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

Forty-first session

Geneva, 20–22 June 2012

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

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (hereafter, the Working Party or SC.3/WP.3) held its forty-first session from 20 to 22 June 2012 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Germany, Netherlands, Poland, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.
3. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC) and International Sava River Basin Commission (Sava Commission or SC). The delegations of the United Kingdom of Great Britain and Northern Ireland, the European Union (EU), and the Moselle Commission informed the secretariat that they were unable to attend. The European River-Sea-Transport Union (ERSTU), Euromapping, the French National Chamber of Inland Waterway Transport (CNBA) and Via Donau were present at the invitation of the secretariat.
4. Mrs. Eva Molnar, Director of the UNECE Transport Division opened the meeting.
5. In accordance with the decision of SC.3/WP.3 at its fortieth session (ECE/TRANS/SC.3/WP.3/80 para. 7), Mrs. Victoria Ivanova (Russian Federation) chaired the forty-first session of the Working Party.

II. Adoption of the agenda (agenda item 1)¹

Documentation: ECE/TRANS/SC.3/WP.3/81

6. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/WP.3/81) and agreed to add under item 2, a new subparagraph (d) "Map of European Inland Waterways".
7. It was agreed that the draft report of the current session will be limited to decisions only, the final being prepared by the Chair with the secretariat's help and circulated afterwards.

III. Inland waterway infrastructure (agenda item 2)

8. In accordance with the provisional agenda, the Working Party considered the following issues under this item:

A. European Agreement on Main Inland Waterways of International Importance (AGN)

Documentation: ECE/TRANS/SC.3/WP.3/2012/11, Informal document No. 13 (2012)

9. It was recalled that the Working Party on Inland Water Transport (SC.3), at its fifty-fifth session, requested the secretariat to prepare draft amendments to the AGN emanating

¹ All informal documents and presentations made at the session are available on the following website: www.unece.org/trans/main/sc3/wp3/wp3doc_2012.html.

from the updates identified in the course of revising the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) (ECE/TRANS/SC.3/191, para. 15).

10. The Working Party considered the draft amendments to the AGN prepared by the secretariat in ECE/TRANS/SC.3/WP.3/2012/11 based on the latest updates to the list of inland waterways and ports of international importance appearing in the second revised edition of the Blue Book and decided to approve the amendments proposed in document ECE/TRANS/SC.3/WP.3/2012/11 with the following modifications:

- (a) add paragraph 54 bis reading: P 50–12, *after* (Volga, 3,051.0 km)³ *add*, sea port⁷;
- (b) add paragraph 81 bis reading: P 90–02, *after* Eysk *add*, sea port⁷;
- (c) amend paragraph 82 to read: P 90–03, *after* Azov *add*, sea port⁷;
- (d) amend paragraph 83 to read: P 90–04, *after* Rostov *add*, sea port⁷.

11. The Working Party requested the secretariat to finalize the draft amendments to the AGN with due regard to the modifications listed in para. 10 above and to transmit them to (SC.3 for formal adoption and submission to the depositary).

12. The Working Party decided to invite the Working Party on Intermodal Transport and Logistics (WP.24) to revise Annexes 1 and 2 to the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) in accordance with the revised AGN.

13. The Working Party decided to revert, at its forty-second session, to the draft annex IV to the AGN on questions of security (ECE/TRANS/SC.3/2006/7 and Add.1), which had been prepared in accordance with the decision of SC.3 at its forty-ninth session (TRANS/SC.3/168, para. 25).

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

Documentation: Informal document No. 7 (2012), Informal document No. 8 (2012), Informal document No. 16 (2012)

14. The Working Party noted the second revised edition of the Blue Book contained in Informal document No. 7 and approved it. The secretariat was requested to introduce into the Blue Book the latest amendments submitted by the Governments of Belgium, Croatia (Informal document No. 8 (2012)), Switzerland and the United Kingdom. In accordance with a request by the DC, the Working Party asked the secretariat to consult the Government of Hungary with regard to their confirmation of the class of their section of the Danube (from 1,708.2 km to 1,433 km). The Working Party requested the secretariat to finalize the Blue Book with due regard to the amendments listed above and issue it as a formal UNECE publication under the symbol ECE/TRANS/144/Rev.2 by the forthcoming fifty-sixth session of SC.3.

