device must be certified by a certification body that is authorized by the respective country and must comply with the radiotelephone regulations. The device must be in a good working condition. Small craft using Inland AIS must, in addition, be equipped with a radiotelephone installation in proper working order for the ship-ship channel.
2. Vessels are authorized to use AIS only if the parameters entered in the AIS device correspond at all times to the actual parameters of the vessel or convoy.
3. The competent authorities may request that all vessels other than sea-going ships equipped with AIS of class A according to IMO standard are equipped with Inland AIS devices.⁵
4. The following vessels are excluded from the requirement referred to in paragraph 3:
 - (a) Vessels in convoys except the vessel that provides the main traction;
 - (b) Ferry-boats not moving independently;
 - (c) Small craft.
5. The vessels referred to in paragraph 4 (a) shall deactivate any Inland AIS transponder that is on these vessels as long as they are part of the convoy.
6. At least the following data have to be transmitted when a vessel is under way⁶ in a section where, in accordance with paragraph 3, the competent authorities request equipping the vessel with Inland AIS devices:
 - (a) user identifier (Maritime Mobile Service Identity, MMSI);
 - (b) name of ship;
 - (c) type of vessel;
 - (d) unique European vessel identification number (ENI) or IMO number;
 - (e) overall length of the vessel respectively the convoy (decimetre accuracy);⁷
 - (f) overall beam of the vessel respectively the convoy (decimetre accuracy);⁸
 - (g) type of convoy (only for convoys);
 - (h) position (WGS 84);

⁵ Based on the discussions of the CEVNI expert group regarding the use of the words “competent authorities” (ECETRANS/SC.3/WP.3/76, annex, para. 10 (b)), the secretariat suggests the following wording of this paragraph: Where the competent authority so require, all vessels, other than sea-going ships equipped with AIS of Class A according to IMO standard, shall be equipped with Inland AIS devices.

⁶ Only concerns the text in Russian.

⁷ The secretariat suggests aligning these terms with those in section 1–2 of the annex to Resolution No. 61, i.e. “length overall”.

⁸ The secretariat suggests aligning these terms with those in section 1–2 of the annex to Resolution No. 61, i.e. “breadth overall”.

- (i) speed over ground SOG;
 - (j) course over ground COG;
 - (k) position accuracy (GNSS/DGNSS);
 - (l) time of electronic position fixing device (date and time);
 - (m) navigational status;
 - (n) position of the GNSS antenna (m accuracy).
7. The boatmaster shall update the following data immediately, if it has changed when under way:
- (a) overall length;⁹
 - (b) overall beam;¹⁰
 - (c) type of convoy;
 - (d) navigational status;
 - (e) position of the GNSS antenna (m accuracy).
8. The requirement of paragraph 6 does not apply to stationary vessels:
- (a) within the area of marked berthing places, or
 - (b) in harbours.
9. The rules of radio discipline apply to the sending of messages via Inland AIS.
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⁹ The secretariat suggests aligning this term with the term in section 1–2 of the annex to Resolution No. 61, i.e. “length overall”.

¹⁰ The secretariat suggests aligning this term with the term in section 1–2 of the annex to Resolution No. 61, i.e. “breadth overall”.