15. The Working Party took note of the first concept of a UNECE web-based application containing a database collating data from the main standards and parameters of the E Waterway network (Blue Book), the AGN and the Protocol to the AGTC proposed by the secretariat (Informal document No. 16 (2012)) and approved it. The Working Party requested the secretariat to continue its work on developing an online application accessible for the general public with a view to making the application available online by the end of 2012 and report on the progress made at the fifty-sixth session of SC.3. Delegations were invited to send to the secretariat by 1 August 2012 their comments on this application.

C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49)

Documentation: ECE/TRANS/SC.3/159

16. The Working Party was informed that a presentation had been prepared for the session by Mr. Gabriel Mialocq (Voies Navigables de France) entitled “The Inland Waterway Project Saône Mosel Saône Rhine”. The paper copy was made available as Mr. Mialocq was unable to attend.

17. The Working Party requested the secretariat to prepare a revised list of most important bottlenecks and missing links, as set out in the annex to Resolution No. 49, based on the second revised edition of the Blue Book, and transmit it for consideration and adoption by SC.3.

D. Map of European Inland Waterways

18. The Working Party took note of the presentation of the updated map of European inland waterways pursuant to the changes from the revision of the Blue Book and amendments to the AGN by Mr. David Edwards-May, CEO of Euromapping.

19. The secretariat drew the attention of the delegates to the fact that the map was based on Resolution No. 30 on Classification of European Inland Waterways. It thus showed all navigable waterways of Europe and not only the so-called E waterways identified in the AGN and in the Blue Book along with missing links. Therefore the schematic broken lines representing missing links according to the AGN should not be shown on the map.

20. The Working Party approved the map subject to rectification of footnote 5 to the classification table in accordance with Resolution No. 30 and removal of broken lines showing missing links in the AGN network, as well as all modifications marked on the map by the delegations during the session. The secretariat was requested to ask delegations whether paper copies of the map were required and, if so, the number of copies required. SC.3 would receive a report at its fifty-sixth session, accordingly.

IV. European Code for Inland Waterways (CEVNI) (Resolution No. 24) (agenda item 3)

21. It was recalled that at its fifty-third session, SC.3 decided to maintain the CEVNI Expert Group composed of the representatives of the River Commissions and interested Governments in charge of monitoring the implementation of CEVNI by Governments and River Commissions and examining amendment proposals to CEVNI (ECE/TRANS/SC.3/183, para. 13).

A. Status of amendments to CEVNI

Documentation: ECE/TRANS/SC.3/115/Rev.4 and Corr.1,
ECE/TRANS/SC.3/WP.3/2012/2 and Add.1

22. The Working Party considered the revised amendment proposals to CEVNI prepared by the secretariat in document ECE/TRANS/SC.3/WP.3/2012/2/Add.1 as decided by SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/80, paras. 24 and 26 (b)) and agreed as follows:

(a) to approve the revised amendment proposals contained in paras. 3 to 9, 10 (a), (b), (d) to (f), and 11 with due regard to the footnotes by the secretariat;

(b) to request the CEVNI Expert Group to justify deleting the night marking for vessels stationary offshore as set out in article 3.20, paragraph 1, contained in para. 10 (c).

23. The Working Party took note of the report by Mr. Reinhard Vorderwinkler on the outcome of the seventeenth meeting of the CEVNI Expert Group (19 June 2012, Geneva). The minutes of this meeting are reproduced in the annex to this report.

B. Amendments to Chapters 1–8

Documentation: ECE/TRANS/SC.3/WP.3/2012/3 and Add.1, Informal document No. 9/Rev.1 (2012)

24. The Working Party agreed to consider the pending items of document ECE/TRANS/SC.3/WP.3/2012/3 together with additional proposals from the CEVNI Expert Group on amendments to CEVNI (ECE/TRANS/SC.3/WP.3/2012/3/Add.1) at its forty-second session, hoping to have by then the comprehensive proposal of CCNR on requirements for the installation and use of AIS equipment and clarifications by the CEVNI Expert Group on articles 3.16(1) and 7.08(2).

25. The secretariat was requested to transmit to SC.3 a consolidated text of draft amendments to CEVNI containing the amendments already provisionally agreed upon by SC.3 (ECE/TRANS/SC.3/WP.3/2012/2) and rectified by SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2012/2/Add.1) and further modified in para. 22 above.

C. Revision of Chapter 10, “Prevention of pollution of water and disposal of waste occurring on board vessels”

Documentation: ECE/TRANS/SC.3/179, ECE/TRANS/SC.3/WP.3/2012/4, ECE/TRANS/SC.3/WP.3/2012/12, ECE/TRANS/SC.3/WP.3/2012/13 and Add.1 (Corr.1 in Russian only), Informal document No. 9/Rev.1 (2012), Informal document No. 12 (2012)

26. The Working Party recalled that, at its fortieth session, it had considered the proposal of CCNR to revise CEVNI Chapter 10 (ECE/TRANS/SC.3/WP.3/2012/4) and felt that the general concept for revising Chapter 10 proposed by CCNR was in principle acceptable. It agreed, however, to come back to detailed considerations at the forty-first session after receiving information from the DC on the outcome of work of their Expert Group on Waste resulting from the Operation of the Vessel and proposals from Governments on the text transmitted by CCNR with due regard to the definitions of terms set out in ECE/TRANS/SC.3/WP.3/2012/4 (ECE/TRANS/SC.3/WP.3/80, paras. 28 and 29).

27. The Working Party welcomed the presentation by Dr. Harald Beutl, WANDA Project Leader, on the latest activities and results of this project on waste management for inland navigation on the Danube.

28. The Working Party took note of comments and proposals by Governments (ECE/TRANS/SC.3/WP.3/2012/13 and Add.1 and Corr.1 (in Russian only), Informal document No. 9/Rev.1 (2012)) and by River Commissions (ECE/TRANS/SC.3/WP.3/2012/12, Informal document No. 12 (2012)) on the possible modifications of the draft Chapter 10 transmitted by CCNR as set out in document ECE/TRANS/SC.3/WP.3/2012/4.

29. The Working Party requested the secretariat to prepare a consolidated text of the draft revised Chapter 10 based on the text of ECE/TRANS/SC.3/WP.3/2012/4 and on the

above input from Governments and River Commissions and submit it for consideration to the CEVNI Expert Group. The Working Party requested the CEVNI Expert Group to submit a proposal on the best instrument for including the provisions of CEVNI Chapter 10. Governments were invited to transmit to the secretariat by 15 November 2012 their proposals regarding the best possible placing of the provisions of Chapter 10, if any.

V. Mutual recognition of boatmasters' certificates and professional requirements in inland navigation (agenda item 4)

Documentation: ECE/TRANS/SC.3/184, ECE/TRANS/SC.3/WP.3/2012/14, Informal document No. 10 (2012)

30. It was recalled that, at its fortieth session, the Working Party agreed on setting up an International Expert Group (IEG), open to UNECE member States, the European Commission, River Commissions and other stakeholders, such as Education in Inland Navigation (EDINNA), with a view to modernizing existing regional and pan-European instruments on boatmasters' certificates and professional requirements in inland navigation (ECE/TRANS/SC.3/WP.3/80, paras. 9–16).

31. The Working Party took note of a presentation by Ms. Cécile Tournaye of CCNR on possibilities to set up a pan-European framework for qualifications in inland navigation. In view of the work already undertaken by CCNR and the European Commission on qualifications and mutual recognition of boatmasters' certificates, the Working Party felt that the creation of the IEG, in accordance with the mandate of SC.3 set out in Resolution No. 31, revised, would complement the work of River Commissions and the EU by providing a larger geographical scope.

32. The Working Party considered the input from Governments and River Commissions on the scope, mandate and organization of work of the pan-European Forum as presented in documents ECE/TRANS/SC.3/WP.3/2012/14 and Informal document No. 10 (2012). It requested the secretariat to draft a document on possible terms of reference and rules of procedure of the IEG highlighting the interaction between all existing groups of experts in River Commissions and the EU for consideration and approval by SC.3 at its fifty-sixth session.

VI. Future cooperation on the European vessel/hull database (agenda item 5)

Documentation: ECE/TRANS/SC.3/WP.3/2011/12

33. The Working Party took note of information provided by the secretariat on the Inland Transport Committee's (ITC) decision on this issue (ECE/TRANS/224, para. 53) and agreed to keep this item on its agenda. The secretariat was asked to continue monitoring progress in this field and remain in close consultation with the European Commission, informing SC.3/WP.3 and the ITC accordingly.

34. The Working Party requested the secretariat to include this issue in the agenda of the forthcoming fifty-sixth session of SC.3.

VII. Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (agenda item 6)

Documentation: ECE/TRANS/SC.3/172/Rev.1 and Amend.1

35. The Working Party took note that the Group of Volunteers had not met as foreseen in May 2012 due to a shortage of participants. The Working Party noted the agenda for the forthcoming sixth meeting of the Group of Volunteers, which will take place in autumn and stressed the importance of the work carried out by the Group of Volunteers in ensuring that the technical requirements for vessels are in line with the rapidly evolving legislation in UNECE member States.

36. The Working Party requested the secretariat to circulate the agenda of the forthcoming meeting of the Group of Volunteers, as soon as the date and place of its next meeting are agreed upon, to a large number of experts encouraging them to take part in this important group. The activities of the Group of Volunteers will be issued on the SC.3 web page as an informal working body of SC.3.

VIII. Establishment of common principles and technical requirements for pan-European river information services (RIS) (agenda item 7)

A. Proposals on the UNECE recommendations on Maritime Mobile Service Identifiers

Documentation: ECE/TRANS/SC.3/WP.3/2012/15

37. It was recalled that the Working Party, at its thirty-ninth session, took note of a proposal by the Russian Federation to elaborate special recommendations on Maritime Mobile Service Identifiers (MMSI) at the pan-European level in the Automatic Identification System (AIS) stations (transponders) of inland vessels which do not fall under the scope of Chapter V of the Convention for the Safety of Life at Sea (SOLAS 74).

38. The Working Party considered the proposal of the Russian Federation contained in document ECE/TRANS/SC.3/WP.3/2012/15 and decided as follows:

- (a) agree with the proposals set out in para. 5, subparagraphs (a) to (e);
- (b) para. 3, *for* radio stations *read* ship stations (in accordance with the ITU Radio Regulations, article 1, para. 1.77);
- (c) para. 4 (c), *for* Basel, 6 April 2000, version of 18 September 2007 *read* Bucharest, 18 April 2012;
- (d) footnote 1, *for* (Basel, 6 April 2000) *read* (Bucharest, 18 April 2012).

39. The Working Party asked the secretariat to transmit the proposal of the Russian Federation as rectified in para. 38 above to SC.3 for consideration and action as appropriate.

B. International Standard for Vessel Tracking and Tracing on Inland Navigation (VTT)

Documentation: ECE/TRANS/SC.3/WP.3/2012/16, ECE/TRANS/SC.3/176

40. The Working Party considered the proposal of the Chair of the Expert Group on Vessel Tracking and Tracing (VTT Expert Group) reproduced in document ECE/TRANS/SC.3/WP.3/2012/16 and decided as follows:

(a) to support the proposal to adapt the VTT Standard contained in the annex to Resolution No. 63 (ECE/TRANS/SC.3/176) with regard to accepting AIS Class B stations on inland waterways;

(b) to reword para. 3 of section B, chapter II to clearly indicate which vessels are allowed to use AIS transponders Class B, as follows:

“For the time being there are only AIS Class B “CS” stations, but it is expected that soon there will also be AIS Class B “SO” stations. It is questionable if the use of these latter AIS Class B transponders will be restricted to recreational craft.

In view of the cost, it may be attractive for non-SOLAS commercial vessels, like tugboats and service vessels to use these AIS Class B “SO” stations.

The possibility remains that an owner of a recreational craft installs and uses an officially approved Inland AIS station. The use of Inland AIS station will give recreational craft owners more possibilities which may be in their interest. However, an extensive use of Inland AIS stations by recreational craft will contribute to overloading the VHF Data link (VDL) and should be discouraged.

Thus, the use of AIS Class B (CS) stations should be restricted to recreational craft only. Particular vessel types with a certain length (such as tugboats and service vessels) should be allowed to use AIS Class B (SO) transponders. Control and preventing of the overloading of the VHF Data link (VDL) should be the responsibility of competent national authorities.”

41. The secretariat was requested to transmit the proposal of the Chair of the VTT Expert Group as rectified in para. 40 above to SC.3 for further consideration and action as appropriate.

IX. Pan-European Rules on General Average in Inland Navigation (agenda item 8)

Documentation: ECE/TRANS/SC.3/WP.3/2011/7, ECE/TRANS/SC.3/WP.3/2012/17 and Add.1

42. The Working Party took note of the proposals submitted by the Russian Federation (ECE/TRANS/SC.3/WP.3/2012/17) and Ukraine (ECE/TRANS/SC.3/WP.3/2012/17/Add.1) on the draft resolution on Pan-European Rules on General Average in Inland Navigation proposed by Serbia (ECE/TRANS/SC.3/WP.3/2011/7) on the basis of the General Average Rules of the International Association for the Rhine Ships Register (IVR).

43. The delegation of Serbia was kindly invited to formulate, in consultation with IVR, its comments on the proposals of the Russian Federation and Ukraine and transmit them to SC.3/WP.3 for consideration at its forty-second session.

X. Recreational navigation (agenda item 9)

Documentation: ECE/TRANS/SC.3/WP.3/2012/18 and Corr.1, Informal document No. 11 (2012) and Informal document No. 14 (2012)

44. The Working Party welcomed the draft schematic map of the recreational inland navigation network (AGNP) provided by Euromapping, invited Governments to review the information contained therein and submit modifications, if any, to the secretariat by 1 August 2012. The AGNP map is available at www.unece.org/fileadmin/DAM/trans/doc/2012/sc3wp3/AGN_recreational.pdf. The secretariat was requested to transmit the revised Resolution No. 52 with the annexed map to SC.3 for consideration and adoption.

45. The Working Party welcomed the information provided by the Russian Federation on changes in its national legislation concerning the approval of a list of inland waterways and ports accessible for the navigation of recreational craft under foreign flags (Informal document No. 17/Rev.1 (2012)).

46. The Working Party considered the revised edition of Resolution No. 40 prepared by the secretariat (Informal document No. 14 (2012)) and decided as follows:

(a) to request the secretariat to amend annex IV by systematically providing the name of the authorities mentioned in the national language, if different from the language of the Resolution (English, French, Russian) in brackets, and submit it to SC.3 for consideration and approval at its fifty-sixth session;

(b) to invite SC.3 at its fifty-sixth session to consider allowing the secretariat to update annex IV automatically on receiving relevant information from Governments;

(c) to refer the questions concerning the issue and recognition of International Certificates for Operators of Pleasure Craft to the International Expert Group referred to in para. 30 above.

47. The Working Party noted that only few member Governments had submitted information on difficulties they experienced in implementing Resolution No. 40 (ECE/TRANS/SC.3/WP.3/80, para. 56). It once again invited Governments to submit such information to the secretariat by 12 November 2012 in order to enable the secretariat to draft a document on the application of Resolution No. 40. The secretariat was further requested to try to draw up, in cooperation with the European Boating Association (EBA), guidelines on the application of Resolution No. 40 for use by individual yachtsmen, including the posting of frequently asked questions (FAQ) on the SC.3 website.

48. The Working Party decided to come back to the question of the status of Resolution No. 40 once the document on the implementation of Resolution No. 40 was available.

49. Noting the existence of a number of SC.3 resolutions concerning recreational navigation (Resolution No. 13, revised; Resolution No. 14, revised; Resolution No. 40, revised; Resolution No. 41 and Resolution No. 52) the Working Party asked the secretariat to consider a possible consolidation of the above instruments with a view to facilitating their implementation and raising the awareness of individual yachtsmen.

XI. Other business (agenda item 10)

50. The representative of the DC informed the Working Party that Mr. Karol Anda, Chief Engineer of the DC secretariat, would retire on 1 July 2012 and would be replaced by Mr. Peter Caky as of 1 September 2012. The Working Party expressed its appreciation for

the contributions made by Mr. Anda to its work, and wished Mr. Caky every success in carrying out his future important duties.

51. The Working Party took note of the information provided by Slovakia on the meeting of Danube Ministers of Transport on 7 June 2012 in Luxembourg, which culminated in the signature of a declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries.

XII. Adoption of the report (agenda item 11)

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

Annex

Decisions of the CEVNI Expert Group taken on 19 June 2012

1. The CEVNI Expert Group held its seventeenth meeting on 19 June 2012 back-to-back with the forty-first session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3, 20–22 June 2012).
2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Mr. B. Adam (Belgium), Ms. N. Dofferhoff-Heldens (the Netherlands), Ms. V. Ivanova (Russian Federation), Mr. Petar Margić (Danube Commission), Ms. A. Jaimurzina, Ms. M. Novikov, Ms. V. Blanchard and Ms. L. Panchenko (UNECE). Mr. Markus Maier, Safety Advisor and Quality Manager STETRAG AG and representative of the European River-Sea-Transport Union (ERSTU), attended the meeting at the invitation of the secretariat.
3. Ms. P. Brückner (Moselle Commission), Mr. G. Pauli (Central Commission for the Navigation of the Rhine) and Mr. Ž. Milković (International Sava River Basin Commission) were not able to attend the meeting.
4. Mr. M. Magold, Chief, Sustainable Transport Section, opened the meeting and introduced the members of the secretariat.
5. The following items were discussed:
 - I. Minutes of the last meeting.
 - II. General exchange of information.
 - III. Consideration of amendment proposals to CEVNI (CEVNI EG/2012/3, CEVNI EG/2012/4).
 - V. Other business.
 - VI. Next meeting.

I. Minutes of the sixteenth meeting

The CEVNI Expert Group adopted the minutes of its sixteenth meeting on 14 February 2012, as contained in document CEVNI EG/2012/2 and in annex to the report of the fortieth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/80).

II. General exchange of information

6. The participants exchanged information on their latest CEVNI-related activities. The following elements were highlighted:
 - (a) Ms. Dofferhoff-Heldens, representing the delegation of the Netherlands on CCNR on Rhine Regulations, advised that a comparison of articles of CEVNI against national regulations on inland waterways of the Netherlands had been completed. In September 2012, CCNR would proceed with the comparison of the CEVNI annexes. Once adopted by the Committee, CCNR would be in a position to formulate amendment proposals to CEVNI for the consideration of SC.3/WP.3.
 - (b) The Danube Commission (DC) advised that the special DC expert group on ship waste collection should finalize its proposals on revising CEVNI Chapter 10 at its

forthcoming session in order to reflect therein the experience of the Danube river basin. The results of this work are expected at the end of 2012 and will be presented to the CEVNI Expert Group and to SC.3/WP.3.

(c) Belgium advised it was in the course of revising national inland navigation regulations jointly with the Netherlands as they share many waterways. The work is aimed at simplifying the existing regulations.

(d) The Netherlands continue their intensive work on comparing the existing sets of national legislation on inland navigation, which differ between the 6 regions, with CEVNI in order to arrive at a single document presenting all the applicable regulations: CEVNI.

(e) The Russian Federation advised that changes had been made in its national legislation concerning the approval of a list of inland waterways and ports accessible for the navigation of recreational craft under foreign flags. Russian navigation rules apply and are in the course of revision. More specific information would be presented at the SC.3/WP.3 meeting.

III. Consideration of amendment proposals to CEVNI

7. The Expert Group proceeded with considering amendment proposals contained in document CEVNI EG/2012/3 drafted by the secretariat and agreed as follows:

A. Amendment to article 3.16

8. Amend para. (1) of article 3.16 to read:

Ferry-boats not moving independently shall carry:

By night:

(a) A bright white light visible from all directions, at a height of not less than 5 m; ~~this height may, however, be reduced if the ferry-boat is of a length of less than 20 m;~~

(b) A bright green light visible from all directions, about 1 m above the light referred to in (a) above;

By day:

A green ball at a height of not less than 5 m. ~~This height may, however, be reduced~~

The height of the bright white light and the green ball may be reduced if the ferry-boat is of a length of less than 20 m.

B. Amendment to article 7.08

9. The CEVNI Expert Group withdrew its amendment proposal to para. (2) of article 7.08 as stated in document ECE/TRANS/SC.3/WP.3/2012/3, para. 9, as the notion of "constant supervision" is open to interpretation. Originally, the Group wished to formulate a general rule instead of leaving the competent authorities to decide. Since it has proved difficult to formulate this in a general rule, while keeping the text of CEVNI simple, the Group decided to withdraw its previous amendment proposal.

C. Possible introduction in article 1.01 of a definition of a “large vessel”

10. The CEVNI Expert Group further considered the possibility to introduce a definition of a “large vessel” in light of the information provided by the secretariat and found it difficult to assess whether the text of CEVNI would be simplified by introducing a definition of a large vessel and replacing all the occurrences of “vessel” with “large vessel” without exception. However, the Group found that the text of some articles could be simplified by specifying that only large vessels are concerned. The Group, therefore, invited the delegations of Belgium and the Netherlands to provide a list of articles that could be made easier by introducing the term “large vessel” for consideration of the Group on a case-by-case basis, for example, to clarify certain situations where it is unclear which vessels are concerned.

11. Given the lack of time, the Group decided to proceed with the updated proposals by Belgium and go back to document CEVNI EG/2012/3 if there is enough time, otherwise to revert to it at its next session.

12. The Expert Group considered the updated amendment proposals contained in document CEVNI EG/2012/4 submitted by Belgium and circulated by the secretariat prior to the meeting. It agreed as follows:

1. Amendment to article 1.01

13. The Group would come back to this proposal following a case-by-case proposal to be formulated by Belgium and the Netherlands.

2. Amendment to article 1.08

14. *Amend* paragraph 3 of article to read:

The requirements set out in paragraphs 1 and 2 above are considered to be complied with when the ship has a ship’s certificate, issued in accordance with the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), or other recognized ship’s certificate, and when the construction and the equipment of the vessel correspond to the content of the ship’s certificate.

3. Amendment to article 1.10

15. After a thorough discussion, the Group decided to reject Belgium’s amendment proposal of replacing the metal or plastic plate on an unmanned barge with a plasticized copy of the ship’s certificate.

4. Amendment to article 3.04

16. *Amend* paragraph 3 of article to read:

The following minimal dimensions shall be met:

- (a) For cylinders, a height of 0.80 m and a diameter of 0.50 m;
- (b) For balls, a diameter of 0.60 m;
- (c) For cones, a height of 0.60 m and a diameter at the base of 0.60 m;
- (d) For bicones, a height of 0.80 m and a diameter at the base of 0.50 m.

5. Amendment to article 3.14

17. *Amend* paragraph 3 of article to read:

Vessels carrying out transport operations involving explosives 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:

By night:
Three blue lights;

By day:
Three blue cones, point downwards;

as indicated in ADN, Chapter 3.2, Table A, column (12).

These markings shall be about 1 m one above the other, in a suitable position and high enough to be visible from all directions. **The three blue cones may be replaced by three blue cones at the bow and three blue cones at the stern of the vessel at a height not less than 3 m.**

6. Amendment to annex 3.2

18. *Add* a sketch 33b similar to sketches 31b and 32b displaying three cones displayed at the bow and at the stern of the vessel.

7. Amendment to article 3.20

19. *Delete* in paragraph 3 “other than ship’s boats” and “and 2”

Delete “Ship’s boats do not need any marking.” (see CEVNI EG/2012/2 para. (g))

Add a sub-paragraph (d) under para. 4 reading:

For ships’ boats if stationed in the vicinity of the vessel to which they belong.

8. Amendments to article 6.01 bis and 6.02

20. After a thorough discussion, the Group decided to ask the secretariat to raise the issue with CCNR as the Police Regulations for the Navigation of the Rhine have the same wording as those of CEVNI as the provisions of article 6.01 bis are in contradiction with those of article 6.02, para. 2.

9. Amendment to article 6.11

21. *Amend* sub-paragraph (a) to read:

Generally on sections marked by the signs **A.2 and A.4** (annex 7)

22. *Amend* sub-paragraph (b) to read:

Between convoys in the areas marked by the sign **A.3 and A.4.1** (annex 7). However, this prohibition shall not apply when at least one of the convoys is a pushed convoy whose maximum dimensions do not exceed 110 m by 12 m.

10. Amendment to article 6.27

23. *Add* para. 3 to read:

By derogation from paragraph 2 above, in the case of weirs with an overhead bridge, passage through an opening may also be authorized by:

A sign D.1a or D.1b (annex 7) placed on the bridge above the channel.

24. *Add* para. 4 to read:

The trailing of anchors, cables or chains at or near a weir is prohibited.

11. Amendment to article 6.28

25. *Amend* para. 11 to read:

On approaching the lock basin and on entering and leaving a lock, high-speed vessels shall move at a speed that will preclude any damage to the locks, to vessels ~~or to floating equipment~~ and that will not cause any danger for the persons on board.

26. *Add* para. 13 to read:

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

12. Amendment to article 6.28 bis

27. *Add* para. 5 to read:

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

13. Amendment to article 6.29

28. *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 sub-paragraphs (a) and (b) above approach lock basins or are made fast in them, other vessels shall facilitate as much as possible passage by such vessels.

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

14. Amendment to Article 6.32

29. The Group considered the proposal by Belgium to replace “its category” with “whether it is a large vessel, small craft or high-speed vessel, its” in articles 6.32, para. 2; 6.32, para. 5 and 6.33, para. 1 (c) and decided to accept it in the case the definition “large vessel” is introduced. If not, the Group decided to clarify after the words “its category”, in the articles referred to above, in between brackets “(for example, convoy, high-speed vessel, small craft)”.

30. *Delete* “poussés” from the text of para. 6 of the French version.

As the CEVNI Expert Group was running out of time, it decided to continue reviewing the rest of the amendment proposals contained in documents CEVNI EG/2012/3, CEVNI EG/2012/4 at its next session.

IV. Other business

31. No items were discussed under “Other Business”.

V. Next meeting

32. The CEVNI Expert Group agreed on the following preliminary dates for the meetings of the group:

9 October 2012 Eighteenth meeting of the CEVNI Expert Group.
